

AGENDA
PLANNING COMMISSION REGULAR MEETING
CITY OF FARMINGTON HILLS
MAY 21, 2026 at 7:30 P.M.
FARMINGTON HILLS CITY HALL – CITY COUNCIL CHAMBER
31555 W. ELEVEN MILE ROAD, FARMINGTON HILLS, MICHIGAN 48336
Cable TV: Spectrum – Channel 203; AT&T – Channel 99
YouTube Channel: <https://www.youtube.com/user/FHChannel8>
www.fhgov.com (248) 871-2540

1. Call Meeting to Order
2. Roll Call
3. Approval of Agenda

4. Regular Meeting

A. [SITE PLAN APPROVAL 69-11-2025](#)

LOCATION:	35080 Grand River Avenue
PARCEL I.D.:	22-23-21-351-031
PROPOSAL:	Redevelop a 6.8 acre site to establish a “Customer Experience Center” for used vehicle sales and purchases within the B-3, General Business District.
ACTION REQUESTED:	Site Plan Approval
APPLICANT:	Carvana, LLC (Brendan Weak, Authorized Representative)
OWNER:	R S Grand River LLC

5. [Approval of Minutes](#) April 16, 2026

6. Public Comment
7. Commissioner/Staff Comments
8. Adjournment

Respectfully Submitted,

Tanji Grant, Planning Commission Secretary

Staff Contact:

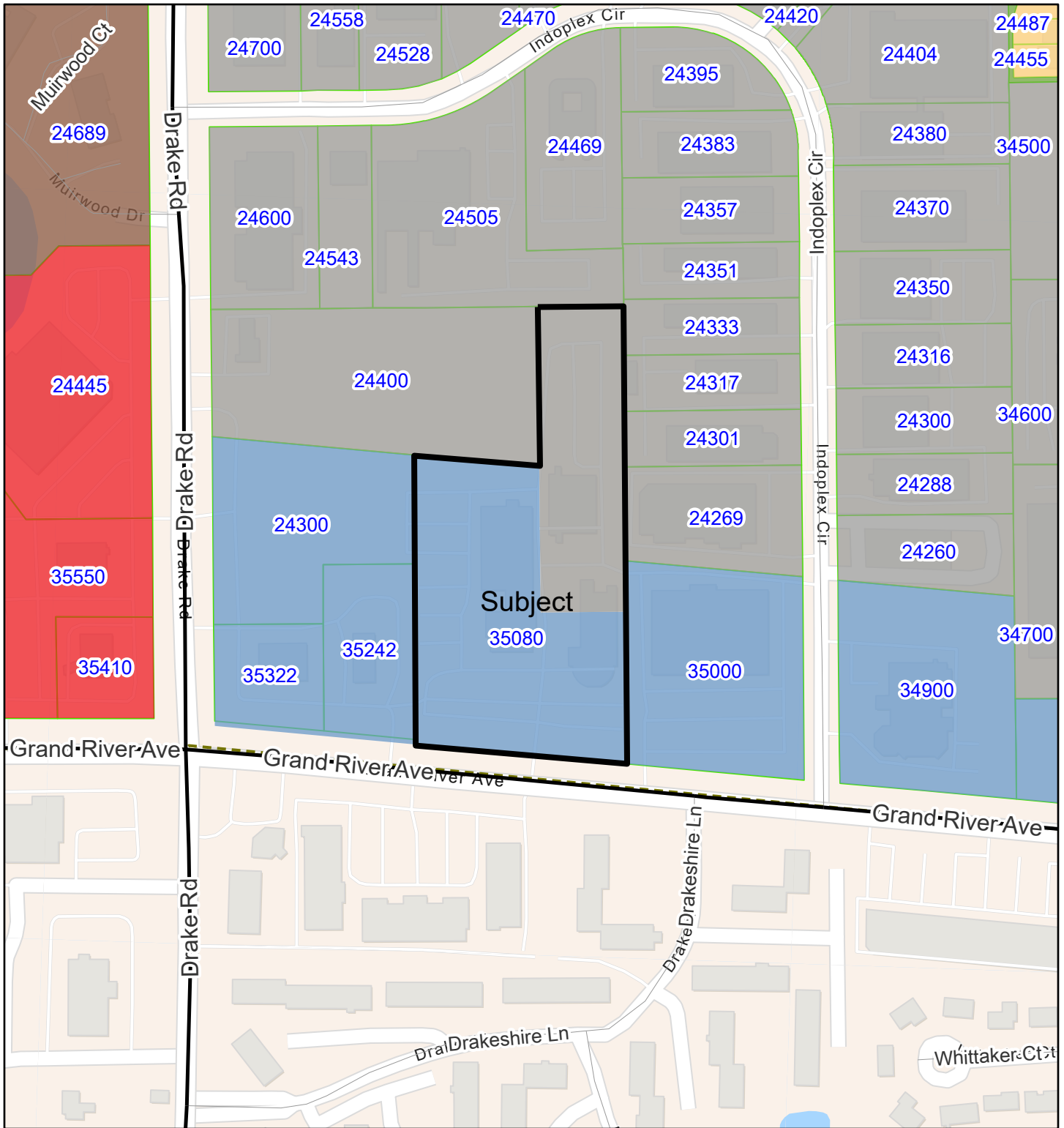
Diane Mulville-Friel
City Planner
Planning and Community Development Department
(248) 871-2540
dmulville-friel@fhgov.com

NOTE: Anyone planning to attend the meeting who has need of special assistance under the Americans with Disabilities Act (ADA) is asked to contact the City Clerk’s Office at (248) 871-2410 at least two (2) business days prior to the meeting, wherein arrangements/accommodations will be made. Thank you.

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Future Land Use - 35080 Grand River Ave

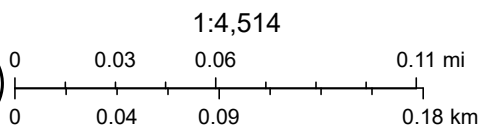


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Master Plan (2024)

- Commercial
- Grand River Corridor
- Industrial

- Multi-Family Residential
- Private Recreation
- Single-Family Cluster
- Tax Parcels




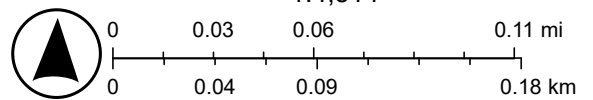
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Aerial - 35080 Grand River Ave



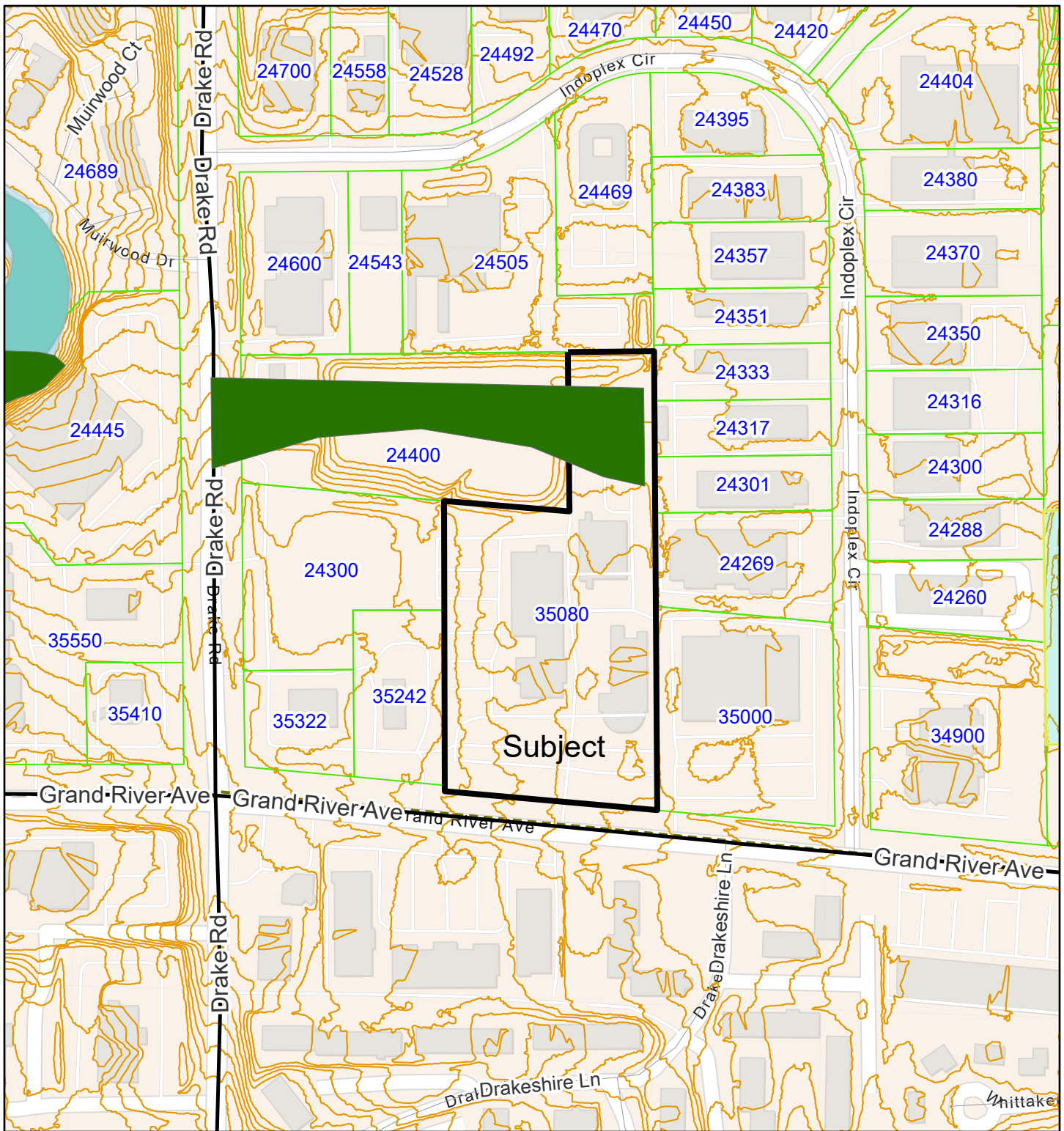
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 Tax Parcels



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

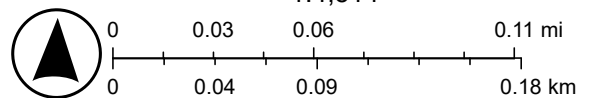
Natural Features - 35080 GRAND RIVER AVE



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1:4,514

- NWI or MIRIS ('78) wetlands
- NWI Wetlands 2015
- Freshwater Pond
- Tax Parcels
- Flood Hazard Area
- A
- 2-foot contours



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community



Carlisle | Wortman
ASSOCIATES, INC.

117 NORTH FIRST STREET SUITE 70 ANN ARBOR, MI 48104 734.662.2200 734.662.1935 FAX

Review Date	Plan Date
March 11, 2026	January 27, 2026
May 12, 2026	April 20, 2026

Site Plan Review for The City of Farmington Hills

Case: SP 69-11-2025 - Carvana - 35080 Grand River

Site: 35080 Grand River (22-23-21-351-031)

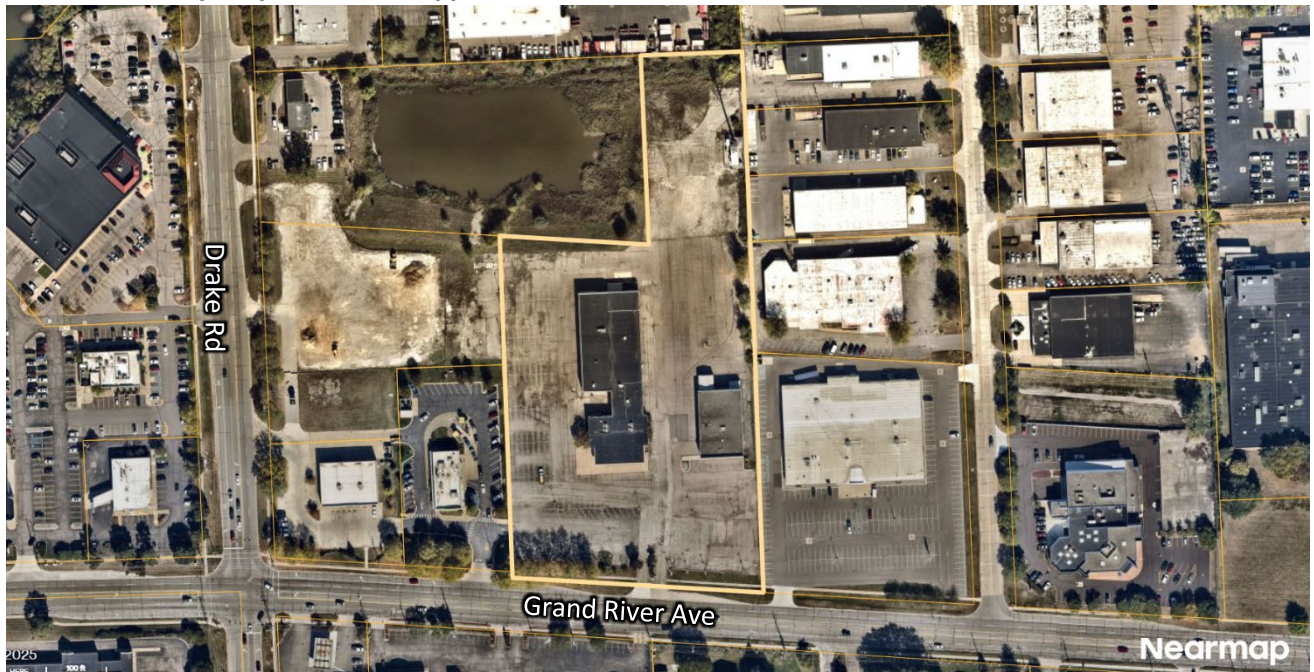
Applicant: Carvana, LLC (Brendan Weak, Authorized Representative)

Plan Date: Plan revision date April 20, 2026

Zoning: B-3, General Business District

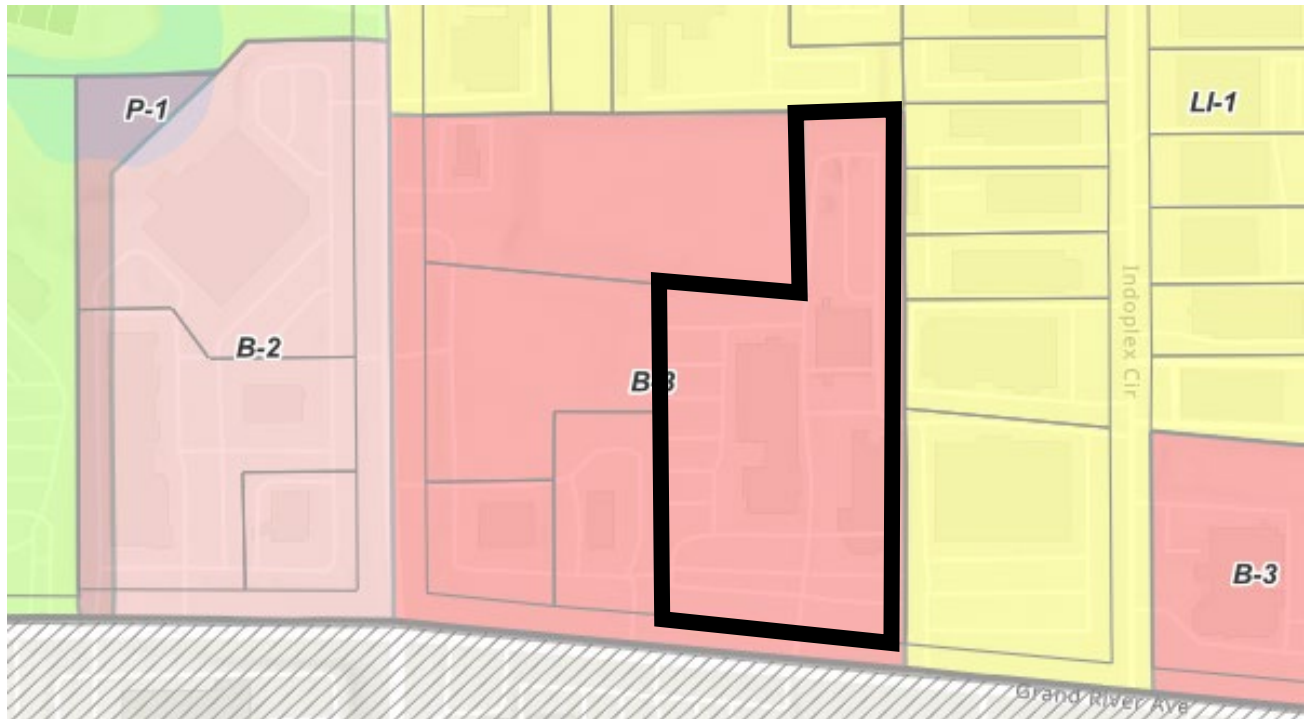
Action Requested: Site Plan Approval

Aerial Photo of Subject Site and Approximate Lot Lines



David Scurto, *Principal* Sally M. Elmiger, *Principal* R. Donald Wortman, *Principal* Craig Strong, *Principal*
Paul Montagno, *Principal* Megan Masson-Minock, *Principal* Laura Kreps, *Principal*
Richard K. Carlisle, *Past President/Senior Principal*

Zoning of Subject Site



SUMMARY OF FINDINGS

Existing Conditions

1. **Zoning.** B-3, General Business District.
2. **Existing Site.** The subject site is approximately 6.8 acres in area and was previously in use as an automobile dealership with vehicle service facilities. The dealership consisted of two (2) buildings, both of which remain on the site. According to the City’s BS&A property records, the western building is 28,644 square feet in floor area. The building is predominantly one story, with a small second story/walk out due to the site’s topography. City records also show that the building includes spaces for a showroom, parts storage, a wash rack, and multiple service areas. The eastern building is 7,517 square feet and one (1) story in height. This building was previously used as office, parts storage, and additional service space.

3. Adjacent Properties.

Direction	Zoning	Use
North	B-3 General Business District	Stormwater Pond, Commercial
South	N/A, City of Farmington	Grand River Ave, Retail, Commercial
East	B-3 General Business District	Commercial, Indoor Recreation
West	B-3 General Business District	Drive-Through Restaurant

4. **Site Configuration and Access.** The site is accessible via a divided driveway from Grand River Avenue, which is located in the approximate center of the site’s southern lot line. An interior drive

May 12, 2026

connects the site to the parcel to the west (35242 Grand River/McDonalds) via a cross-access easement, which will remain. Most of the site is paved with pole mounted lights located around the perimeter and the front yard. The site plan indicates that 302 parking spaces will be available on site. The northern portion (approximately 1.2 acres) is gravel surfaced; a 500 square foot telecommunications building is located in this area, and is accessible via an easement from Grand River Avenue.

Site Plan

1. Proposed Use.

Principal Use of the Property

The City staff has worked with the applicant to clarify the proposed use and operation characteristics of the facility. Carvana is not a traditional vehicle sales operation where a customer can go to the site to browse cars and speak with a dealer. We had asked the applicant to provide a detailed use and operation narrative. The detailed description of operations memo (dated 4/20/2026) is included in the meeting packet.

The applicant describes the proposed Farmington Hills facility at 35080 Grand River Avenue as a "Customer Experience Center" for used vehicle sales and purchases. As indicated in the memo, customers select and purchase vehicles online through [Carvana.com](https://www.carvana.com) and the final retail transaction steps occurs at the Farmington Hills location, including customer appointments, execution of purchase documents, registration processing, temporary plate issuance, and vehicle delivery or pickup.

The applicant notes that vehicles sold to customers would be delivered to the site from Carvana's vehicle preparation facility in Flint. Once on site, vehicles would undergo limited preparation inside the existing service bays, including light detailing, vacuuming, surface wipe-downs, tire service, battery charging, minor adjustments, and quality assurance inspections. The applicant states that major reconditioning, mechanical repair, body work, painting, collision work, or engine rebuilding would not occur at the Farmington Hills facility.

Carvana anticipates approximately 80 to 100 vehicles on site at a given time. These vehicles would primarily consist of customer-purchased vehicles awaiting scheduled delivery appointments, along with trade-in or purchased vehicles awaiting transport to Carvana's Flint preparation facility. The memo also indicates that the facility would not accept inoperable, damaged, or visually derelict vehicles.

The applicant asserts that the proposed use is comparable to a traditional automobile dealership and is permitted in the B-3 General Business District under the City's zoning ordinance. Specifically, the applicant contends that the use qualifies as a new or used car salesroom, showroom, or office with accessory open-air vehicle display, and also as outdoor space for the sale or rental of used motor vehicles. In the alternative, the applicant contends that the use would qualify as a similar commercial use of no more objectionable character than other permitted automobile sales uses.

The memo responds to any characterization of the facility as a fulfillment center or distribution hub by stating that those terms are not defined or listed in the Farmington Hills Zoning Ordinance. Carvana further contends that the facility lacks typical warehouse or logistics characteristics, such as loading docks, conveyor systems, high-cube warehouse space, heavy truck staging, or around-the-clock freight operations. Instead, the applicant emphasizes that the observable and functional characteristics of the site are those of a used automobile dealership.

The proposed use is not a traditional vehicle sales operation as commonly understood in a zoning context. The site is not primarily intended for customers to browse an inventory of vehicles, meet with a dealer, and select a vehicle for purchase from the lot. Rather, the applicant's operations are structured around an online sales model in which the customer selects and purchases a vehicle through Carvana's website, after which the vehicle is routed to the Farmington Hills facility for preparation, paperwork, pickup, delivery, or return processing. As such, the facility functions in substantial part as a vehicle fulfillment and delivery center associated with an e-commerce automobile sales platform, rather than as a conventional dealership or vehicle sales lot.

The following B-3 District use classifications appear most comparable:

Table of Uses Section 34-3.1.25	
Use	B-3 Allowance
New or used car salesroom, showroom or office when the main use is carried on within a building with open air display of vehicles as accessory	Permitted Use
Outdoor space for sale or rental of new or used motor vehicles, trailers, mobile homes, boats, recreational vehicles and other similar products	Permitted Use
Other commercial uses of a similar and no more objectionable character	Permitted Use
Automobile repair	Special Approval Use

While the applicant characterizes the proposed use as an automobile dealership, the operation differs from a conventional vehicle sales establishment in several respects. A traditional dealership typically allows customers to visit the site, browse vehicles available for sale, speak with sales staff, select a vehicle from on-site inventory, and complete the purchase transaction. By contrast, Carvana's model relies primarily on an online platform, where customers browse inventory, select a vehicle, and complete financing and credit-related steps before the vehicle is delivered to the Farmington Hills site for final processing, pickup, delivery coordination, or return processing.

Vehicles stored on site are described primarily as customer-purchased vehicles awaiting scheduled pickup or delivery, along with trade-in or purchased vehicles awaiting transport to an off-site preparation facility. As a result, the Farmington Hills facility appears to function as a hybrid retail sales, vehicle staging, customer delivery, and trade-in processing center, rather than a traditional dealership where the public selects vehicles from on-site inventory.

May 12, 2026

Accordingly, staff finds that the proposed use does not fully meet the intended character of a traditional vehicle sales use as contemplated by the Ordinance. However, because the operation includes elements of retail automobile sales and may have impacts comparable to or less intensive than other permitted B-3 automobile-related uses, the Planning Commission may consider the use under the provision allowing “other commercial uses of a similar and no more objectionable character.”

Because the proposed operation does not clearly fall within a single enumerated B-3 use classification, the Planning Commission should evaluate whether the use qualifies as an “Other commercial use of a similar and no more objectionable character.” In making this determination, the Commission should consider whether the proposed hybrid vehicle sales, staging, customer pickup/delivery, trade-in processing, and detailing operation is similar in character and intensity to other permitted B-3 commercial and automobile-related uses. The Commission should also consider whether the proposed use would be no more objectionable than a conventional vehicle sales operation with respect to traffic, vehicle storage, outdoor display, customer activity, site circulation, noise, lighting, and accessory vehicle preparation activities.

Accessory Use and Operational Limitations

The applicant’s proposed vehicle preparation and detailing activities may be considered accessory to the principal use, provided they remain limited in scope and are customarily incidental to the approved use of the property. Section 34-3.1.25 should be reviewed to confirm the applicable subsection for accessory structures and uses customarily incidental to permitted uses in the B-3 District.

City records indicate that car wash and repair facilities were previously present on the site. The applicant notes that no vehicle repair is proposed to occur on the property. The existing wash bay will be used for the detailing of inventory vehicles.

The Hazardous Substances Reporting Form submitted with the application indicates that no hazardous substances or polluting materials will be stored on site. However, the Michigan Department of Licensing and Regulatory Affairs inventory of underground storage tanks identifies 13 underground storage tanks listed as “inactive/change in service” at 35200 Grand River Avenue, with the tank type listed as “Other (Oil Hoist).” The applicant notes that above ground storage tanks remain associated with the former use and are planned to be removed. Underground tanks associated with in-ground hoists are present within the building and will be managed, abandoned, or removed, in accordance with applicable regulations. Such activities are being undertaken by the landlord.

“Automobile repair” is listed as a separate use in Section 34-3.1.25.C and is subject to special approval. Automobile repair is a more intensive activity than vehicle detailing or preparation and is defined in Section 34-2.2 as:

“General repair, engine rebuilding, rebuilding or reconditioning of motor vehicles; collision service; such as body, frame or fender straightening and repair, overall painting and undercoating of automobiles.”

The applicant states that the Farmington Hills facility would not perform major reconditioning, mechanical repair, body work, painting, collision work, engine rebuilding, or similar automobile repair activities. Instead, the applicant describes the proposed service bay activities as limited to light detailing, vacuuming, surface wipe-downs, quality inspections, tire service, battery charging, and minor equipment adjustments.

If the site plan is approved, staff recommends that the Planning Commission include a condition of approval stating that automobile repair activities, as defined by the Zoning Ordinance, are not permitted on site unless separately reviewed and approved by the City.

Additional Information Required

The applicant must provide additional information to demonstrate that vehicle sales will be the principal use of the property and to clarify the scope of accessory operations. At a minimum, the applicant should provide the following:

- a) The proposed use of the smaller building on the property.
- b) Confirmation regarding whether any existing car wash, repair, hoist, tank, or related automotive service equipment will remain, be used, or be removed.

Based on this information the Planning Commission may place conditions so that the use of the property remains a permitted use and does not include uses normally associated with automobile repair. Suggested conditions

- Maximum number of vehicles on site, or at least confirmation that the applicant’s stated 80–100 vehicles is the operating limit.
- No inoperable, damaged, wrecked, or visibly derelict vehicles
- No body work, painting, collision repair, engine rebuilding, mechanical repair, or major reconditioning.
- Vehicle preparation limited to detailing, vacuuming, wipe-downs, battery charging, tire service, minor adjustments, and QA inspections.
- Vehicle carrier unloading only in the approved loading area; no unloading/staging in Grand River, drive aisles, or required setbacks.
- No outdoor display/storage of inventory within the required front setback; front setback spaces limited to employee parking if that is the applicant’s position.

2. Dimensional Requirements.

B-3 District Requirements (Section 34-3.1.25.E)			
Standard	Required	Existing	Proposed
Min. lot size	N/A	N/A	6.8 acres
Min. lot width	N/A	N/A	423 ft.
Min. front setback (south)	25 ft.	200 ft.	200 ft.
Min. side setback (east and west)	10 ft.	~22 ft.	~22 ft.

B-3 District Requirements (Section 34-3.1.25.E)			
Standard	Required	Existing	Proposed
Min. setback from residential	20 ft.	N/A	N/A
Min. setback from side street	25 ft.	N/A	N/A
Min. rear setback (north)	20 ft.	78 ft.	78 ft.
Lot coverage	N/A	12.30%	12.30%
Max. building height	50 ft. (allowed)	Western building: 17'-2" Eastern building: 24'-8"	Western building complies Eastern building complies
Max. number of stories	3 stories (allowed)	Western building: 1 story Eastern Building: 2 story	Western building complies Eastern building complies
Front yard open space	50% min. 423 ft. x 25 =10,575 50% = 5,288 s.f.	Calculation provided was calculated incorrectly.	Pending. The existing front yard is landscaped. A corrected calculation of the front yard open space area must be provided.

Notes to B-3 District Standards		
Standard	Required	Provided
Landscaped yards abutting streets (34-3.5.2.A)	Landscaping of all yards abutting a street shall be provided per Section 34-5.14	Provided. See Landscaping Section for additional comments.
Front yard parking setback (34-3.5.2.J)	Parking may be permitted within the required front yard provided that the parking setback is not less than ten (10) feet and the area is landscaped.	Complies. Parking 32 ft. from front lot line.
Alley access/ side yard (34-3.5.2.K)	If adequate and permanent access is provided to the rear of the property by a public alley, the side yard requirements may be waived.	N/A

Notes to B-3 District Standards		
Standard	Required	Provided
Setback from residential district (34-3.5.2.L)	Min. setback of 20 feet or ten 10 percent of the depth of the lot as measured from the residential district, whichever is the greater, not to exceed 50 feet.	N/A
Setback from side street (34-3.5.2.M)	The setback from any side street shall not be less than twenty-five (25) feet or ten (10) percent of the width of the lot as measured from the street, whichever is the greater. Setback need not exceed the front yard setback of adjoining residential district, whichever is the greater, except that it need not exceed fifty (50) feet in any instance.	N/A
Loading spaces (34-3.5.2.N)	Per 34-5.4, loading space is required for every building, structure or part thereof involving the receipt or distribution of vehicles or materials or merchandise. 172x10=1,720 sf. loading area	Complies. Approximately 15' x 115' (1,725 sf) loading space proposed in side yard to east of larger principal building. See Loading section for additional comments. Planning Commission may permit loading space in the side yard provided that such location is necessitated by the site conditions and provided that the area is screened from view from any public street.
Rooftop equipment. (34-3.5.2.T)	Rooftop equipment shall be screened per Section 34-5.17	Pending. Applicant must confirm if any rooftop equipment is existing or proposed, and that it will be screened per Section 34-5.17
Landscaped yard abutting street. (34-3.5.2.U)	In any yard abutting a street or freeway, a landscaped area not less than ten (10) feet deep and abutting the street or freeway shall be provided in the setback.	Complies. Approximately 32 ft. landscaped yard provided.

Section 34-4.36 Use Standards for Outdoor Vehicle Sales		
Standard	Required	Provided
Areas for vehicle display (Section 34-4.36.1.A)	Areas for display of vehicles shall meet the setback requirements applicable to principal buildings within the zoning district within which the use is located.	Pending. The applicants have designated that the existing parking within the required setback is employee parking. This should be codified as a condition of approval.
Vehicular access to outdoor sales area (34-4.36.1.B)	60 ft. min from intersection of 2 streets	Complies. Approximately 520 ft. from intersection of Indoplex/Grand River (edge to edge).
B-3 District public street frontage for purposes of Section 34-5.11 (34-4.36.2.A)	All lot frontage on Grand River	Complies. Lot only has frontage on Grand River.
Minimum frontage on Grand River Avenue (34-4.36.2.B)	200 ft. min. lot width	Complies. 423 ft. lot width on Grand River.

3. Marginal Access Drives.

Section 34-3.11		
Standard	Required	Provided
Right-of-way setback (34-3.11.1.A)	The edge of the marginal access drive nearest the street shall be located ten (10) feet from the future street right-of-way.	Sixty (60) feet from existing - right-of-way.
Front yard setback (34-3.11.1.B)	60 ft. from future right-of-way.	Sixty (60) feet from existing - right-of-way.
Open space reduction (34-3.11.1.C)	The front yard open space required may be reduced to twenty-five (25) percent of the required sixty (60) foot setback area.	N/A

4. Dumpster Enclosure.

Dumpster Enclosure Requirements (31-5.1.3.D)		
Standard	Required	Provided
Dumpster pad/ minimum dimensions (31-5.1.3.D)	Paved dumpster location with minimum dimensions of nine (9) feet wide and six (6) feet deep, shall be provided.	Existing location is compliant with dimensional requirements.

Dumpster Enclosure Requirements (31-5.1.3.D)		
Standard	Required	Provided
Location and access (31-5.1.3.D.i)	The dumpster is located in a rear yard or interior side yard and is clearly accessible to servicing vehicles	Existing location is compliant with locational requirements.
Screening (31-5.1.3.D.ii)	Dumpsters shall be screened from view on all sides. Gates providing access shall also provide screening.	Does not comply. Dumpsters shall be screened with building wall, obscuring wall, and/or berm. Current dumpster is screened with chain-link fence and slats.
Setback (31-5.1.3.D.iii)	Dumpsters and enclosures shall be a minimum of twenty (20) feet from a residential district.	N/A

5. **Mechanical Equipment (31-5.1.4.D).** No mechanical equipment is shown on the site plan. Any proposed outdoor mechanical equipment must be shown on the site plan in and comply with Section 31-5.1.4.D.

6. **Parking Requirements.**

Parking Requirements		
Use	Requirement	Provided
One (1) space for each one hundred (100) square feet of usable floor space of sales room or three (3) for each one (1) auto service stall in service areas, whichever is the greater	4,923 sf. sales area = 49 spaces <i>Pending confirmation</i> Service stalls = <i>Pending confirmation</i>	Complies. 302 spaces proposed. Updated floor plans must be provided that clearly identify service stalls and useable floor area by activity in both existing buildings so that parking requirements can be calculated. See Section 34-2.2 for definition of usable floor area.
Barrier-free parking spaces (34-5.3.3.E)	Building 1 = 3 Building 2 = 1	Building 1 = 3 spaces: Complies Building 2 = 0 spaces: does not comply. 1 handicapped space is required if building 2 is going to be used

7. **Off-street Parking Dimensions.** The applicant must provide a table showing the number of standard and compact parking spaces and include labels identifying proposed drive aisle and parking space dimensions.

34-5.3.3.A Minimum Off-street Parking Dimensions (75 to 90 degree spaces)		
Use	Requirement	Provided
Maneuvering Lane Width	20 ft.	20 ft.
Standard Space Width	9 ft.	9 ft.
Standard Space Length	20 ft., 2-foot overhang permitted	20 ft.
Compact Space Width	9 ft.	9 ft.
Compact Space Length	17 ft., 1-foot overhang permitted	18 ft.

8. **Circulation.** Twenty (20) new parking lot islands spread through the site, and curb and landscaped area along the western property line are provided. The islands are being planted with trees that are in compliance with the minimum size requirements per 34-5.14.3.C.iv. City Engineer and Fire Marshal shall confirm site circulation.

9. **Off-Street Loading and Unloading (34-5.4).**

Standard and Requirements	Provided
<p>Off-street loading spaces shall be provided in the ratio of at least ten (10) square feet per front foot of building (34-5.4.2)</p> <p>172 ft. x 10 = 1,720 sf. loading area.</p>	<p>Compliant. Approximately 15' x 115' (1,725 sf) loading space proposed in side yard to east of larger principal building.</p> <p>Planning Commission may permit loading space in the side yard provided that such location is necessitated by the site conditions and provided that the area is screened from view from any public street.</p>

10. **Acceleration-Deceleration-Passing Lanes (34-5.6).**

Standard and Requirements	Provided
<p>Driveways providing ingress and egress to roads of four (4) or more lanes shall be provided with paved tapers or turning lanes for traffic safety as required by the director of public services.</p>	<p>An existing deceleration lane is located on westbound Grand River Avenue.</p> <p>We defer to the City Engineer's determination as to whether any modifications are required to the site's existing Grand River access drive.</p>

11. Corner Clearance (34-5.10).

Standard	Provided
No fence, wall, shrubbery, sign or other obstruction to vision above a height of thirty (30) inches from the top of curb at street level shall be permitted within a twenty (20) foot triangular area between a right-of-way line and a private drive measured along the edge of the driveway (along back of curb if curb is provided). Further, all trees within any required corner clearance area shall be trimmed up to a height of 6 feet or more.	Compliant. Corner clearance areas are shown on the plans and no landscaping is proposed to obstruct.

12. Landscape Development (34-5.14).

Landscape Development (34-5.14)				
Item	Required			Proposed/Comments
Minimum parking lot island area (34-5.14.3.C.iv)	Continuous curbing or other suitable device shall be required around all landscaped areas where damage from vehicles is possible. Each tree planted in a parking lot island must be provided with an open area not less than one hundred eighty (180) square feet with a minimum radius of three (3) feet at the trunk of the tree.			Compliant. Twenty (20) new parking lot islands spread through the site, and curb and landscaped area along the western property line are provided. The islands are being planted with trees that are in compliance with the minimum size requirements per 34-5.14.3.C.iv.
Cost estimate	Not Required			N/A
Minimum size and spacing requirements at planting (34-5.14.F)	Size at Planting	Center to Center Distance		----
	Height/Width	Groupings	Rows	
• Evergreen Trees	8 ft. height	20 ft.	12 ft.	N/A
• Narrow Evergreen Trees	5 ft. height	10 ft.	5 ft.	N/A
• Large Shrubs	30 in. height	6 ft.	4 ft.	N/A
• Small Shrubs	24 in. height	4 ft.	4 ft.	Compliant. Thirty (30) inches planting height, 4-foot spacing. Itea virginica/Dwarf Virginia sweetspire proposed, 93 total.
• Large Deciduous Trees	3 in. caliper	30 ft.	-	Compliant. Trees are proposed with 3.0 in. DBH at planting.

Landscape Development (34-5.14)				
Item	Required			Proposed/Comments
• Small Deciduous Trees	2 in. caliper	15 ft.	-	N/A
• Hedge Shrubs	24 in. height	3 ft.	3 ft.	N/A
• Canopy Trees	Large deciduous (large evergreen may be permitted in certain instances) distributed evenly in and around paved areas serving motor vehicles.			---
Minimum number of canopy trees (34-5.14.4.C)	One (1) tree for each 2,800 sf. of the paved surface area with no fewer than two (2) trees, regardless of surface 160,465 x 2,800 = 57 trees			Compliant. Fifty-(50) new canopy trees proposed in addition to eight (8) existing for a total of fifty-eight (58).
Parking lot screening from public thoroughfare (34-5.14.5)	All parking lots shall be separated from a public thoroughfare by a planted hedge of small shrubs as defined in subsection 34-5.14.3.F.v., or by a masonry wall or berm a minimum of two (2) feet high.			Compliant.
Wall or Berm (34-5.15)	Required when abutting a residential district. Min. height of six (6) feet.			N/A

13. Tree Replacement (34-5.18). According to Section 34-5.18(7), existing trees having six (6) inches or more trunk diameter at breast height (DBH) must be replaced on a one-to-one basis. According to Section 34-5.18(7)(iv), when landmark trees are permitted to be removed, replacement trees shall be provided to a minimum of twenty-five (25) percent of DBH of the tree to be removed. Replacement trees, measured in DBH or calipers, shall be provided either individually or on a cumulative basis to meet the twenty-five (25) percent DBH requirement. Landmark trees are defined in Section 34-5.18(10)(C)(ii). Any tree having a health or condition factor greater than sixteen (16) according to the criteria listed in Section 34-5.18.11(C) must be replaced.

Seven (7) existing trees along the site’s frontage will be removed. These include Crabapple trees and Bradford/Callery Pear trees. All are less than six (6) inches in trunk diameter at breast height, and are exempt from replacement requirements per Section 34-5.18.5.A. In addition, Callery Pear trees are invasive.

14. Exterior Lighting (34-5.16). As noted under applicability of regulations, whenever the installation or modification of outdoor lighting is part of a development that requires site plan approval, the approving body shall review and approve all proposed lighting as part of its site plan approval process and all lighting shall be subject to the provisions of this Ordinance.

The planning commission may modify the requirement for existing developed sites seeking modest expansions to bring all lighting into compliance with these lighting standards based on consideration of the following: the position and height of buildings, other structures, and trees on the site; the potential off-site impact of the lighting; the character of surrounding land use; and the extent of the proposed change in floor area and/or land use

- a. **Hours of Operation (34-5.16.3.B.v).** “Exterior lighting shall not operate during daylight hours. Building façade and landscape lighting shall be turned off between midnight or one hour after close of business, whichever is later, and 6:00am or opening, whichever is earlier. All other exterior lighting shall be reduced to no greater than 70% of maximum from midnight or one hour after close of business, whichever is later, and 6:00am or opening, whichever is earlier. Use of occupancy sensors to turn off or reduce lighting within 15 minutes of zero occupancy is recommended.”

Compliant. The hours of operation noted on the site plan are from 7:00 am to 9:00 p.m. Monday-Saturday and the notes regarding exterior lighting are included on Sheet E0.1 (Photometrics) as required.

b. Illumination and Fixtures.

Exterior Lighting		
Standard	Required/Allowed	Provided
Max. Height (34-5.16.3.A)	30 ft.	Compliant. Ten (10) – twenty-two (22) feet on buildings, twenty-two (22) – twenty-six (26) feet on poles.
Building Mounted Lights (34-5.16.3.A.iii)	Relevant building elevation drawings showing all fixtures and the portions of the walls to be illuminated.	Compliant. Elevations that identify building-mounted light locations and type were provided.
Fixture Shielding (34-5.16.3.B)	Parking lot lighting shall be designed to provide adequate vision and comfort in parking areas. Fully shielded luminaires shall be used to prevent glare and direct illumination away from adjacent properties and streets.	Pending. The proposed wall packs and pole-mounted light fixtures appear to have the option to be fully shielded which prevent glare and direct illumination away from adjacent properties and streets. The applicant must confirm that the proposed fixtures include optional shielding reflectors as required.
Average to minimum illumination ratio (34-5.16.3.C)	Lighting will be governed by the four to one (4:1) ratio of average to minimum illumination of the surface being lit.	Unknown. Applicant must provide the average to minimum illumination level for the overall the surface being lit.

Exterior Lighting		
Standard	Required/Allowed	Provided
Maximum illumination levels (34-5.16.3.C)	2.5 lumens per sq ft of hardscape area. 2,000 lumens per door. 160,465 x 2.5 = 401,162 lumens	Unknown. Applicant must provide the maximum lumens per sq ft of hardscape areas and per door.
Maximum illumination at the property line adjacent to non-residential (34-5.16.3.C)	(0.3) foot candles max.	Deficient. Maximum illumination levels (foot candles) exceeded in several locations along the property line including 4.8 on west, 1.8 on south, and 3.2 on east. The planning commission may modify these levels if such modifications are deemed necessary and appropriate to protect public safety.
Light source visibility adjacent to residential (34-5.16.3.B.iii.a)	No direct light source shall be visible at property line at ground level.	N/A
Maximum illumination at the property line adjacent to residential (34-5.16.3.B.iii.b)	(0.3) foot candles max.	N/A
Reflector shielding (34-5.16.3.B.iii.c)	All fixtures mounted within 50 feet of a residential property line or public right-of-way boundary shall be fitted with a shielding reflector on the side facing the residential property line or public right-of-way.	Pending. The applicant must confirm that the proposed fixtures include shielding reflectors as required by Section 34-5.16.3.B.iii.c.

15. Pedestrian Connection (34-5.19). A pedestrian access-ways of sufficient width and design to allow convenient use shall be provided between public sidewalks and principal building entrances.

Deficient. A pedestrian connection as required by 34-5.19 must be provided. Per Section 34-5.19.9, the planning commission may waive or modify this requirement if deemed not practical or would not result in any pedestrian activity.

16. Design Standards (34-5.20). According to Section 34-5.20.2.B.iii, “[w]hen an existing building façade is modified beyond the one-for-one replacement or windows and doors, the full façade shall be brought into compliance with this section.”

The narrative provided with the January 27, 2026 indicates that the larger building’s exterior will receive a “facelift.” However, in recent submittals it does not appear that any façade and exterior improvements are proposed. The applicant must provide a description of the proposed exterior alterations to demonstrate whether the building(s) must be brought into compliance with Section 34-5.20.

Design Standards	
Required	Provided
<p>Primary materials (34-5.20.4.A) At least 60% of façades facing a public right-of-way, excluding windows and doors, shall be comprised of primary building materials:</p> <ul style="list-style-type: none"> • Brick, cut stone, field stone, manufactured stone, or decorative CMU block • Timber or dimensional wood or engineered equivalent • Fiber cement siding or panels • Glass with metal framing 	<p>Pending. See comments above. Only front elevations were provided and building material percentages were not provided.</p> <p>The Planning Commission may grant a waiver from the building material requirements per Section 34-5.20.4.G if the Commission finds <u>both</u> of the following apply:</p> <ol style="list-style-type: none"> i. The waiver will achieve a specific architectural objective or purpose. ii. The proposed building materials are compatible with surrounding development.
<p>Accent materials (34-5.20.4.B) The following may be permitted as accent materials on any building façade:</p> <ul style="list-style-type: none"> • Glass block decorative • Metal and metal paneling • Decorative masonry veneer • Polymer plastic (e.g. Fypon, Azek) • Stucco • Plain or painted masonry block • Exterior Insulation and Finishing Systems (EIFS). EIFS may only be permitted when located at least 8 ft. above grade. 	<p>Pending. See comments above. Only front elevations were provided and building material percentages were not provided.</p> <p>The Planning Commission may grant a waiver from the building material requirements per Section 34-5.20.4.G if the Commission finds <u>both</u> of the following apply:</p> <ol style="list-style-type: none"> i. The waiver will achieve a specific architectural objective or purpose. ii. The proposed building materials are compatible with surrounding development.
<p>Material Palette and Colors (34-5.20.4.C) All building materials and colors shall be clearly labeled on the proposed building elevation plans.</p>	<p>Pending. See comments above. Only front elevations were provided and colors were not provided.</p>

Design Standards	
Required	Provided
<p>Architectural Scaling (34-5.20.5) All façades oriented toward a public right-of-way must provide windows and architectural scaling elements (such as vertical pilasters, columns, or other architectural elements) to break up the scale of the building.</p> <p>Building façades shall include no less than two of the following elements:</p> <ol style="list-style-type: none"> i. Building color change. ii. Building material or texture change. iii. Projections or recesses extending along at least 20% of the façade. iv. Recessed entranceways or projecting vestibules. v. A horizontal expression line, such as a molding or reveal, shall define the transition between the ground floor and upper stories. If a one-story building is proposed, the horizontal expression line is not required. 	<p>Pending. See comments above. It is not clear from elevations submitted if the architectural scaling requirements have been met.</p>
<p>Roofs (34-5.20.6.A.i) For flat roofs, parapets shall not exceed one-third of the height of the supporting wall at any point.</p>	<p>Complies</p>
<p>Fenestration (34-5.20.7.A)</p> <p>Facades facing a Major Thoroughfare:</p> <ul style="list-style-type: none"> • Min. 60% ground floor fenestration. • Min. 35% upper floor fenestration. <p>Facades facing a public ROW that is not a Major Thoroughfare:</p> <ul style="list-style-type: none"> • Min. 50% ground floor fenestration. • Min. 20% upper floor fenestration. 	<p>Pending. Does not comply. Western building is 43% fenestration. Eastern building is 0% fenestration.</p> <p>The Planning Commission may grant a waiver from the building fenestration requirements per Section 34-5.20.7.F if the Commission finds <u>one</u> of the following apply:</p> <ol style="list-style-type: none"> i. The waiver will achieve a specific architectural objective or purpose. ii. The proposed building materials are compatible with development surrounding iii. Compliance with the standard will result in a practical difficulty.

Design Standards	
Required	Provided
<p>Building Entrances (34-5.20.8) Building entrances are subject to the following:</p> <ul style="list-style-type: none"> A. A pathway to the entrance shall be provided as described in Section 5.19. B. Entrances shall be well-lit with decorative or functional lighting that enhances visibility and security. Entrance lighting must comply with Section 5.16 Exterior Lighting. C. Entrance features shall be proportional to the building façade. D. When practical, service entrances and overhead doors that are not articulated or clearly defined shall be obscured from view of a public right-of-way. E. Entryway features, such as planters, benches, exterior artwork, or other pedestrian-friendly amenities, encouraged. 	<p>Pending. See comments above. It is not clear from elevations submitted if the building entrance requirements have been met.</p>

17. Public Art (34-5.21).

Public Art Requirements	
Required	Provided
<p>The installation of public art in accordance with this Section is required for any non-public construction or renovation project with a construction cost of two million dollars (\$2,000,000.00) or more, in the Special Planning Areas described in the 2024 Master Plan.</p>	<p>Compliant. The property is included in the Grand River and Drake Special Planning Area (34-5.21.2.iv) and the applicant indicated that cost of construction for exterior landscaping, painting, and parking lot islands would be \$400,000 and public art would not be required.</p> <p>The Planning Commission should have the applicant confirm the cost of the renovation project to demonstrate that public art is not required.</p>

18. Utilities. Utilities are existing on site. We defer to City Engineer for comment.

Summary

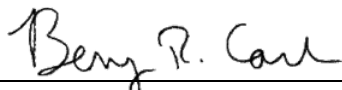
Prior to taking action on the proposed site plan, the Planning Commission must make the following determinations:

- 1) Does the proposed use qualify as an “Other commercial use of a similar and no more objectionable character.” In making this determination, the Commission should consider whether the proposed hybrid vehicle sales, staging, customer pickup/delivery, trade-in processing, and detailing operation is similar in character and intensity to other permitted B-3 commercial and automobile-related uses. The Commission should also consider whether the proposed use would be no more objectionable than a conventional vehicle sales operation with respect to traffic, vehicle storage, outdoor display, customer activity, site circulation, noise, lighting, and accessory vehicle preparation activities.
- 2) Are there specific conditions so that the use of the property remains a permitted use and does not include uses normally associated with automobile repair.
- 3) Whether a loading space may be permitted in the side yard provided that such location is necessitated by the site conditions and provided that the area is screened from view from any public street.
- 4) Whether illumination levels may exceed 0.3 footcandles at the property line. Lighting requirements for existing developed sites seeking modest may be waived based on consideration of the following: the position and height of buildings, other structures, and trees on the site; the potential off-site impact of the lighting; the character of surrounding land use; and the extent of the proposed change in floor area and/or land use.
- 5) Whether to require a pedestrian connection or to waive if deemed not practical or would not result in any pedestrian activity.
- 6) Whether to grant a waiver from the building and material requirements per Section 34-5.20.4.G.
- 7) Whether to grant a waiver from the building fenestration requirements per Section 34-5.20.7.F.
- 8) The renovation project has a construction cost of more than \$2,000,000.00 which would require installation of public art; however, the public art requirement is waived, or partially waived, finding one or more of the conditions listed under Section 34-5-21-6 apply.

In addition, the following items must be addressed to the Commission’s satisfaction. All or some may be addressed as conditions of approval.

- 1) Applicant must confirm if any rooftop equipment is existing or proposed, and that it will be screened per Section 34-5.17
- 2) The applicants have designated that the existing parking within the required setback is employee parking.
- 3) Screen dumpster in accordance with section 31-5.1.3.D.

- 4) Provide handicapped space adjacent to eastern building.
- 5) Confirm that the proposed plantings will comply with the maximum height permitted by Section 34-5.10.
- 6) Existing underground tanks must be removed in accordance with any applicable regulations.
- 7) Confirm that the proposed fixtures include shielding reflectors as required by Section 34-5.16.3.B.iii.c.
- 8) Items identified by the City Engineer must be addressed.
- 9) Items identified by the City Fire Department must be addressed.



CARLISLE/WORTMAN ASSOC., INC.
Benjamin R. Carlisle, AICP, LEED-AP
President



CARLISLE/WORTMAN ASSOC., INC.
Mike Auerbach, AICP
Senior Associate



DEPARTMENT OF PUBLIC SERVICES
JACOB RUSHLOW, P.E., DIRECTOR

INTEROFFICE CORRESPONDENCE

DATE: May 8, 2026
TO: Diane Mulville-Friel, City Planner
FROM: Mirandi Alexander, Civil Engineer II
SUBJECT: Carvana Vehicle Fulfillment Center
PJ # 21-26-63
35080 Grand River Avenue
23-21-351-031

This office has performed a review of the above referenced revised site plan submitted to the Planning Department on April 20, 2026. Our review comments are as follows:

1. The recent plans clarify the extent of on-site work, and as such, the following comments have been updated to reflect the proposed site plan.
2. An 8-inch water main exists between 35200 and 35080 Grand River Avenue. There is an additional 8-inch water main across the frontage of 35200 Grand River Avenue near the building. This project is using the existing buildings onsite and as such it does not appear that any additional new water main will be necessary.
3. An 8-inch sanitary sewer exists along the east property line. Provided that the building addition is serviced internally there should not be a need for an additional public sanitary sewer extension. If the existing sanitary sewer lead is to remain, a video will be required to confirm it is working properly.
4. This site is part of a larger development, and it uses the detention pond to the Northwest. Verification that this pond is in reasonable condition and provides storm water detention is required. Maintenance of the pond may need to be included with the proposed improvements.
5. A water treatment device was also installed with the previous development, please confirm that it meets the Oakland County WRC drainage standards.
6. Along with the detention pond the previous parking lot had detention. This must be maintained or accounted for in the pond.
7. It is suggested that the proponent and his Engineer meet with the City's engineering Division to discuss this site in further detail.



FIRE

FARMINGTON HILLS



INTEROFFICE CORRESPONDENCE

DATE: May 1, 2026

TO: Planning Commission

FROM: Jason Baloga, Fire Marshal

SUBJECT: Revised Site Plan Review 69-11-2025 (35080 Grand River Ave.) Carvana Vehicle Fulfillment Center

The Fire Department has no objection to approval of this Site Plan contingent upon compliance with the following:

1. Subject property shall have a re-review, permit and acceptance test of all applicable life safety systems (Fire Suppression and Fire Alarm) because of the length of time the property has been vacant.
2. Building shall be maintained in accordance with minimum Fire Prevention Code requirements.

A handwritten signature in blue ink, appearing to read 'Jason Baloga'.

Jason Baloga, Fire Marshal

JB/ss



**CARVANA CUSTOMER EXPERIENCE CENTER
IN FARMINGTON HILLS
35080 GRAND RIVER AVE.
DESCRIPTION OF OPERATIONS
APRIL 20, 2026**

Carvana is a dealer that sells and purchases vehicles through individual transactions with customers. Customers browse Carvana’s inventory of over 45,000 vehicles at Carvana.com, where they select a vehicle and complete financing and credit applications. While we are an online-first retail sales operation, our customer centers serve as a brand and Customer Experience Center to facilitate efficient pick-up and drop-off to simplify the customer experience. The final steps of each transaction — take place at the Farmington Hills Customer Experience Center or at a customer-designated drop-off location. While we operate very similarly to a traditional dealership, we simplify the customer experience by minimizing the amount of time and effort customers invest at our customer-facing sites, as we enable them to pick-up their vehicle with key components of the transaction already completed online.

Carvana selected the Farmington Hills location because it was previously a dealership. The site, as built, provides the needed facilities for Carvana’s proposed use. The property is zoned B-3 General Business District, which permits “new or used car salesroom, showroom or office where the main use is carried on within the building with open air display of vehicles, as accessory use.” Carvana’s operations comply with this permitted use and with the automobile sales facility requirements in Section 34-4.36.

Customer Experience Center

Carvana will utilize the Farmington Hills facility as a Customer Experience Center, dedicated to serving as a customer-facing branded facility to support Carvana’s digital and online-centric sales platform. Vehicles purchased by customers are delivered to the Customer Experience Center from Carvana’s regional vehicle inspection and reconditioning facilities - in the same manner that any dealership receives inventory. Upon arrival, customer’s vehicles are prepared for delivery inside the main building service bays. Preparation activities may include a light rinse, vacuuming, surface

wipe-downs, and a quality assurance inspection to ensure the vehicle meets Carvana's retail standards before the customer takes possession. Additionally, there are no outdoor speakers or any promotional signs used on the site.

Plan of Operation

Outlined below is Carvana's operational detail, which includes a thorough understanding of the unique nature of the Center's typical operations.

Hours of Operation

The Customer Experience Center operates Monday through Sunday, from 7:00 a.m. to 9:00 p.m. Business/Public operating hours will vary.

Customer Experience Center Office and Staffing

The Carvana Customer Experience Center is projected to employ 30 - 42 Customer Advocates and up to three Managers at the Farmington Hills location. Customer Advocates prepare and execute purchase documents, process registrations and temporary plates, and coordinate vehicle delivery appointments. The office also manages facility maintenance, site security, and day-to-day operations. Customer Advocates handle telephone calls and assist potential customers who visit the facility to inquire about Carvana's services.

Customer Pick-up and Drop-off at Farmington Hills

The typical customer activity at the Farmington Hills Facility is focused on in-person pick-up or drop-off activities. Since Carvana's retail sales model is based upon an online sales model, the vast majority of the customer information gathering, finance and sales activity occur online. That said, Farmington Hills would serve a vital customer-facing in-person experience function for Carvana, serving as our brand experience for customers in and beyond the Farmington Hills region.

- (a) The customer's purchased vehicle arrives on site and undergoes preparation and quality inspection process.
- (b) A Carvana Customer Advocate assembles all final sale paperwork in the on-site office.
- (c) The customer makes an appointment to come to the Customer Experience Center to complete their pick-up experience. Alternatively, the

customer may request that a Customer Advocate deliver the vehicle to the customer, typically their home or place of work.

- (d) At the Customer Experience Center, the customer meets with a Customer Advocate, reviews and finalizes all documents necessary to the sale.
- (e) The customer receives registration and a temporary license plate. All sales tax and registration fees are collected and processed in accordance with state and local laws.
- (f) In the event of home delivery, all sale paperwork and customer coordination are handled by a Customer Advocate. The Customer Advocate then delivers the vehicle directly to the customer.
- (g) Carvana offers a seven-day return policy. If the customer is not satisfied, the customer returns the vehicle to the Farmington Hills Customer Experience Center, where the vehicle is exchanged or returned to Carvana.

In the event of a trade-in or vehicle purchase by Carvana from a customer, the process is substantially the same. Customers may bring their vehicle to the Farmington Hills location or request that Carvana pick up the vehicle. These vehicles are then transported to Carvana's inspection and reconditioning facility in the region. The Customer Experience Center does not accept inoperable, damaged, or visually derelict vehicles.

Vehicle Inventory

Vehicles on site at any given time are predominantly customer-purchased vehicles awaiting a scheduled pickup or delivery appointment, along with trade-in vehicles awaiting transport to Carvana's preparation facility. Carvana anticipates approximately 80–100 vehicles on the lot at any given time, comparable in scale to a small to mid-sized automotive dealership.

Receiving and Deliveries

Vehicles arrive and depart the facility in the ordinary course of retail sales operations, just as at any dealership where sold vehicles are delivered to customers and new inventory is received on a regular basis. Additionally it's worth pointing out that Carvana owns and operates their own fleet of delivery vehicles and the drivers are Carvana employees. Accordingly, Carvana controls

the days and times of vehicle deliveries to the site. For those customers who choose the delivery option, single car haulers are available onsite and Customer Advocates will deliver the vehicle to a destination prearranged with the customer.

Service Bay Operations

The service bays are used for vehicle preparation activities consistent with retail auto sales operations—light rinse, quality inspection, battery charging, and minor equipment adjustments. There will be no servicing of vehicles or auto repair being conducted at the Customer Experience Center. Major mechanical work, if needed, is completed before vehicles arrive at the Customer Experience Center. These service bay activities are substantially similar to, and less intensive than, the service operations conducted at traditional dealerships, which routinely perform diagnostic testing, mechanical repair, and body work.

Comparable Uses in the B-3 District

Carvana's operations are consistent with other automobile sales facilities on Grand River Avenue in B-3 Districts. Enterprise (29301 Grand River) conducts online vehicle sales, arranges delivery and pickup, and does not perform on-site repairs—yet operates as an automobile sales use. Quattro Motors (28975 Grand River) was approved in October 2024 after its owner indicated it conducted “no repairs, car work or detailing,” but “solely sales.” Carvana's operation is functionally identical to these approved uses: the primary activity at the site is completing individual automobile sale transactions with customers. The Farmington Hills Planning Commission has recognized that indoor showrooms—where vehicle selection occurs away from the physical lot—are permitted by right in the B-3 district. Carvana's model, where customers select vehicles online rather than from a showroom floor, is a modern extension of the same concept.

Response to Fulfillment Center / Distribution Hub Characterization

Carvana respectfully submits that its Farmington Hills Customer Experience Center is not a fulfillment center or distribution hub, and that no basis exists in the Farmington Hills Zoning Ordinance to classify it as such.

The terms “fulfillment center” and “distribution hub” do not appear as defined use categories in the Farmington Hills Zoning Ordinance. The City

cannot deny a use that squarely fits within a defined and permitted use category—“outdoor space for the sale or rental of new or used motor vehicles”—by applying an undefined label that has no basis in the ordinance’s text. The B-3 District permits automobile sales uses, and Carvana’s operation is an automobile sales use.

Carvana’s operation does not match the characteristics of a fulfillment center or distribution hub. In the logistics industry, a fulfillment center is a facility whose primary function is receiving, storing, picking, packing, and shipping goods—typically consumer products—directly to individual addresses. A distribution hub moves goods in bulk between business locations, acting as a waystation in a supply chain. Neither description applies to the Farmington Hills facility. The primary activity at this site is completing retail automobile sales with individual customers. Customers visit the facility, meet with a Customer Advocate, receive a registration and temporary license plate, and take possession of their vehicle. No fulfillment center or distribution hub performs these functions.

The observable characteristics of the site are those of an automobile dealership, not a logistics facility. From the standpoint of the surrounding community, the Farmington Hills Customer Experience Center presents as a used car dealership: vehicles displayed on an outdoor lot, an office building where sales transactions are completed, service bays for vehicle preparation, and customers arriving for appointments. The site does not feature the characteristics associated with fulfillment or distribution operations—such as loading docks, conveyor systems, high-cube warehouse space, or around-the-clock freight operations.

Ordinance Compliance

The applicable Farmington Hills zoning ordinances permit automobile sales uses in the B-3 District under two configurations:

- (a) “Outdoor space for the sale or rental of new or used motor vehicles . . .”; or
- (b) “New or used car salesroom, showroom or office when the main use is carried on within a building with open air display of vehicles as accessory.”

Carvana qualifies under both options. The Customer Experience Center includes an office where the main sales activity—registration processing, and customer meetings—is carried on within the building. Vehicles are displayed on the outdoor lot as an accessory to the sales operation conducted inside. Carvana also maintains outdoor space used for the sale of used motor vehicles. The operation satisfies each element of the permitted use as defined in the ordinance.

In addition, the B-3 Zoning District provides for “other commercial uses of a similar and no more objectionable character” as principal permitted uses (Section 34-3.1.25.XXIV). Even if Carvana’s e-commerce-based sales model were considered a distinct use from a traditional auto dealership—which Carvana does not concede—it is clearly “similar” to a traditional dealership and is less objectionable in its impacts, with no paint booth, no automotive repair operations, and no diagnostic testing.

Economic Development

Carvana’s operations represent an excellent reuse of the property. Carvana’s occupancy will activate a vacant building that faces the possibility of deterioration and blight due to non-use. The main building will receive a facelift with exterior improvements. Approximately 30–45 employees will work at the Farmington Hills Retail Sales Center each day. Carvana has a demonstrated customer base in Farmington Hills, with over \$4,000,000 in sales to Farmington Hills residents over the past two years. The facility will generate property tax revenue and local employment consistent with the City’s goal of maintaining vibrant commercial activity along the Grand River corridor.

Conclusion

Carvana’s Farmington Hills Customer Experience Center is, in both form and function, an automobile dealership. Individual customers purchase and sell vehicles at this location. The fact that customers discover and select their vehicles through an online platform rather than by walking a physical lot does not change the fundamental nature of the use.. Carvana respectfully requests approval of its site plan application.

Sincerely,

A handwritten signature in black ink, appearing to read 'BWeak', with a stylized, cursive font.

Brendan Weak,
Senior Project Manager, Infrastructure Development



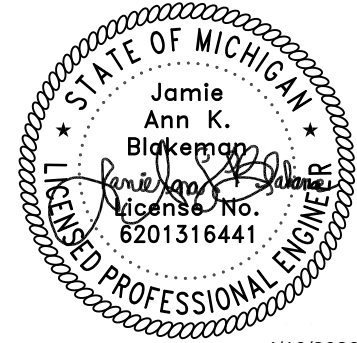
To: Ramzi Georges
Atwell, LLC

From: Jamie Ann K. Blakeman, PE, PTOE

Job Number: 26.5981

RE: Carvana – Farmington Hills, MI
Traffic Statement

Date: April 10, 2026



4/10/2026

INTRODUCTION

Lökahi, LLC (Lökahi) has prepared a Traffic Statement for the proposed Carvana development, located at 35080 Grand River Avenue in Farmington Hills, Michigan. See **Figure 1** for the vicinity map.

The Carvana development is a proposed 33,554 square foot (SF) used car dealership. See **Attachment A** and **Figure 2** for the site plan.

The objective of this Traffic Statement is to analyze the proposed development's traffic-related impacts on the adjacent roadway network.



Figure 1 - Vicinity Map





EXISTING CONDITIONS

The approximately 6.76-acre site is located on Property Identification Number (PIN) 23-21-351-031. The City of Farmington Hills *Zoning Districts* tool reports that the site is zoned for General Business District (B3). The site was previously occupied by a used-car dealership, Bob Saks Toyota. The property is currently developed with an approximately 25,288-square-foot building and an additional 8,266-square-foot building, both of which were associated with the former dealership operations.

It is bordered by a retention pond and Fire Rover to the north, Grand River Avenue to the south, commercial and industrial uses to the east, and McDonald's and undeveloped land to the west.

Grand River Avenue is an east-west roadway that provides two (2) lanes in each direction of travel, with a center two-way left-turn lane (TWLTL) median. The City of Farmington Hills *Roadway Jurisdiction* (2017) map, reports that Grand River Avenue is under the jurisdiction of the Michigan Department of Transportation (MDOT). MDOT classifies Grand River Avenue as a minor arterial according to the MDOT *NFC, NHS & ACUB* tool. According to the MDOT *Michigan Traffic AADT* tool, Grand River Avenue carried an annual average daily traffic (AADT) of 13,414 vehicles per day (vpd) between Gil Road and Drake Road in 2024. There is a posted speed limit of 45 miles per hour (mph).



PROPOSED DEVELOPMENT

The proposed Carvana is a 33,554 SF used-car dealership.

The development will occupy the existing buildings used by the former car dealership.

There are no new buildings or demolitions proposed.

The site will be served by one (1) full-access driveway along Grand River Avenue, located approximately 685 feet east of Drake Road, measured centerline to centerline.

In addition, the site will have cross-access connectivity through a shared access easement with McDonald's located directly west of the site.

There are no proposed changes to any of the existing access points.

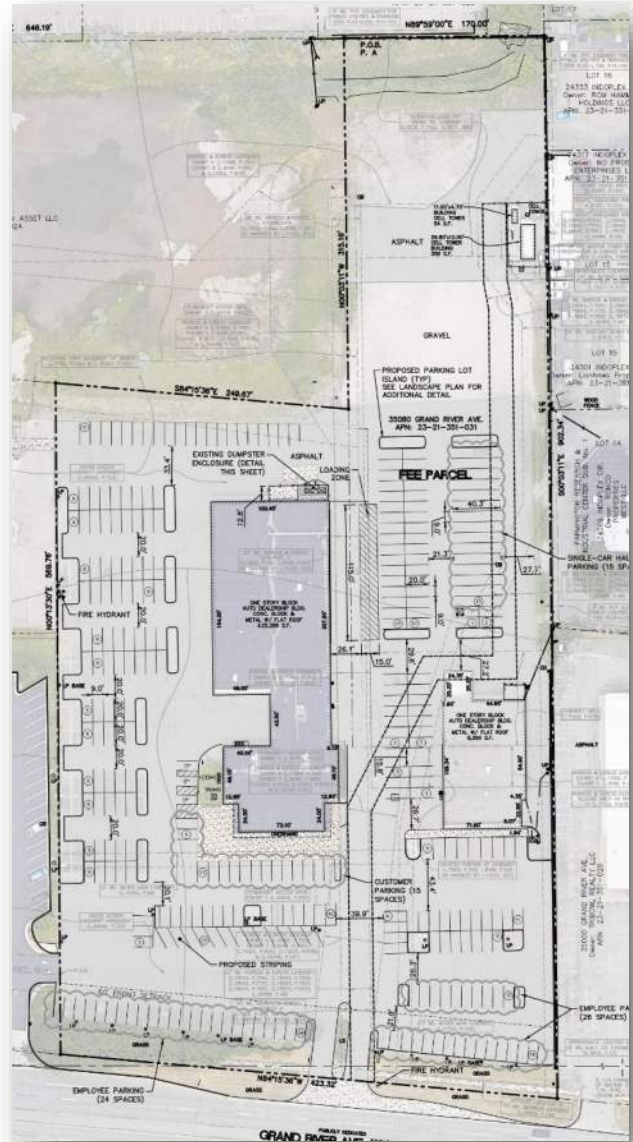


Figure 2 – Site Plan





TRIP GENERATION

The trip generation for the proposed development was calculated utilizing the Institute of Transportation Engineers (ITE) publication entitled *Trip Generation Manual, 12th Edition*. The ITE trip generation rates and fitted curve equations are based on studies that measure trip generation characteristics for various types of land uses. The rates are expressed in terms of trips per unit of land use type. This publication is the standard for the transportation engineering profession.

As previously mentioned, the site is an existing 33,554 SF used vehicle dealership, although there will be a new user, the existing facilities will remain and the new user is proposing the same land use. To quantify the existing and proposed trips to and from the site, a trip generation calculation was completed.

The trip generation of the was calculated using the ITE Land Use Code (LUC) 841 – Automobile Sales (Used). The trip generation calculations for the development are shown in **Table 1**. See **Attachment B** for detailed trip generation calculations.

Table 1 – Trip Generation

Land Use	ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
				Total	Total	In	Out	Total	In	Out
Automobile Sales (Used)	841	33,554	1000 SF GFA	908	71	54	17	126	59	67

The site is estimated to generate a total of 908 weekday trips, with 71 trips occurring during the AM peak hour and 126 trips occurring during the PM peak hour.



SUMMARY

The proposed Carvana development, located at 35080 Grand River Avenue, consists of a 35,571-square-foot used vehicle dealership. The site was previously occupied by a used vehicle dealership, and while the user will change, the existing facilities – including buildings, parking, and site access points – will remain unchanged. The proposed land use is consistent with the prior use of the site.

Access

The site will be directly accessible via one (1) full access driveway located along Grand River Avenue. Additionally, the site is accessible via a shared cross-access easement with McDonald's, located directly west of the site.

Trip Generation

Given that the proposed use is consistent with the site's previous operation as a used vehicle dealership, the projected trip generation is expected to be similar to that of the prior use, with the site estimated to generate a total of 908 weekday trips, including 71 trips during the AM peak hour and 126 trips during the PM peak hour.

In conclusion, the proposed Carvana development is anticipated to generate traffic volumes consistent with existing conditions and is not expected to result in changes to the surrounding roadway network.
















ATTACHMENT A – PROPOSED SITE PLAN



A

LEGEND

-  PROPERTY LINE
-  RIGHT-OF-WAY
-  STANDARD DUTY ASPHALT
-  CONCRETE
-  EXISTING OVERHEAD LINE(S)
-  PAINTED STOP BAR W/ STOP SIGN
-  EXISTING / PROPOSED SIGN
-  SIDEWALK RAMP
-  PARKING ROW COUNT
-  ACCESSIBLE PARKING SPACE
-  EXISTING UTILITY POLE
-  EXISTING LIGHT POLE
-  PROPOSED CURB

NOTES

1. REFERENCE THE ALTA/ACSM LAND TITLE SURVEY FOR ADDITIONAL EXISTING FEATURES AND PROPERTY BOUNDARY INFORMATION.
2. ALL DIMENSIONS ARE TO EDGE OF BUILDING, FACE OF CURB, OR EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED.
3. ALL RADII ARE 5' UNLESS OTHERWISE NOTED.
4. EXISTING LANDSCAPING ALONG GRAND RIVER AND NEAR THE SUBJECT BUILDING WILL BE MAINTAINED OR UPDATED PER THE ATTACHED LANDSCAPING PLANS.
5. UNLESS NOTED AS PROPOSED, THE DEPICTED FEATURES ARE EXISTING.

SITE DATA

PROPOSED PARCEL SUMMARY

PARCEL ID#	GROSS LOT AREA	ZONING
22-23-21-351-031	±6.76 ACRES	B-3

BUILDING DATA

EXISTING FLOOR AREA	25,288 SQ.FT.
EXISTING FLOOR AREA	7,653 SQ.FT.
EXISTING FLOOR AREA	613 SQ.FT.

PARKING DATA

PROPOSED	REQUIRED	FORMULA
302 SPACES*	114 SPACES	ONE (1) FOR EACH ONE HUNDRED (100) SQUARE FEET OF USABLE FLOOR SPACE OF SALES ROOM OR THREE (3) FOR EACH ONE (1) AUTO SERVICE STALL IN SERVICE AREAS, WHICHEVER IS THE GREATER

* THE TOTAL SPACES IN THE PARKING DATA TABLE INCLUDES SPACES FOR VEHICLE SALES

PROPOSED PARKING TOTALS

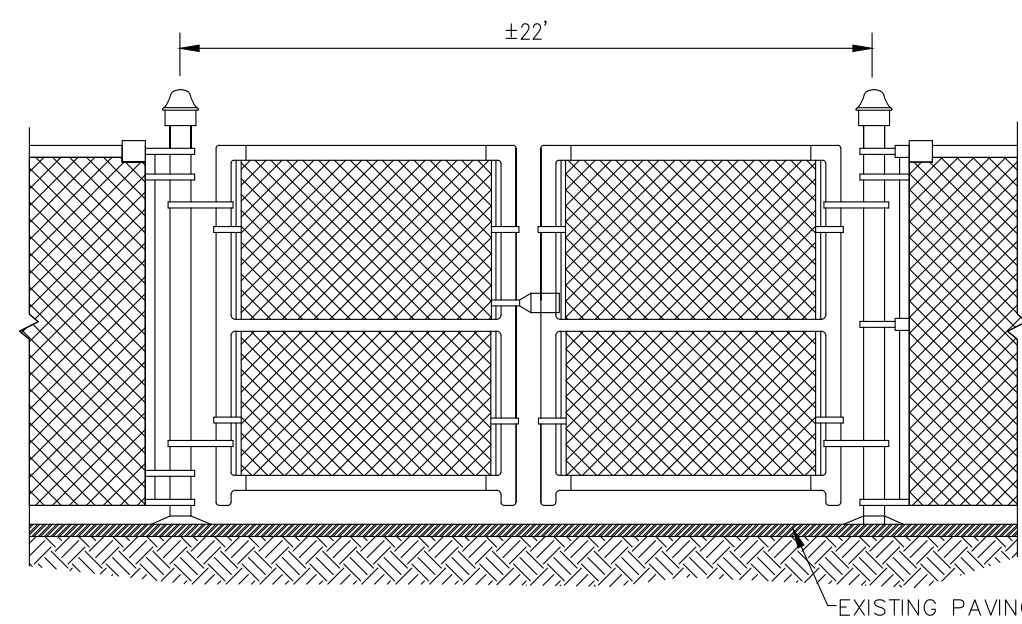
EMPLOYEE PARKING:	50 SPACES
CUSTOMER PARKING:	15 SPACES
COMPACT SPACES:	0 SPACES
INVENTORY PARKING:	237 SPACES
SINGLE-CAR HAULER:	15 SPACES
STANDARD:	222 SPACES

FRONT YARD OPEN SPACE SUMMARY

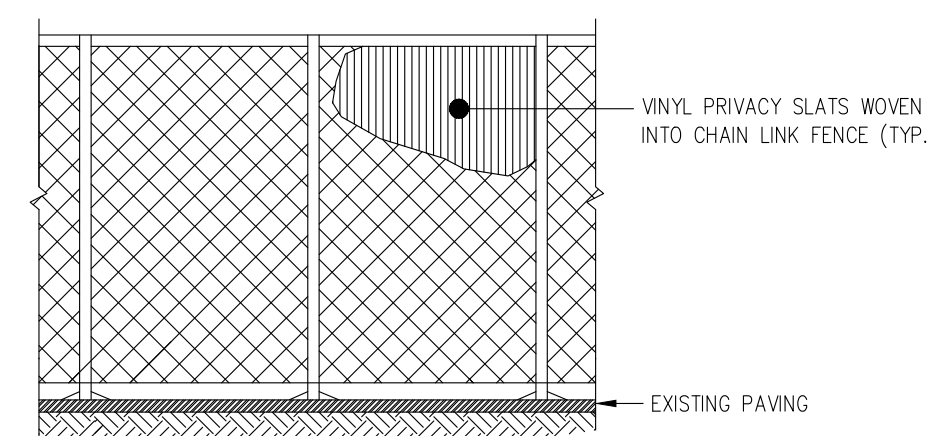
TOTAL FRONT YARD AREA:	25,345 SQ.FT.
FRONT YARD OPEN SPACE:	9,579 SQ.FT. (37.8%)
FRONT YARD IMPERVIOUS:	15,766 SQ.FT. (62.2%)

HOURS OF OPERATION

7:00 AM TO 9:00 PM (MONDAY-SATURDAY)



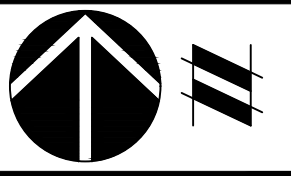
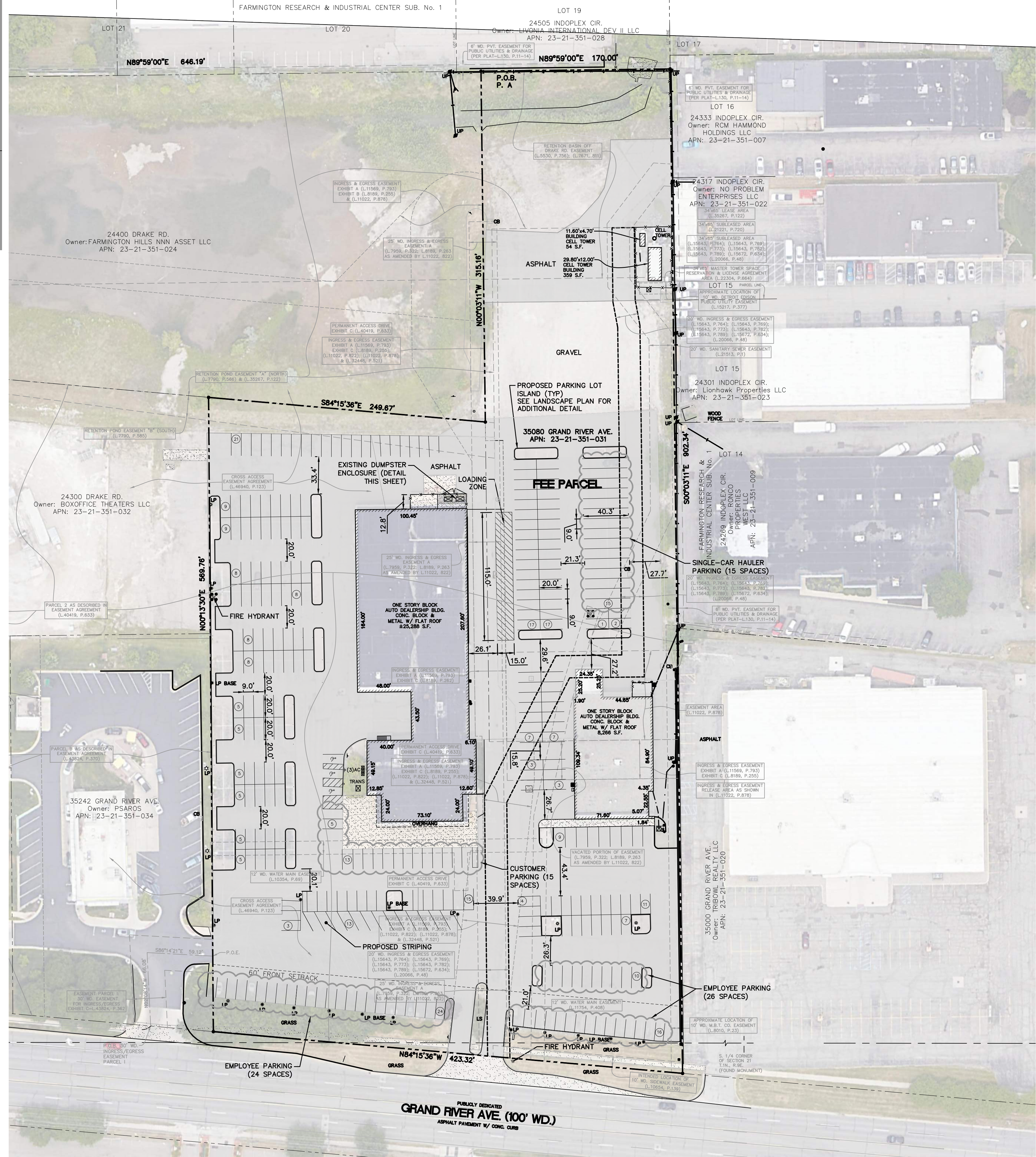
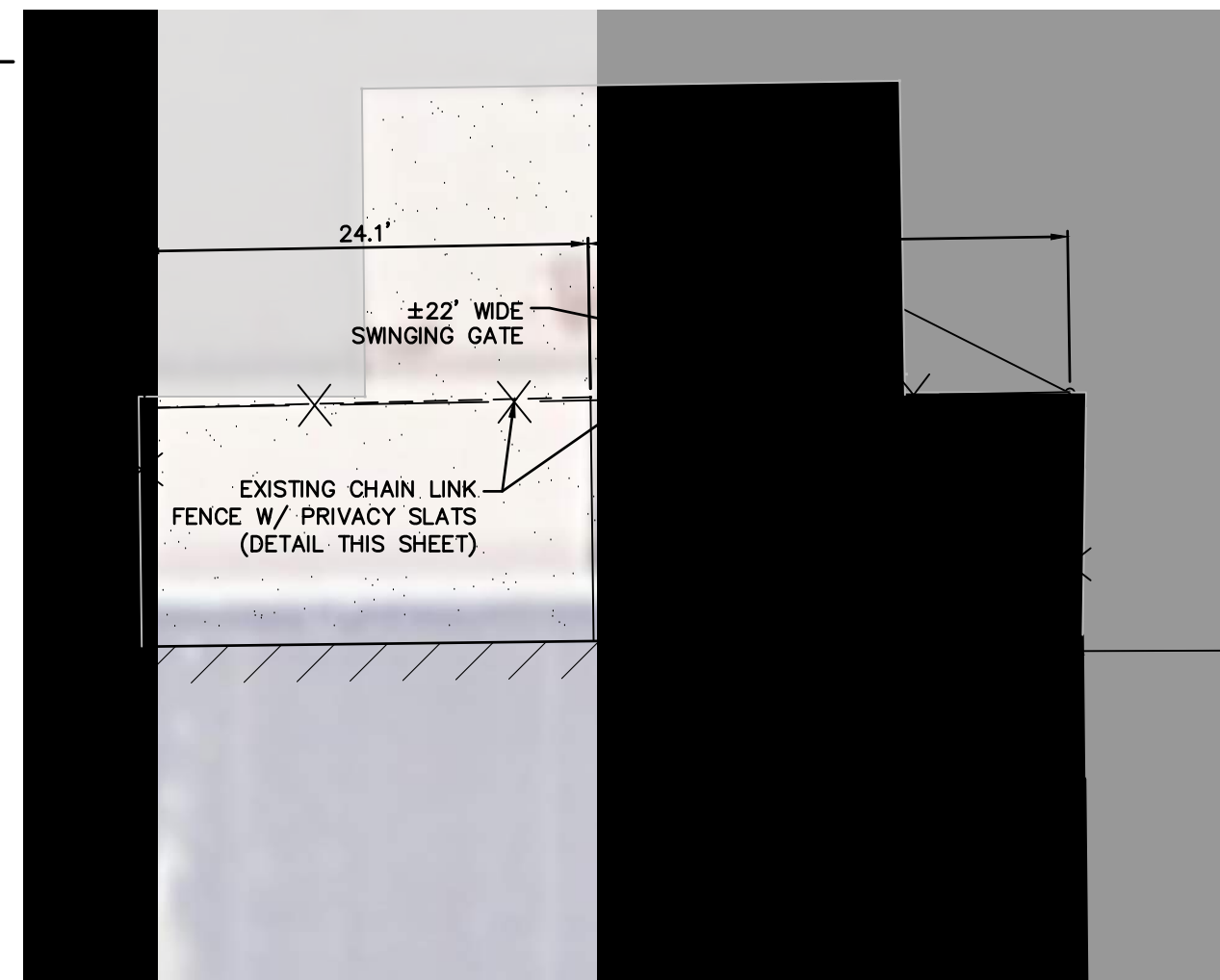
FENCE GATE DETAIL



DUMPSTER ENCLOSURE SCREENING DETAIL
NOT TO SCALE

DUMPSTER ENCLOSURE DETAIL

1" = 10'



Know what's below.
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OAKLAND COUNTY, MICHIGAN

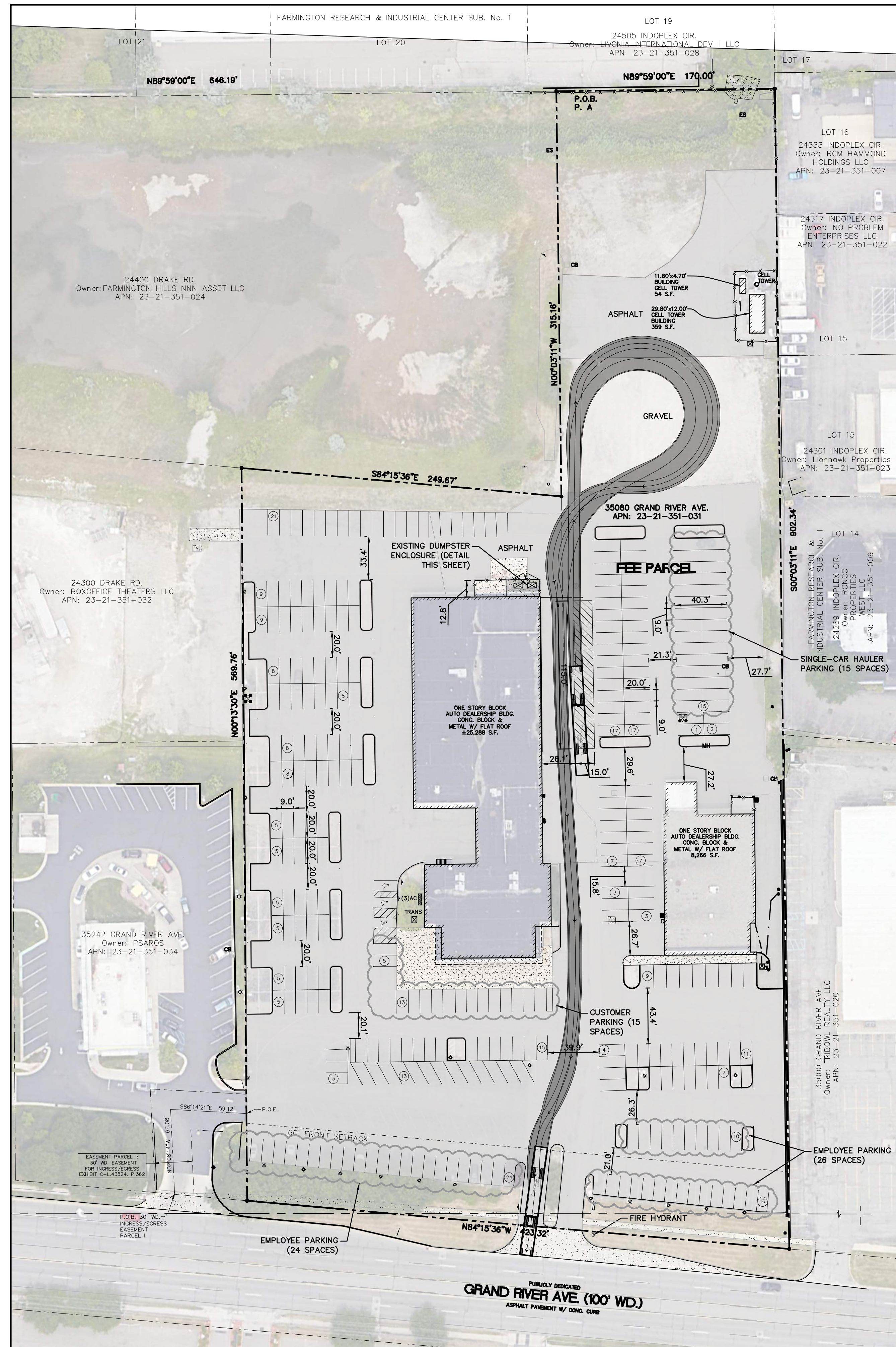
CARYANA
SITE PLANS
SITE LAYOUT PLAN

DATE	REVISIONS/SUBMITTALS
12/02/2025	
01-27-2026	CITY REVISION
04-01-2026	CITY REVISION



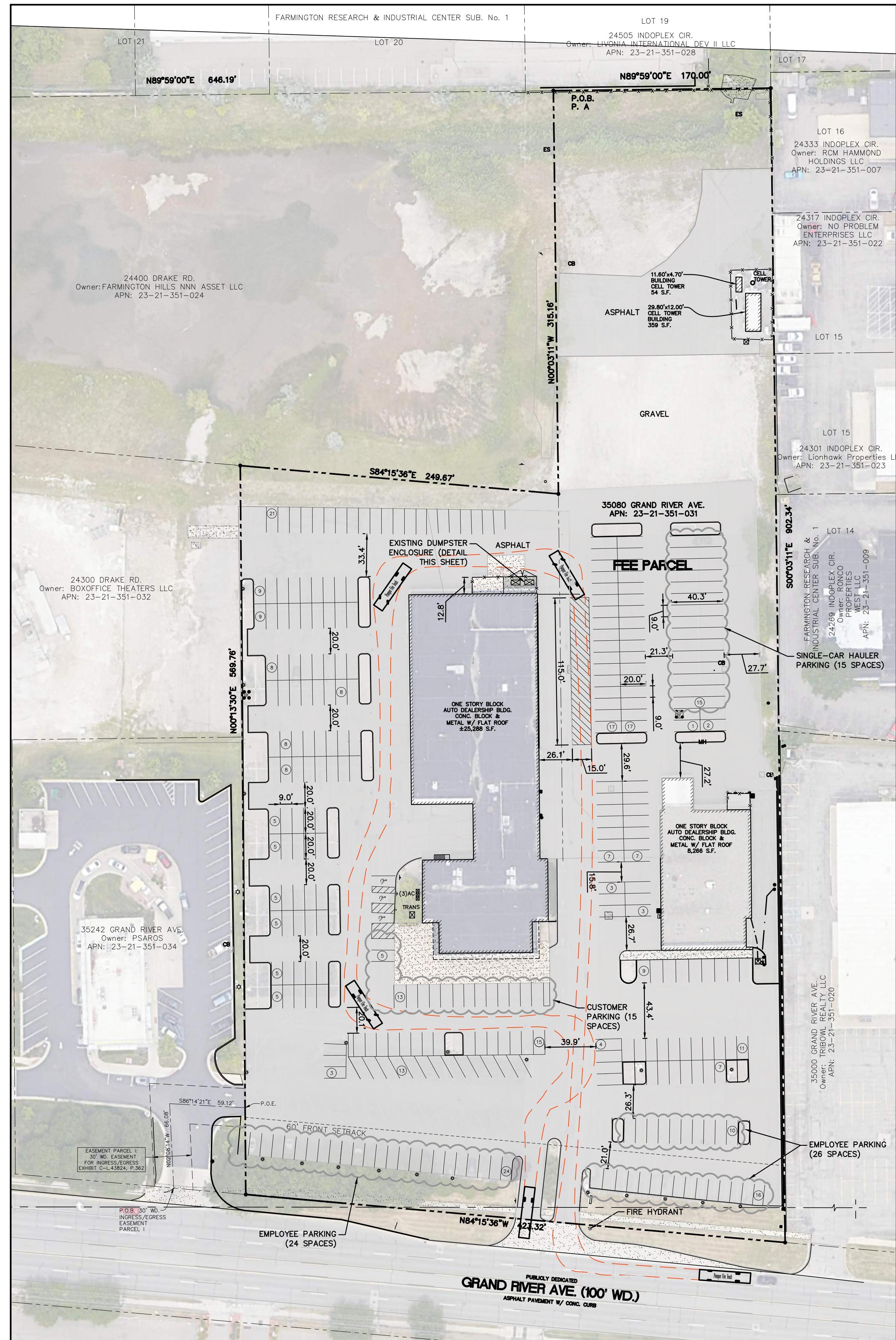
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DRAWN BY: JA
CHECKED BY: RG
PROJECT MANAGER: RG
JOB #: 25010616
SHEET NO.



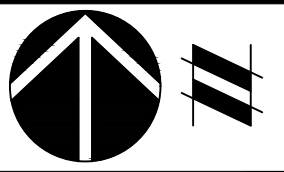
SITE CIRCULATION - CAR CARRIER

1" = 50'



SITE CIRCULATION - FIRE TRUCK

1" = 50'



811

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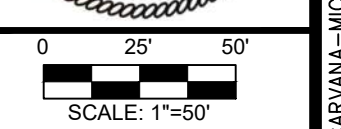
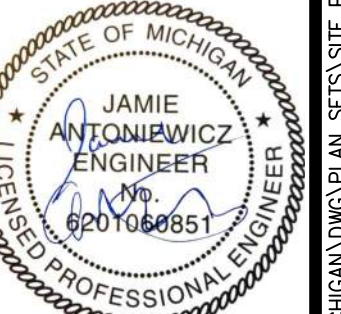
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FARMINGTON HILLS
OAKLAND COUNTY, MICHIGAN

CARYANA
SITE PLANS
SITE CIRCULATION PLAN

DATE	12/02/2025
REVISIONS/SUBMITTALS	
01-27-2025	CITY REVISION
04-01-2025	CITY REVISION



DRAWN BY: JA
CHECKED BY: RG
PROJECT MANAGER: RG
JOB #: 25010616
SHEET NO.



ATTACHMENT B – TRIP GENERATION





Carvana- Farmington Hills
Atwell, LLC

Trip Generation Calculations (12th Edition)

841 Automobile Sales (Used)																					
Land Use	ITE Code	Qty	Unit	Weekday			AM Peak Hour			PM Peak Hour			Weekday			AM Peak Hour			PM Peak Hour		
				Rate	% In	% Out	Rate	% In	% Out	Rate	% In	% Out	Total	In	Out	Total	In	Out	Total	In	Out
Automobile Sales (Used)	841	33-554	1000 SF GFA	27.06	50%	50%	2.13	76%	24%	3.75	47%	53%	908	454	454	71	54	17	126	59	67
Automobile Sales (Used)	841	33-554	1000 SF GFA	4.44	50%	50%	0.38	76%	24%	0.56	47%	53%	149	75	74	13	10	3	19	9	10
Automobile Sales (Used)	841	33-554	1000 SF GFA	71.21	50%	50%	7.41	76%	24%	8.15	47%	53%	2,389	1,195	1,194	249	189	60	273	128	145
Land Use	ITE Code	Qty	Unit	Weekday			AM Peak Hour			PM Peak Hour			Weekday			AM Peak Hour			PM Peak Hour		
Automobile Sales (Used)	841	33-554	1000 SF GFA	Equation	% In	% Out	Equation	% In	% Out	Equation	% In	% Out	Total	In	Out	Total	In	Out	Total	In	Out
Automobile Sales (Used)	841	33-554	1000 SF GFA	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Automobile Sales (Used)	Standard Deviation	17.91	1.98	2.28
	Number of Studies	14	8	14
	Average Size	2	3	2
	R ²	N/A	N/A	N/A

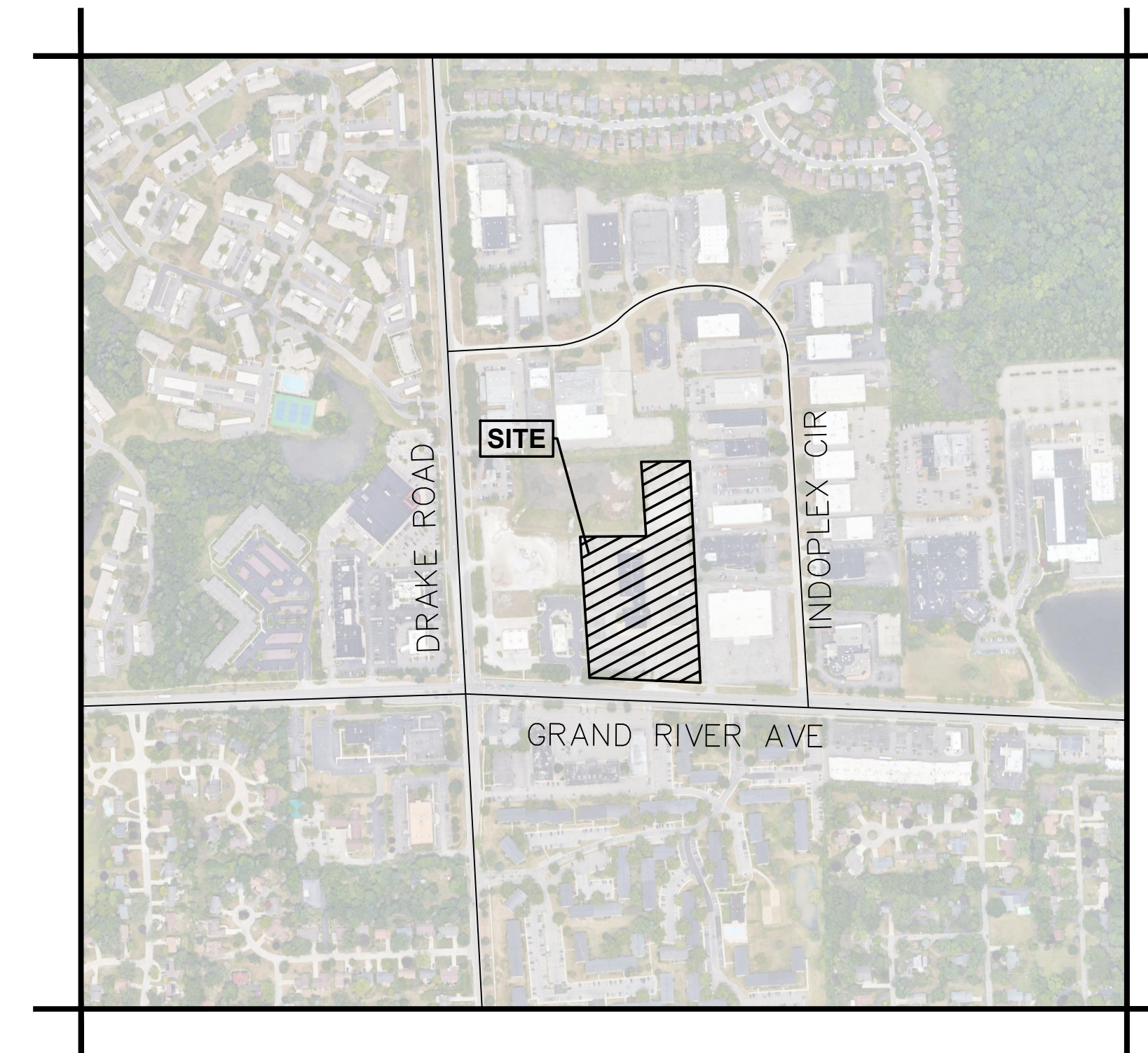
Average
Minimum

Maximum

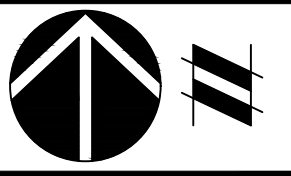
Equation

CARVANA

35080 GRAND RIVER AVE
 FARMINGTON HILLS, MICHIGAN
 TAX ID: 23-21-351-031
SITE PLAN



VICINITY MAP
 NOT TO SCALE



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DEVELOPMENT TEAM

APPLICANT/TENANT
 CARVANA, LLC
 300 E RIO SALADO PKWY BUILDING 1
 TEMPE, AZ 85281
 PHONE: 805-217-3337
 EMAIL: BRENDAN.WEAK@CARVANA.COM

CIVIL ENGINEER
 ATWELL, LLC.
 12745 23 MILE ROAD
 SHELBY TWP., MI 48315
 CONTACT: JAMIE ANTONIEWICZ
 JANTONIEWICZ@ATWELL.COM
 PHONE: 586.786.9800

OWNER
 R S GRAND RIVER LLC
 24001 TELEGRAPH RD
 SOUTHFIELD, MI 48033

LEGAL DESCRIPTION

T1N, R9E, SEC 21 & 28 PART OF SW 1/4 OF SEC 21 & PART OF NW 1/4 OF SEC 28 BEG AT PT DIST N 00-01-00 W 50.25 FT & S 84-15-36 E 60.30 FT & N 00-01-00 W 820 FT & N 89-59-00 E 646.19 FT FROM SW COR OF SEC 21, TH N 89-56-49 E 170 FT, TH S 00-03-11 E 902.34 FT, TH N 84-15-36 W 423.32 FT, TH N 00-13-30 E 569.76 FT, TH S 84-15-36 E 249.67 FT, TH N 00-03-11 W 315.16 FT TO BEG 6.76 A 1-3-12 FR 025 & 026

SHEET INDEX

SHEET	TITLE
C1	COVER
C2	SITE LAYOUT PLAN
C3	SITE CIRCULATION PLAN
C4	PRELIMINARY UTILITY PLAN

ATTACHED PLANS:
 TREE SURVEY AND LANDSCAPE PLAN
 BUILDING ELEVATIONS
 FLOOR PLANS
 PHOTOMETRIC PLAN

PROJECT NARRATIVE

THE PROPERTY CONTAINS EXISTING BUILDINGS THAT WERE RECENTLY A CAR DEALERSHIP. THE PROPOSED FARMINGTON HILLS FACILITY WILL FUNCTION AS A CUSTOMER EXPERIENCE CENTER DEDICATED TO THE SALE AND PURCHASE OF USED VEHICLES WITH INDIVIDUAL CUSTOMERS. VEHICLES THAT ARE ORDERED BY CUSTOMERS ARE SHIPPED FROM ONE OF CARVANA'S LARGE DISTRIBUTION HUBS CALLED "INSPECTION AND RECONDITIONING CENTERS" VIA A LARGE MULTI-CAR HAULER. UPON ARRIVAL, THE VEHICLES ARE UNLOADED ON-SITE. CUSTOMER VEHICLES ARE THEN PREPPED FOR DELIVERY INSIDE THE MAIN BUILDING SERVICE BAYS. SUCH ACTIVITIES INCLUDE LIGHT DETAILING, VACUUMING, SURFACE WIPE-DOWNS AND QUALITY ASSURANCE CHECK.

GOVERNING AGENCIES / UTILITY CONTACTS

MUNICIPALITY
 CITY OF FARMINGTON HILLS
 31555 W. ELEVEN MILE ROAD
 FARMINGTON HILLS, MI 48336-1103
 PHONE: 248.871.2400

STORMWATER
 CITY OF FARMINGTON HILLS
 31555 W. ELEVEN MILE ROAD
 FARMINGTON HILLS, MI 48336-1103
 PHONE: 248.871.2560

ROAD
 MICHIGAN DEPART OF TRANSPORTATION
 OAKLAND TSC
 800 VANGUARD DR
 PONTIAC, MI 48341
 PHONE: 248-451-0001

GAS
 CONSUMERS ENERGY
 ONE ENERGY PLAZA
 JACKSON, MI 49201-2276
 PHONE: 800.477.5050

SOIL EROSION
 OAKLAND COUNTY WRC
 1200 N. TELEGRAPH ROAD
 PONTIAC, MI 48341
 SOILEROSION@OAKGOV.COM
 PHONE: 248.858.2054

ELECTRIC
 DTE ENERGY
 ONE ENERGY PLAZA
 DETROIT, MI 48226
 800.477.4747

35080 GRAND RIVER AVENUE
 FARMINGTON HILLS
 OAKLAND COUNTY, MICHIGAN














CARVANA
 SITE PLANS
 COVER

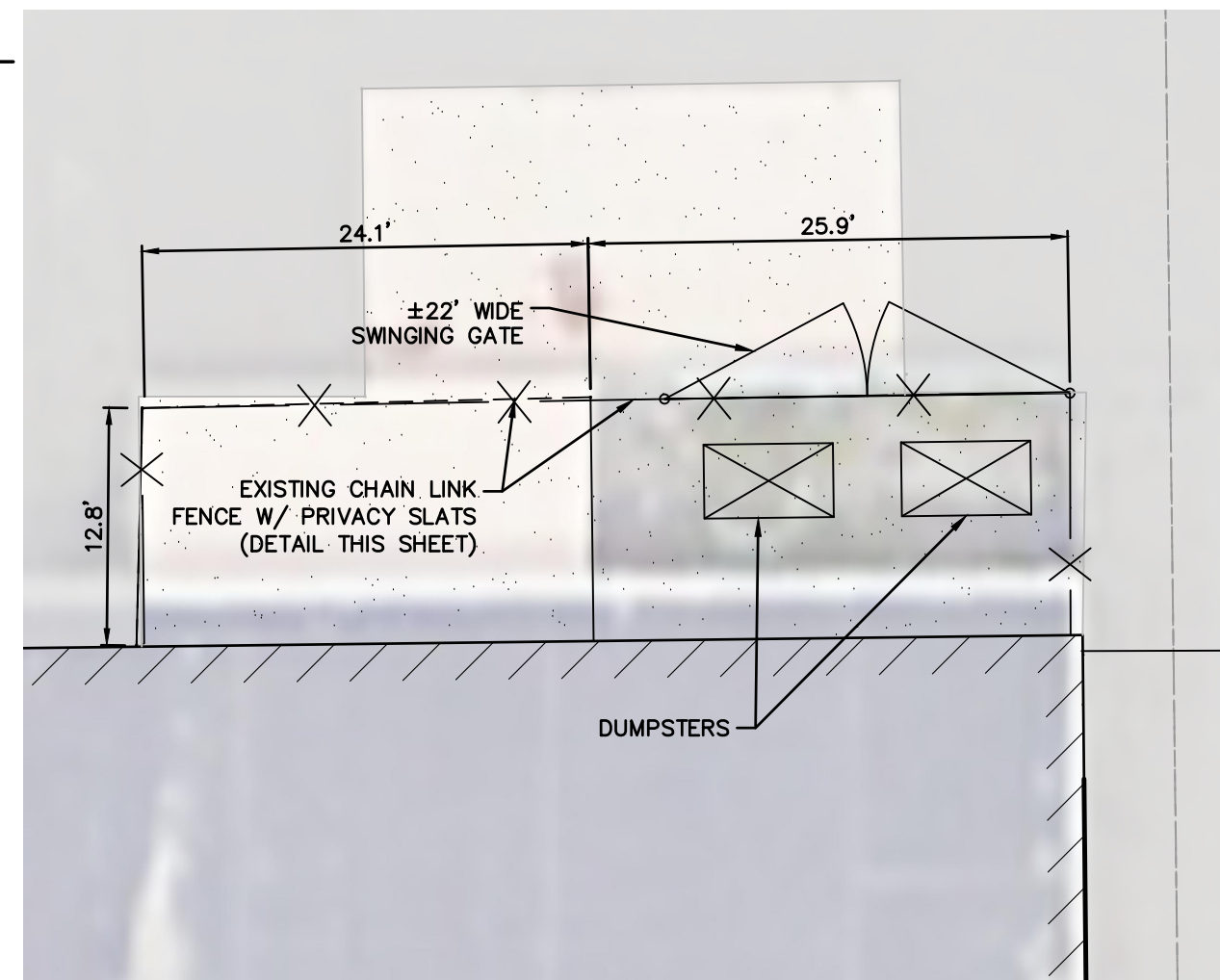
DATE	REVISIONS/SUBMITTALS
12/02/2025	
01-27-2026	CITY REVISION
04-01-2026	CITY REVISION
04-29-2026	CITY REVISION



NO SCALE
 DRAWN BY: JA
 CHECKED BY: RG
 PROJECT MANAGER: RG
 JOB #: 25010616
 SHEET NO.

LEGEND

-  PROPERTY LINE
-  RIGHT-OF-WAY
-  STANDARD DUTY ASPHALT
-  CONCRETE
-  EXISTING OVERHEAD LINE(S)
-  PAINTED STOP BAR W/ STOP SIGN
-  EXISTING / PROPOSED SIGN
-  SIDEWALK RAMP
-  PARKING ROW COUNT
-  ACCESSIBLE PARKING SPACE
-  EXISTING UTILITY POLE
-  EXISTING LIGHT POLE
-  PROPOSED CURB



DUMPSTER ENCLOSURE DETAIL

1" = 10'

NOTES

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4. EXISTING LANDSCAPING ALONG GRAND RIVER AND NEAR THE SUBJECT BUILDING WILL BE MAINTAINED OR UPDATED PER THE ATTACHED LANDSCAPING PLANS.
5. UNLESS NOTED AS PROPOSED, THE DEPICTED FEATURES ARE EXISTING.

SITE DATA

PROPOSED PARCEL SUMMARY

PARCEL ID#	GROSS LOT AREA	ZONING
22-23-21-351-031	±6.76 ACRES	B-3

BUILDING DATA

EXISTING FLOOR AREA - BUILDING 1	28,644 SQ.FT. (TOTAL) / 25,030 SQ.FT. (USABLE)
EXISTING FLOOR AREA - BUILDING 2	7,517 SQ.FT. (TOTAL) / 0 SQ.FT. (USABLE)

PARKING DATA

PROPOSED	REQUIRED	FORMULA
302 SPACES*	250 SPACES	ONE (1) FOR EACH ONE HUNDRED (100) SQUARE FEET OF USABLE FLOOR SPACE OF SALES ROOM OR THREE (3) FOR EACH ONE (1) AUTO SERVICE STALL IN SERVICE AREAS, WHICHEVER IS THE GREATER

* THE TOTAL SPACES IN THE PARKING DATA TABLE INCLUDES SPACES FOR VEHICLE INVENTORY

PROPOSED PARKING TOTALS

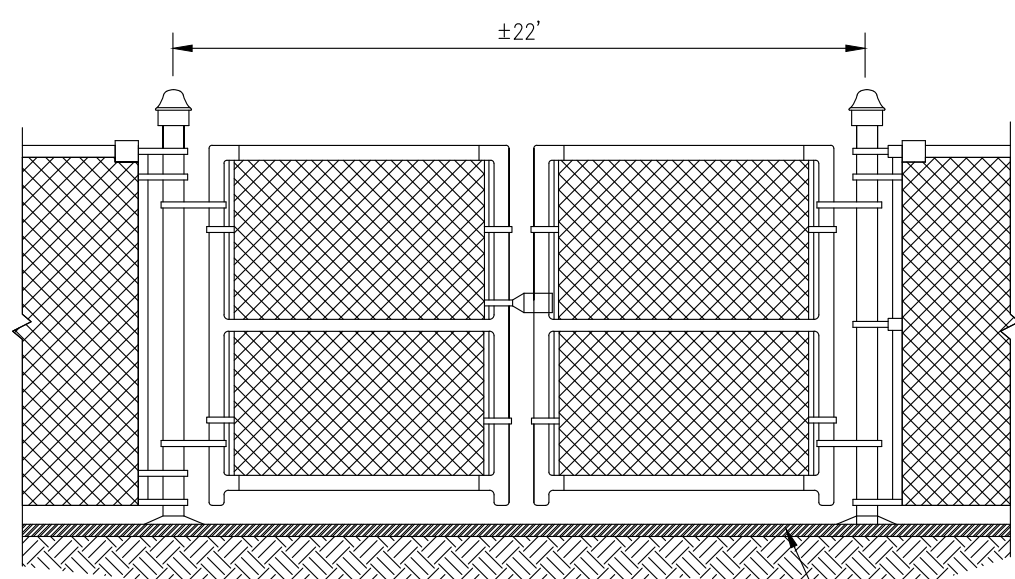
EMPLOYEE PARKING:	50 SPACES
CUSTOMER PARKING:	15 SPACES
ADA PARKING:	3 SPACES
COMPACT SPACES:	0 SPACES
SINGLE-CAR HAULER:	15 SPACES
INVENTORY SPACES:	219 SPACES

FRONT YARD OPEN SPACE SUMMARY

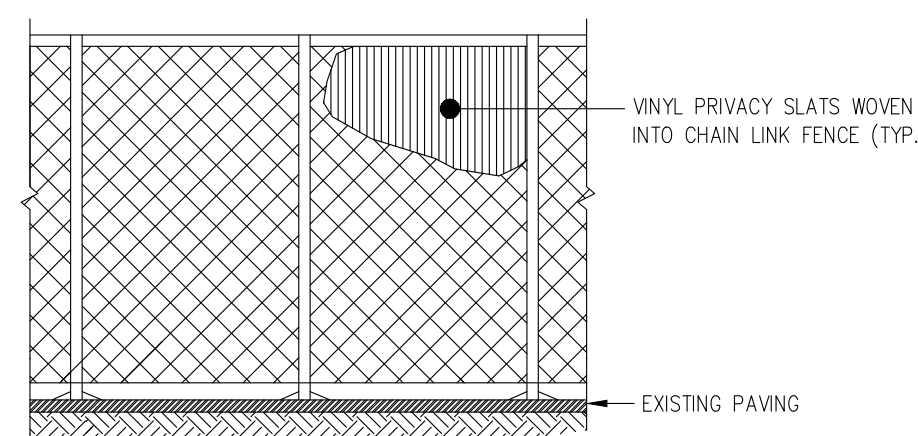
TOTAL FRONT YARD AREA:	25,345 SQ.FT.
FRONT YARD OPEN SPACE:	9,579 SQ.FT. (37.8%)
FRONT YARD IMPERVIOUS:	15,766 SQ.FT. (62.2%)

HOURS OF OPERATION

7:00 AM TO 9:00 PM (MONDAY-SATURDAY)

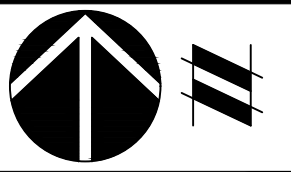
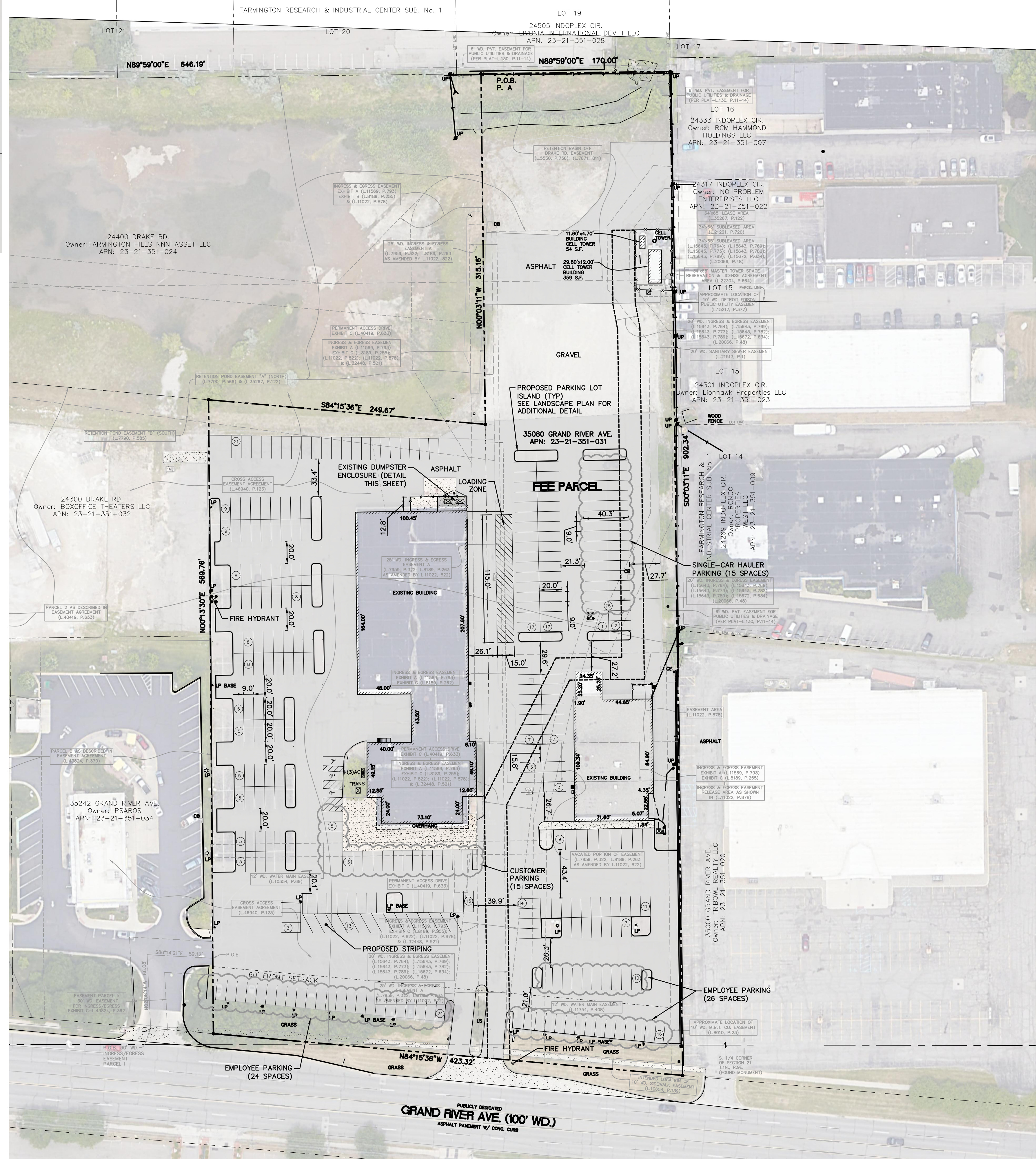


FENCE GATE DETAIL



DUMPSTER ENCLOSURE SCREENING DETAIL

NOT TO SCALE



811

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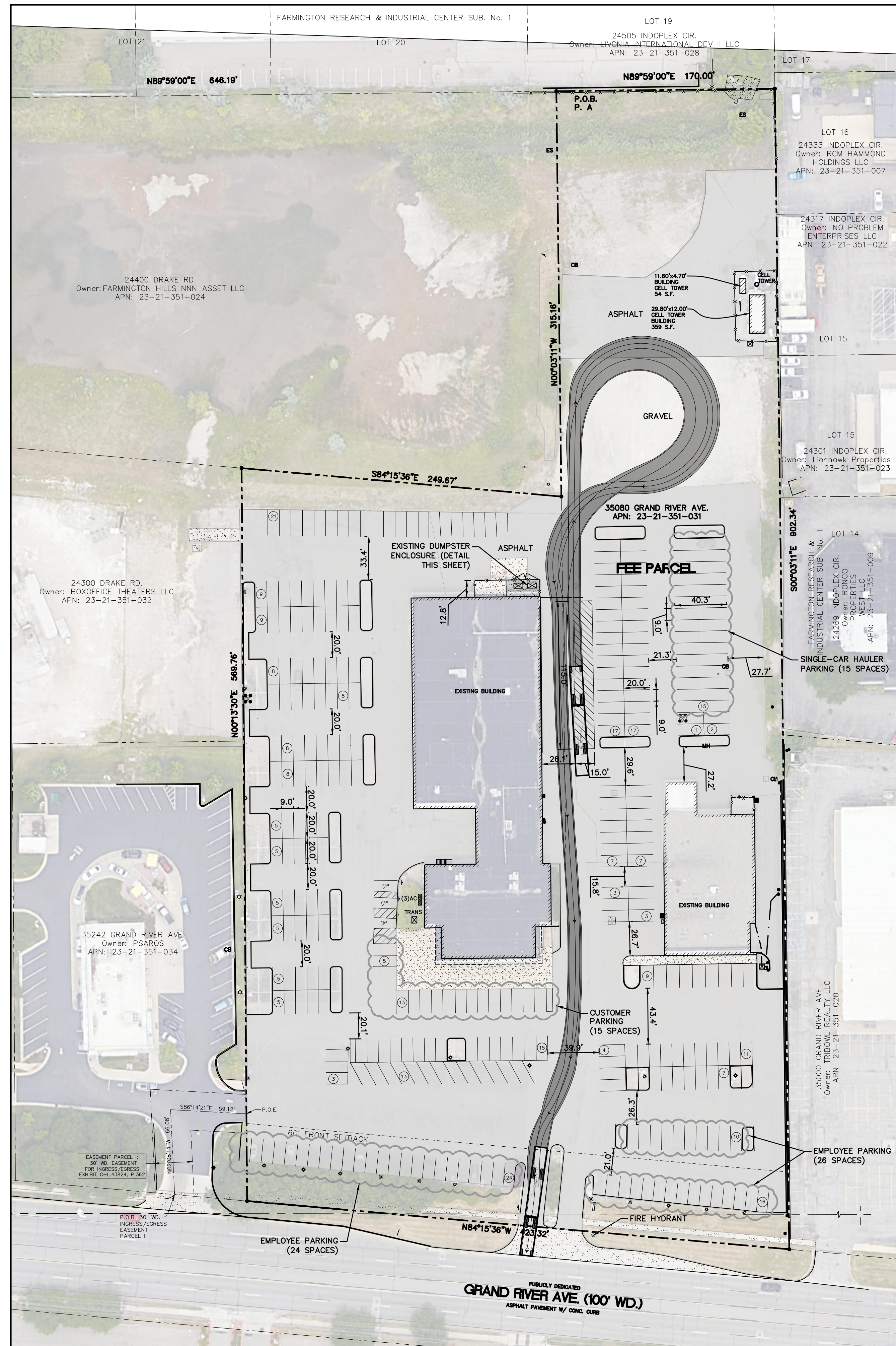
CARVANA
SITE PLANS
SITE LAYOUT PLAN

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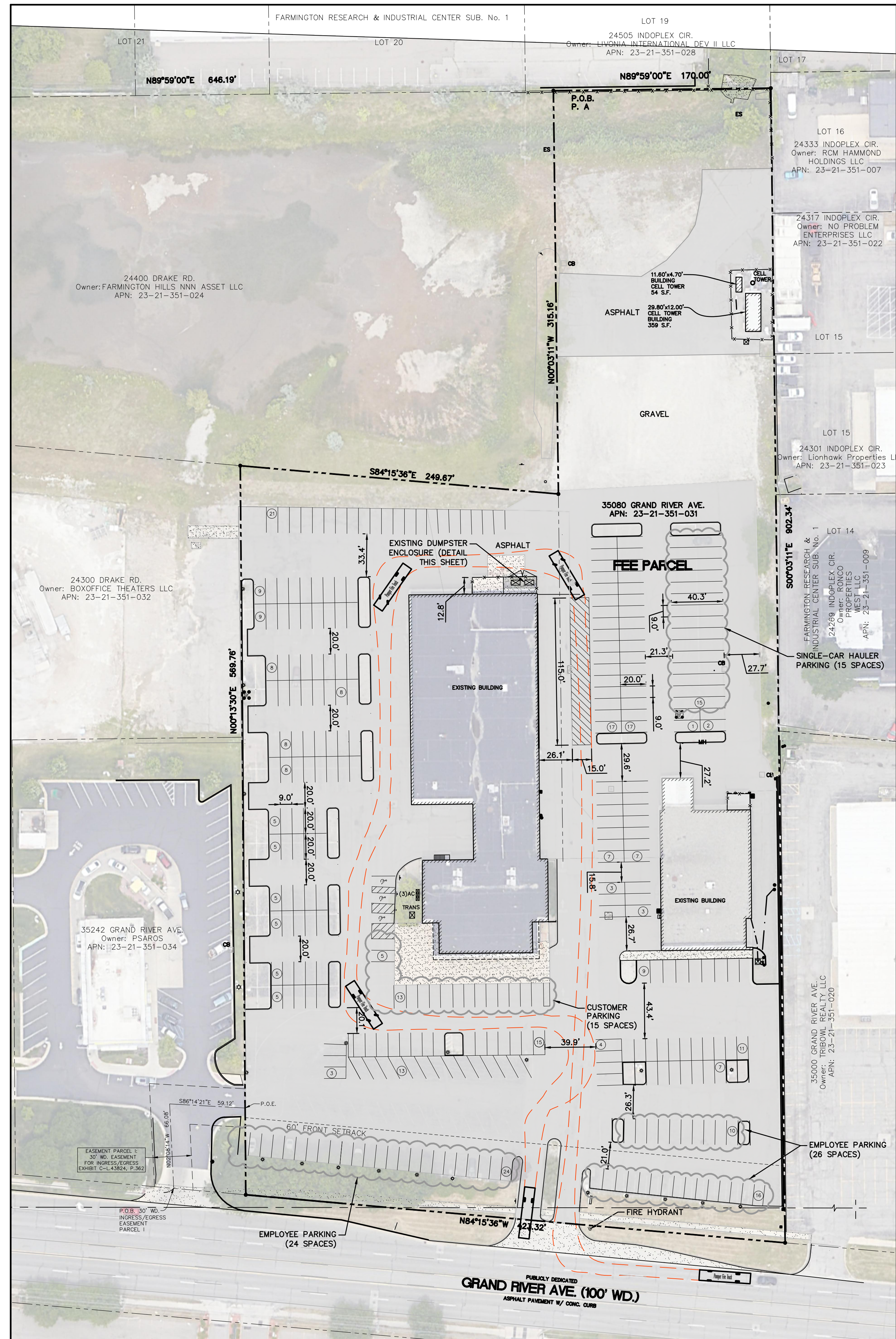
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SCALE: 1"=50'

DRAWN BY: JA
CHECKED BY: RG
PROJECT MANAGER: RG
JOB #: 25010616
SHEET NO.



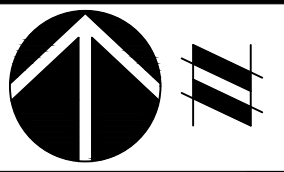
SITE CIRCULATION - CAR CARRIER

1" = 50'



SITE CIRCULATION - FIRE TRUCK

1" = 50'



811

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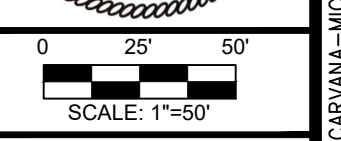
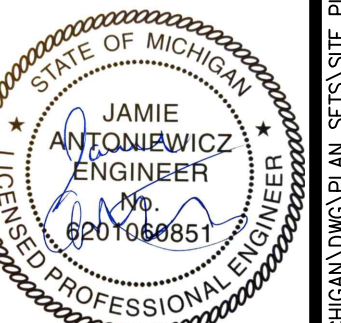
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CARYANA
SITE PLANS
SITE CIRCULATION PLAN

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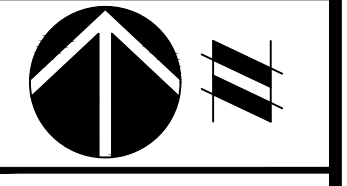
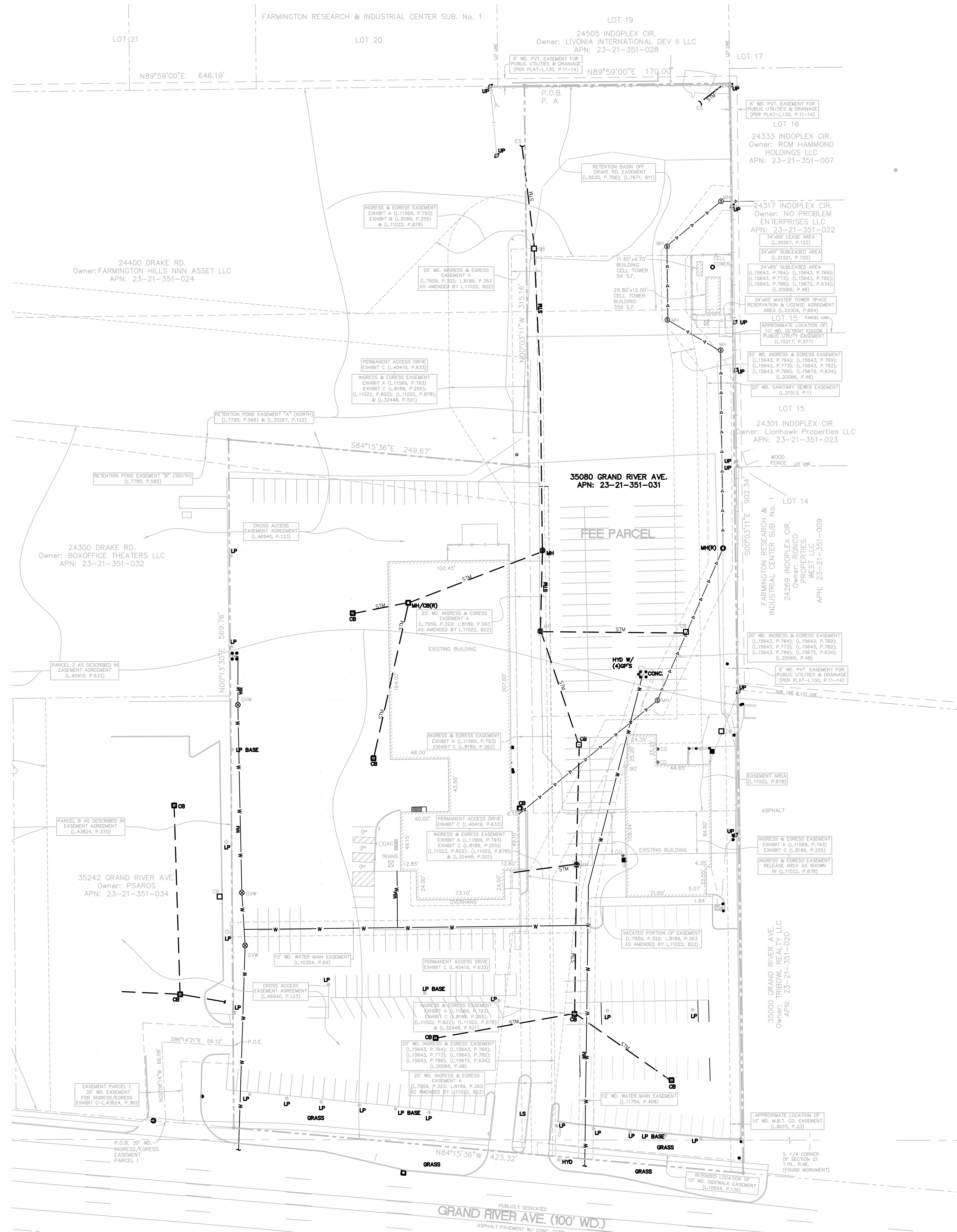
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CHECKED BY: RG
PROJECT MANAGER: RG
JOB #: 25010616
SHEET NO.

LEGEND

- PROPERTY LINE
- - - - - RIGHT-OF-WAY
- EXISTING OVERHEAD LINE(S)
- EXISTING UTILITY POLE
- EXISTING LIGHT POLE
- STM --- EXISTING STORM SEWER
- CB / MH --- EXISTING STORM STRUCTURE
- EXISTING WATER LINE/MAIN
- EXISTING WATER VALVE
- EXISTING HYDRANT
- EXISTING SANITARY SEWER
- EXISTING SANITARY MANHOLE

NOTES

- THE EXISTING UTILITIES WILL CONTINUED TO BE USED. NO NEW UTILITIES ARE PROPOSED AS PART OF THIS SITE PLAN.
- STORMWATER TO BE MANAGED VIA THE EXISTING STORMWATER SYSTEM AND SHARED RETENTION POND.



811
Know what's below.
Call before you dig.

THE LOCATION OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE MANNER ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK AND AGREE TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCURRED BY THE CONTRACTORS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

NOTICE:
CONSTRUCTION SITE SAFETY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR. NEITHER THE OWNER NOR THE ENGINEER SHALL BE EXPECTED TO ASSUME ANY RESPONSIBILITY FOR SAFETY OF THE WORK OF PERSONS ENGAGED IN THE WORK OF ANY NEARBY STRUCTURES, OR OF ANY OTHER PERSONS.

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ATWELL
866.850.4200 www.atwell.com
1724 E. 33 MILE ROAD, SUITE 200
SHELBY TOWNSHIP, MI 48315
(586) 798-9800

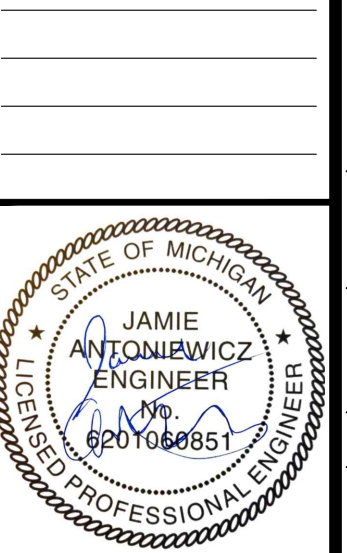


35080 GRAND RIVER AVENUE
FARMINGTON HILLS
OAKLAND COUNTY, MICHIGAN

CARYANA
SITE PLANS
PRELIMINARY UTILITY PLAN

DATE: 12/02/2025

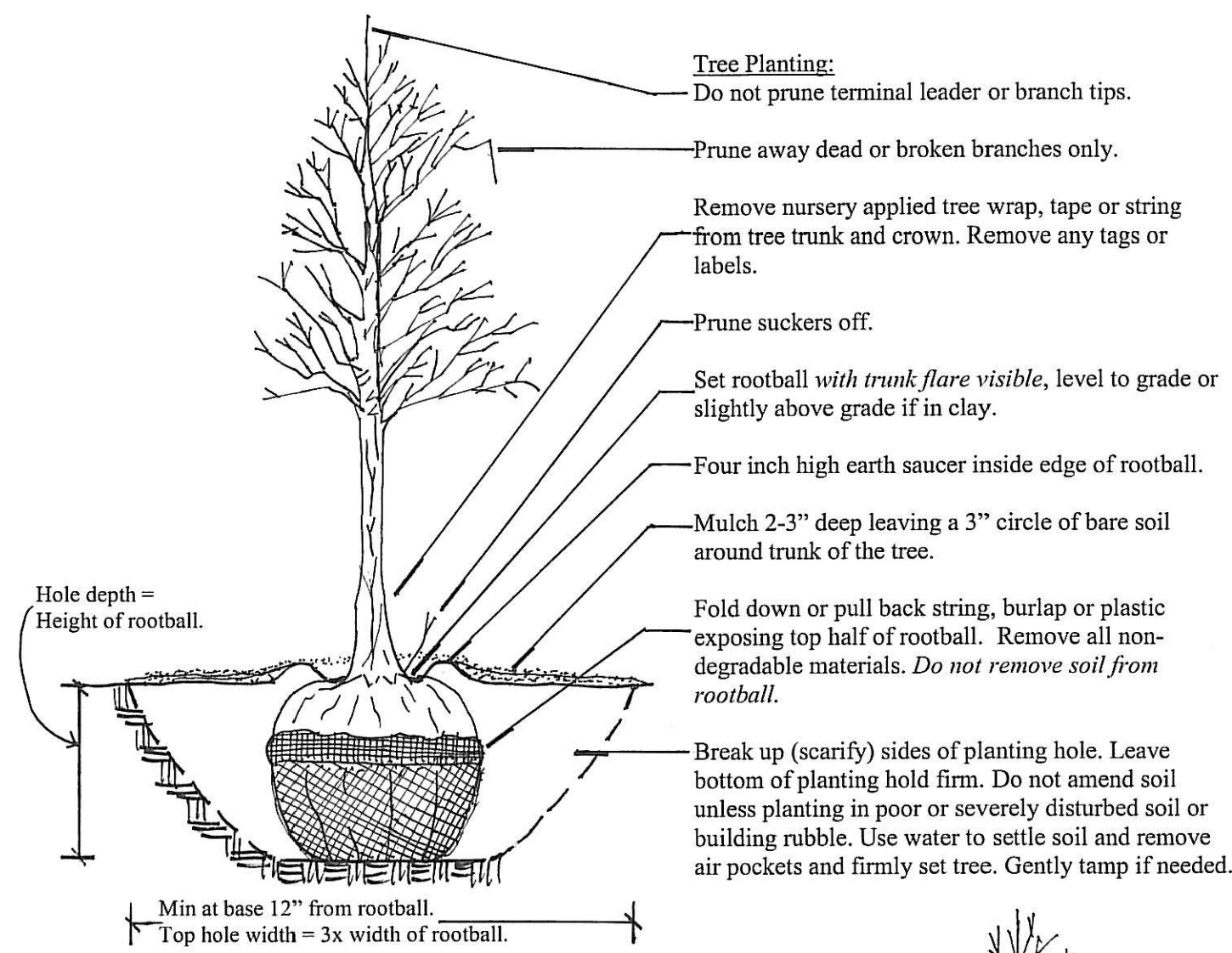
REVISIONS/SUBMITTALS
01-27-2025 CITY REVISION
04-01-2025 CITY REVISION
04-02-2025 CITY REVISION



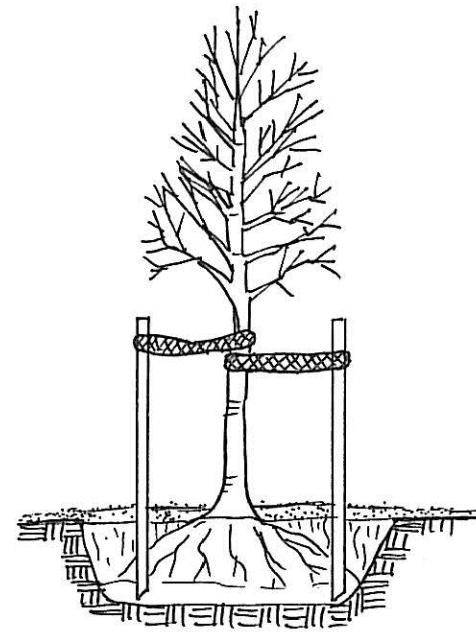
0 25' 50'
SCALE: 1"=50'

DRAWN BY: JA
CHECKED BY: RG
PROJECT MANAGER: RG
JOB #: 25010616
SHEET NO.

CAD FILE: S:\25010616 - CARYANA-MICHIGAN\DWG\PLAN SETS\SITE PLAN\25010616-03-U

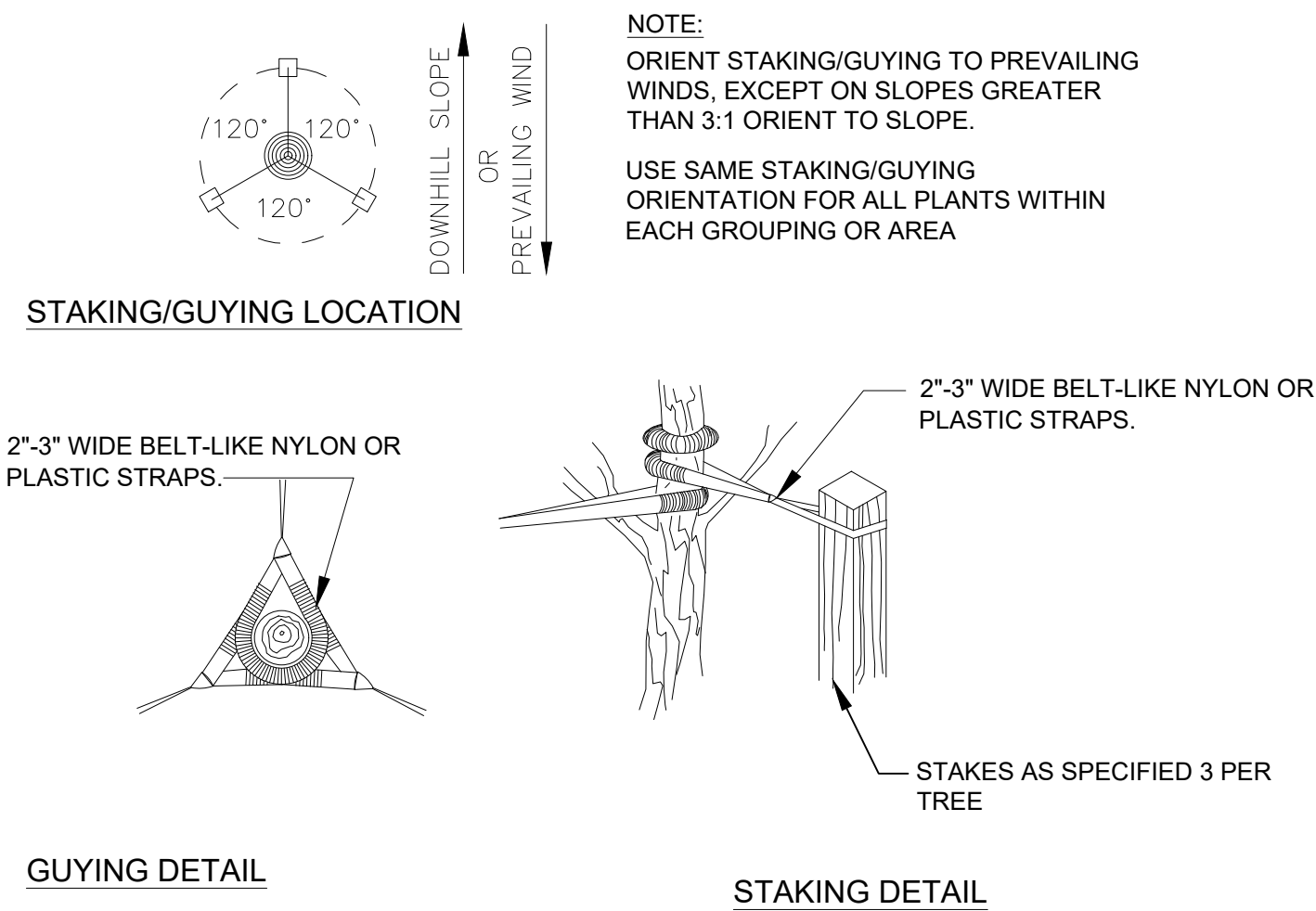


Staking:
 Do not stake unless in heavy clay soil, windy conditions, 3" or greater diameter tree trunk or large crown. If staking is needed due to these conditions:
 • Stake with 2x2 hardwood stakes or approved equal driven 6"-8" outside of rootball.
 • Loosely stake tree trunk to allow for trunk flexing.
 • Stake trees just below first branch with 2-3" wide belt-like, nylon or plastic straps (2 per tree on opposite sides of tree, connect from tree to stake horizontally. Do not use rope or wire through a hose.)
 • Remove all staking materials after 1 year.

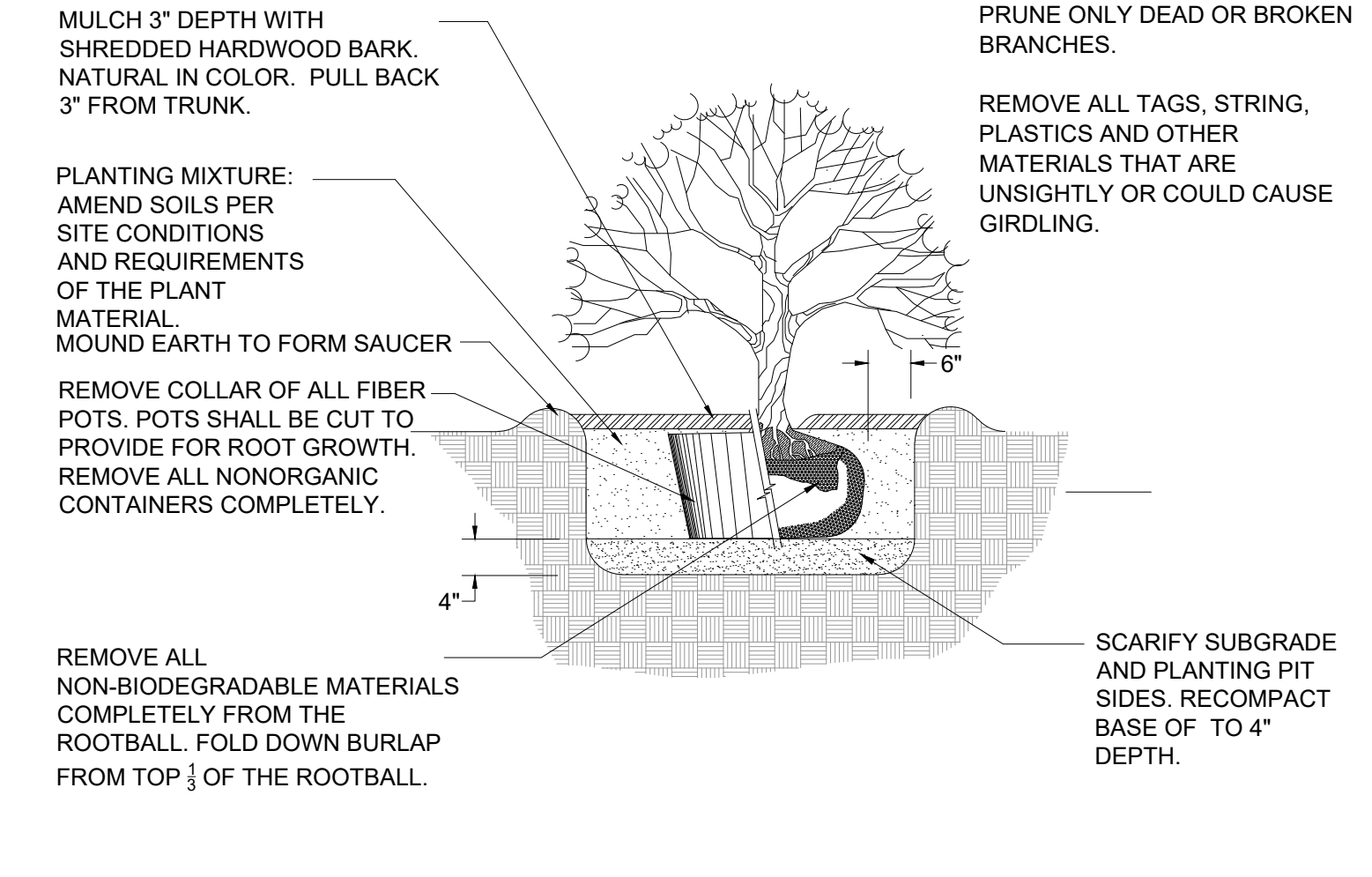


Deciduous Tree Planting and Staking Detail
 City of Farmington Hills - January 2009

Modified from Tree Planting Details of Dr. Bonnie Appleton, Virginia Polytechnic Institute and State University and International Society of Arboriculture, Champaign Illinois



TREE STAKING DETAIL
 Not to scale



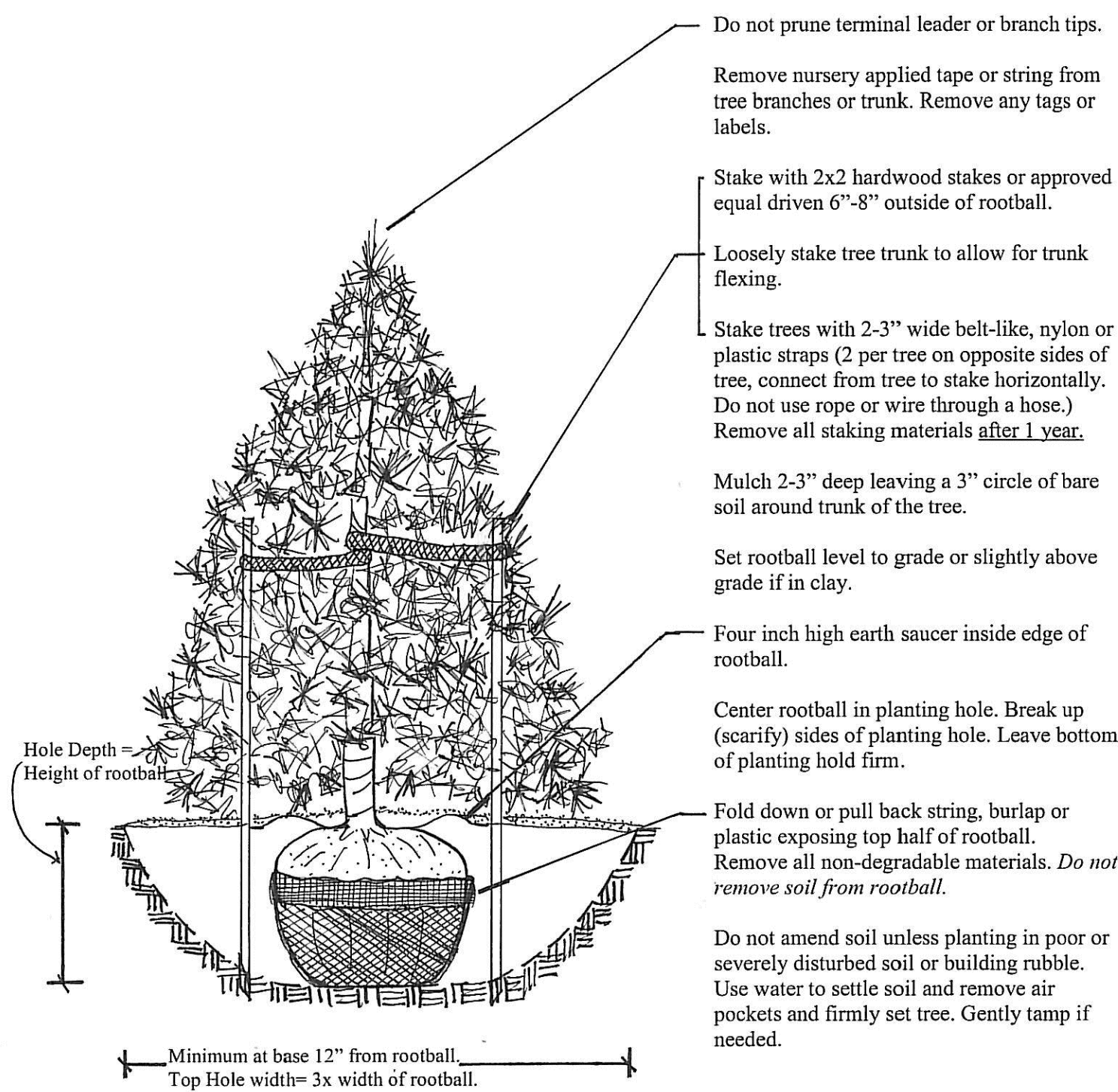
SHRUB PLANTING DETAIL
 NOT TO SCALE

FARMINGTON HILLS NOTES

- A Tree Permit must be obtained from the Planning Office prior to all tree removal activity involving trees six inches (6") or more DBH in accordance with the City of Farmington Hills Zoning Chapter 34-5.18.
- Trees must be planted no closer than six feet (6') to public utilities.
- All required landscape material indicated on approved plans will be required through the life of the project and must be replaced if removed or dead.
- 4 foot (4') high wood snow fencing or other rigid material is to be erected around the drip line of all trees to be saved in accordance with the City of Farmington Hill Zoning Ordinance Chapter 34-5.18.
- Required landscape material shall satisfy American Association of Nurseryman Standards and be:
 - Nursery grown.
 - State Department of Agriculture inspected.
 - No. 1 grade with straight unscarred trunk and well developed uniform crown (park grade trees will not be accepted).
 - Planted per City of Farmington Hills details and specifications and in accordance with City of Farmington Hills Chapter 34-5.14.
 - Guaranteed for one year.
 - Replacement trees shall have shade potential and other characteristics comparable to the trees proposed for removal.

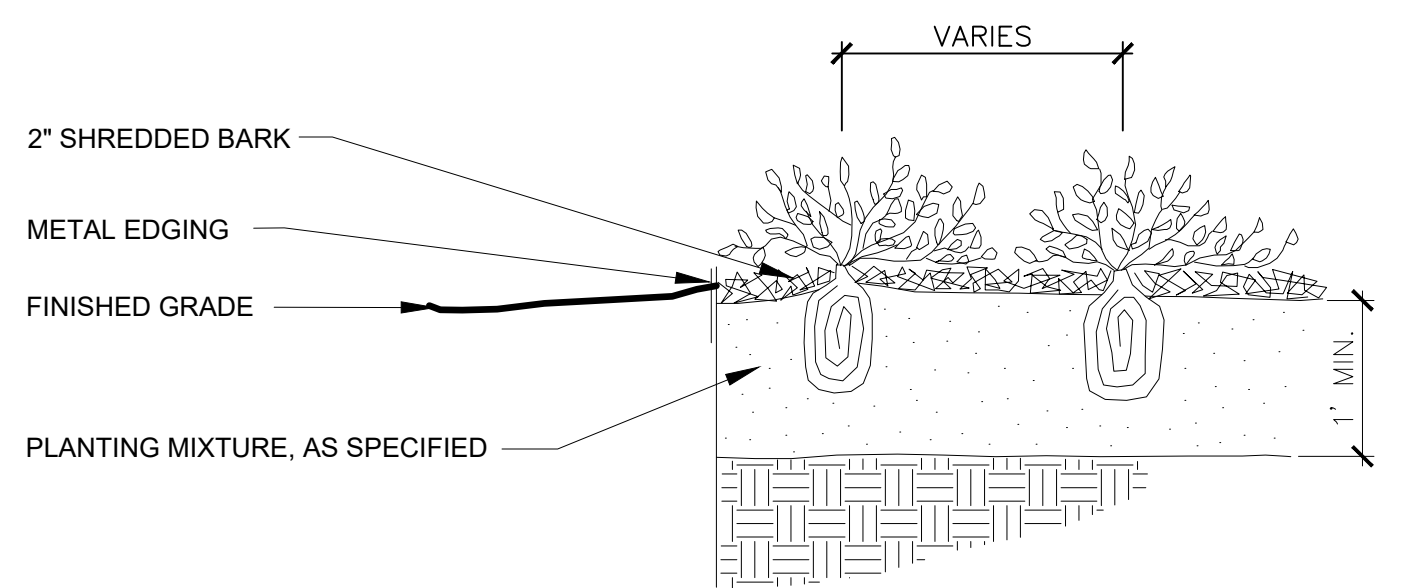
LANDSCAPE NOTES

- All plants shall be north Midwest American region grown, No. 1 grade plant materials, and shall be true to name, free from physical damage and wind burn.
- Plants shall be full, well-branched, and in healthy vigorous growing condition.
- Plants shall be watered before and after planting is complete.
- All trees must be staked, fertilized and mulched and shall be guaranteed to exhibit a normal growth cycle for at least two (2) full years.
- All material shall conform to the guidelines established in the most recent edition of the American Standard for Nursery Stock.
- Provide clean backfill soil, using material stockpiled on site. Soil shall be screened and free of any debris, foreign material, and stone.
- "Agriform" tabs or similar slow-release fertilizer shall be added to the planting pits before being backfilled.
- Amended planting mix shall consist of 1/3 screened topsoil, 1/3 sand and 1/3 peat, mixed well and spread to the depth as indicated in planting details.
- All plantings shall be mulched per planting details located on this sheet.
- The Landscape Contractor shall be responsible for all work shown on the landscape drawings and specifications.
- No substitutions or changes of location, or plant types shall be made without the approval of the Landscape Architect.
- The Landscape Architect shall be notified in writing of any discrepancies between the plans and field conditions prior to installation.
- The Landscape Contractor shall be responsible for maintaining all plant material in a vertical condition throughout the guaranteed period.
- The Landscape Architect shall have the right, at any stage of the installation, to reject any work or material that does not meet the requirements of the plans and specifications, if requested by owner.
- Contractor shall be responsible for checking plant quantities to ensure quantities on drawings and plant list are the same. In the event of a discrepancy, the quantities on the plans shall prevail.
- The Landscape Contractor shall seed and mulch or sod (as indicated on plans) all areas disturbed during construction, throughout the contract limits.
- A pre-emergent weed control agent, "Preen" or equal, shall be applied uniformly on top of all mulching in all planting beds.
- Sod shall be two year old "Baron/Cheriadelph" Kentucky Blue Grass grown in a sod nursery on loam soil.



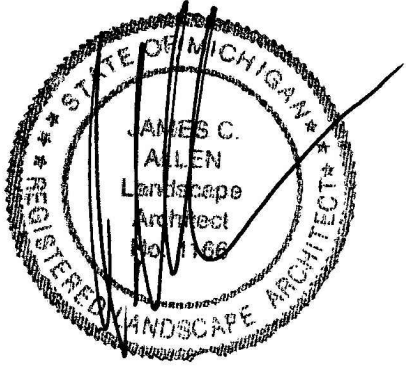
Evergreen Tree Planting and Staking Detail
 City of Farmington Hills - January 2009

Modified from Tree Planting Details of Dr. Bonnie Appleton, Virginia Polytechnic Institute and State University and International Society of Arboriculture, Champaign Illinois



PERENNIAL PLANTING DETAIL
 Not to scale

Seal: _____



Title: _____

Landscape Details

Project: _____

Carvana
 Farmington Hills, Michigan

Prepared for: _____

Atwell, LLC
 12745 23 Mile Road, Suite 200
 Shelby Township, Michigan 48315

Revision: _____ Issued: _____

Review	January 27, 2026
Revised	March 31, 2026
Revised	April 8, 2026
Revised	April 16, 2026

Job Number: _____

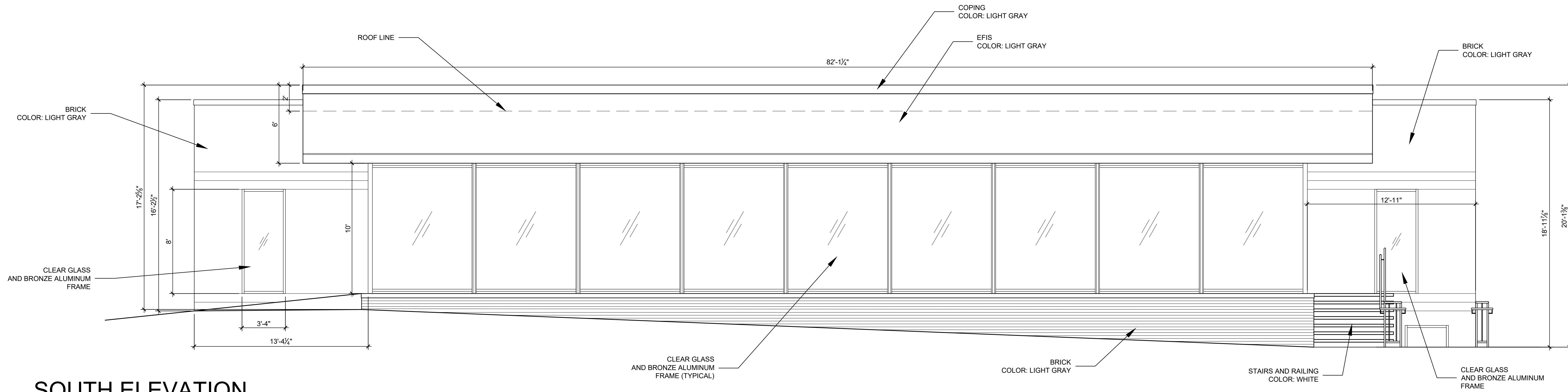
26-005

Drawn By: _____ Checked By: _____

jca jca

Sheet No. _____



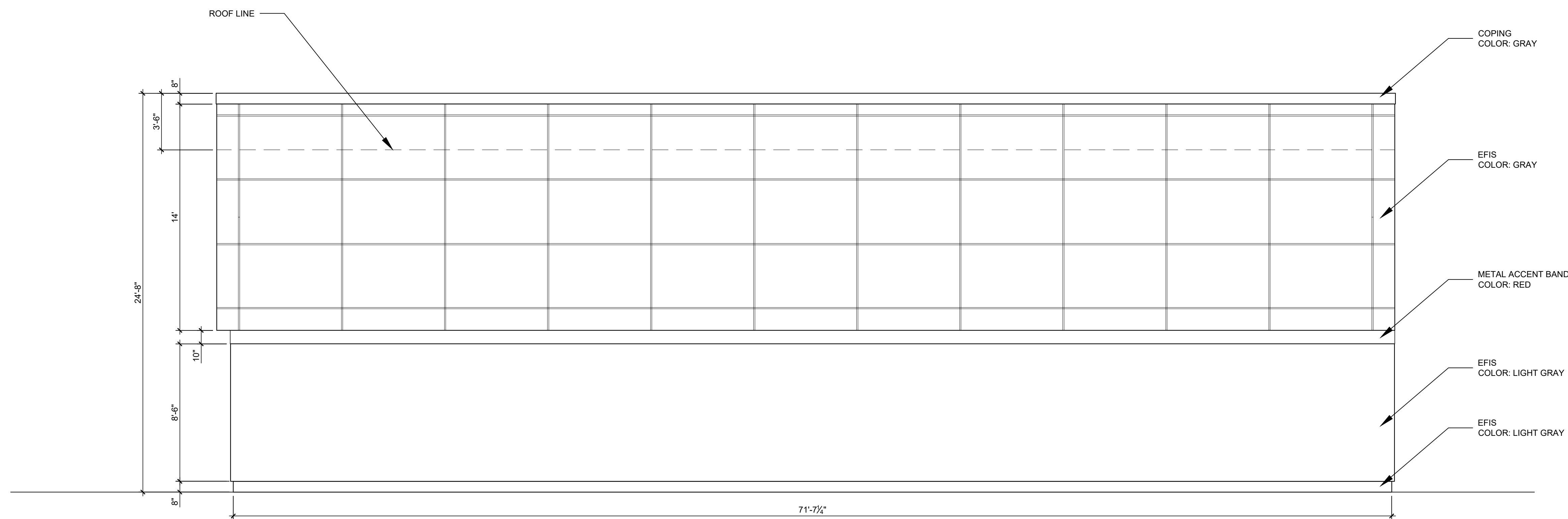


SOUTH ELEVATION

35200 GRAND RIVER AVE. (WESTERN BUILDING)

SCALE: 1/4" = 1'-0"

NOTES:
 1. PERCENTAGE OF FENESTRATION = 43.3%
 2. BUILDING IS SINGLE STORY



SOUTH ELEVATION

35080 GRAND RIVER AVE. (EASTERN BUILDING)

SCALE: 1/4" = 1'-0"

NOTES:
 1. PERCENTAGE OF FENESTRATION = 0%
 2. BUILDING IS SINGLE STORY



Project Architect:
 Anthony C. Rea, Architect
 Drawn By: Michael F. Rea
 Associate Architect

24001 Telegraph Rd.
 Southfield, Michigan 48033
 Phone: (248) 357-0999
 Fax: (248) 350-3584
 email: michael@areaconstruction.us

Project:
Carvana

35200 and 35080 Grand River
 Farmington Hills, Michigan 48335

Owner:
RS Grand River LLC
 24001 Telegraph Rd.
 Southfield, MI 48033

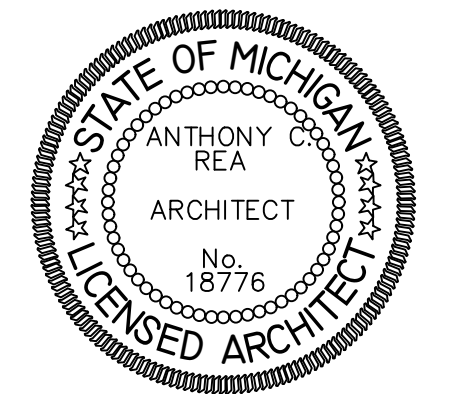
Contact: Dave Rea
 Phone: (248) 357-0999
 Fax: (248) 350-3584
 email: dprea2@gmail.com

Applicant:
Carvana
 300 E. Rio Salado Parkway,
 Building 1
 Tempe, AZ 85281

Contact: Brendan Weak
 Phone: (805) 217-3337
 email: brendan.weak@carvana.com

Issue - Revisions

Date:	Description:
3/26/2026	Building Department Submittal



(Signature)

Project Number:
32625

Sheet Title:
Elevations

Sheet Number:
Elev-1



BUILDING 1 - FIRST FLOOR

**USABLE SQUARE FOOTAGE
20,022 SQFT**

CARVANA
FARMINGTON HILLS
35200 GRAND RIVER AVE.
FARMINGTON HILLS, MI 48335



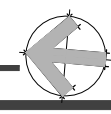
REV.	DATE	DESCRIPTION

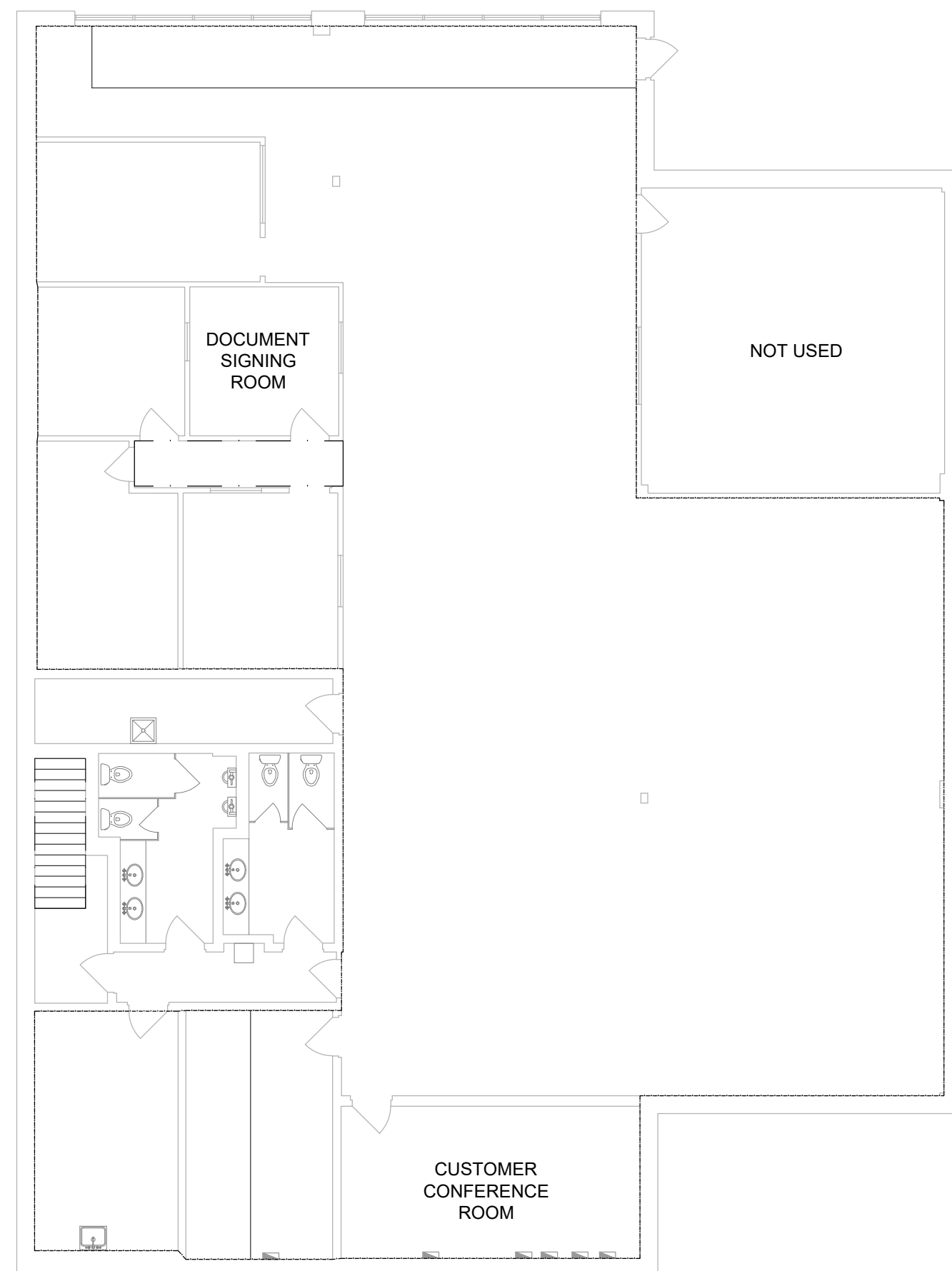
ISSUE DATE: 04/10/26
PROJECT NUMBER:
DRAWN BY: LWB
CHECKED BY: AP

SEAL

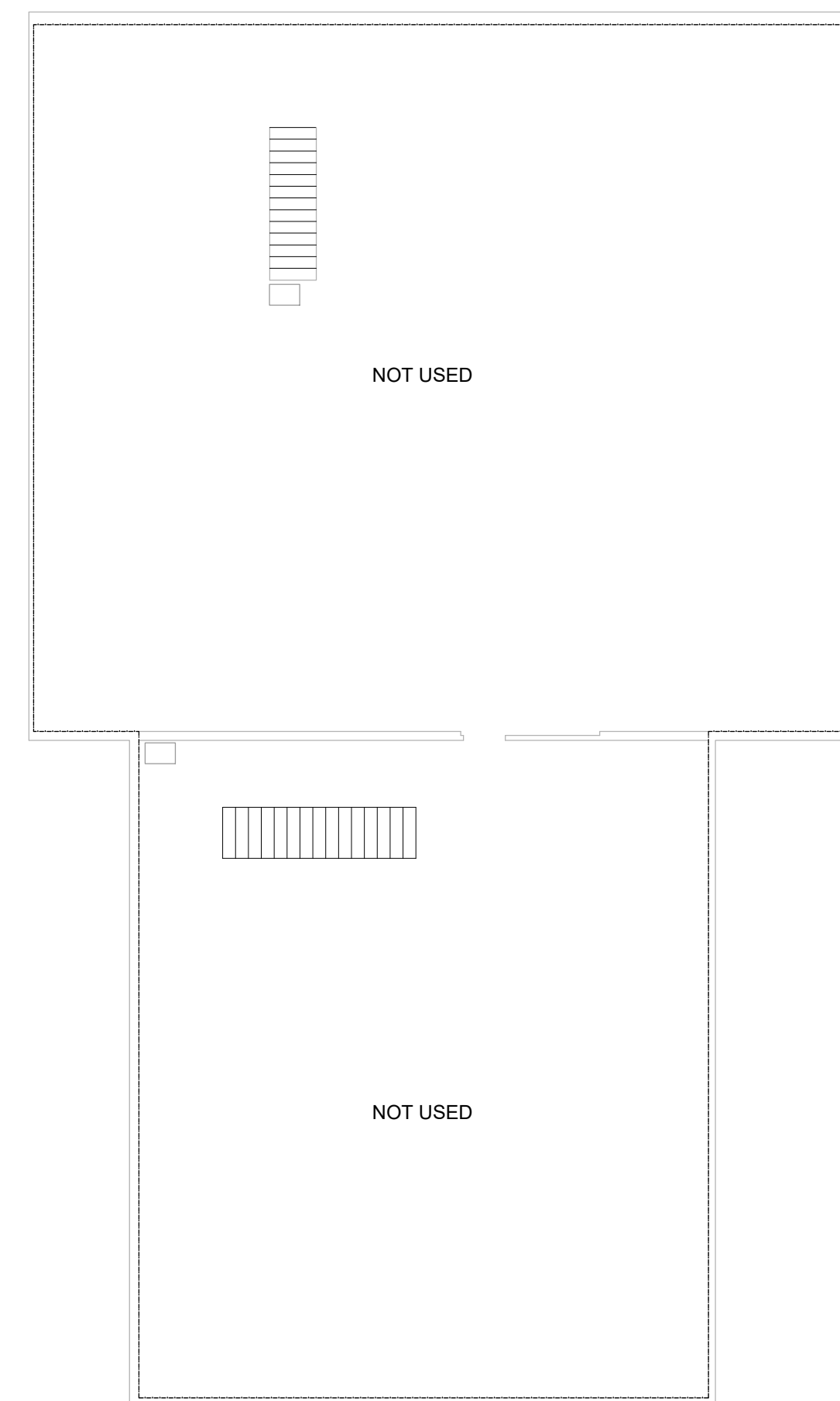
SHEET NAME
**BUILDING 1
FIRST FLOOR**

SHEET NUMBER
A101





BUILDING 1 - BASEMENT
 USABLE SQUARE FOOTAGE
 5,008 SQFT



BUILDING 1 - SECOND FLOOR
 USABLE SQUARE FOOTAGE
 0 SQFT



1850 South Boulder, Suite 300
 Tulsa, Oklahoma 74119
 Telephone 918.585.8855
 Telefax 918.583.7282



FARMINGTON HILLS
 35200 GRAND RIVER AVE.
 FARMINGTON HILLS, MI 48335

REV.	DATE	DESCRIPTION
▲		
▲		
▲		
▲		

ISSUE DATE **04/10/26**

PROJECT NUMBER

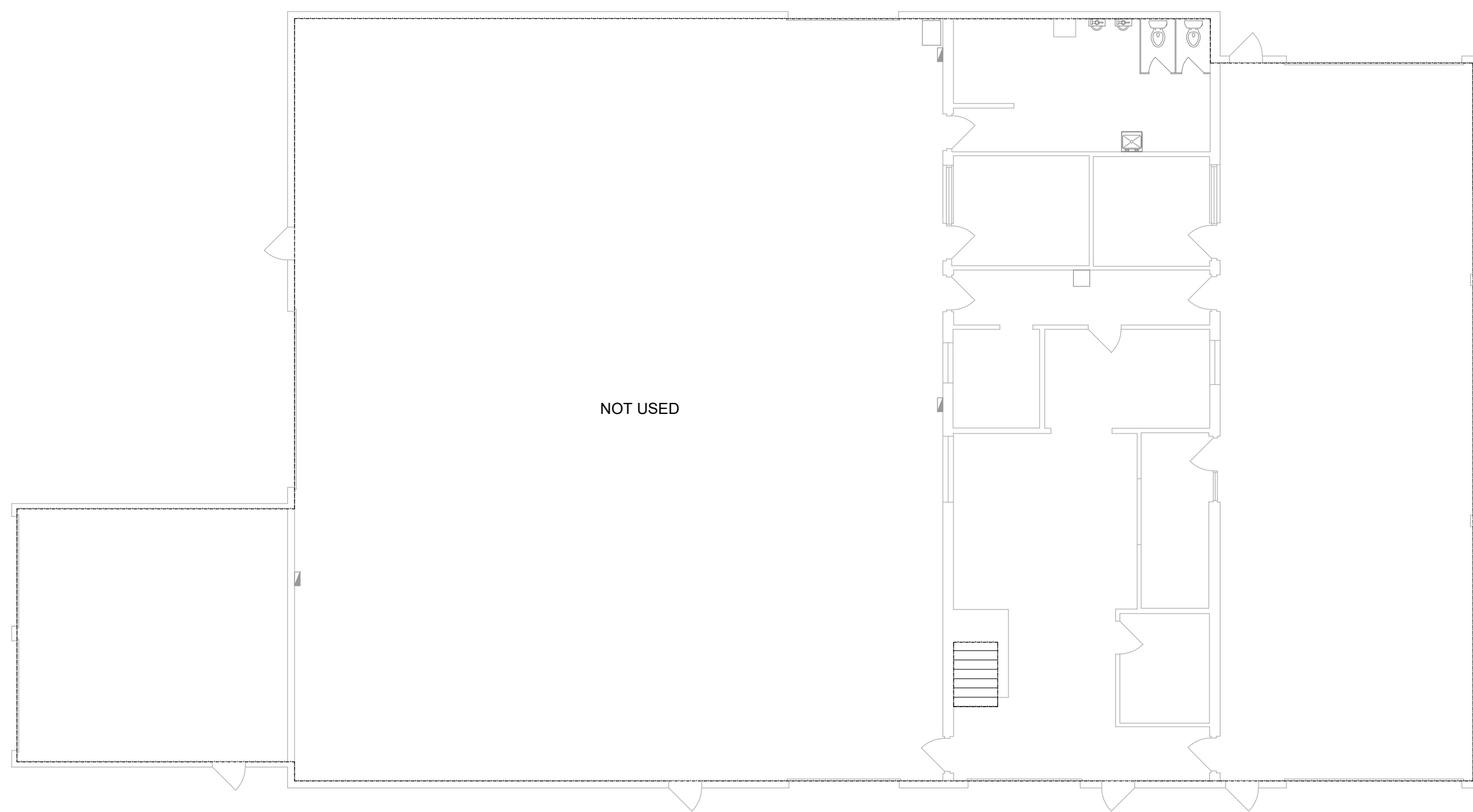
DRAWN BY **LLB**

CHECKED BY **AP**

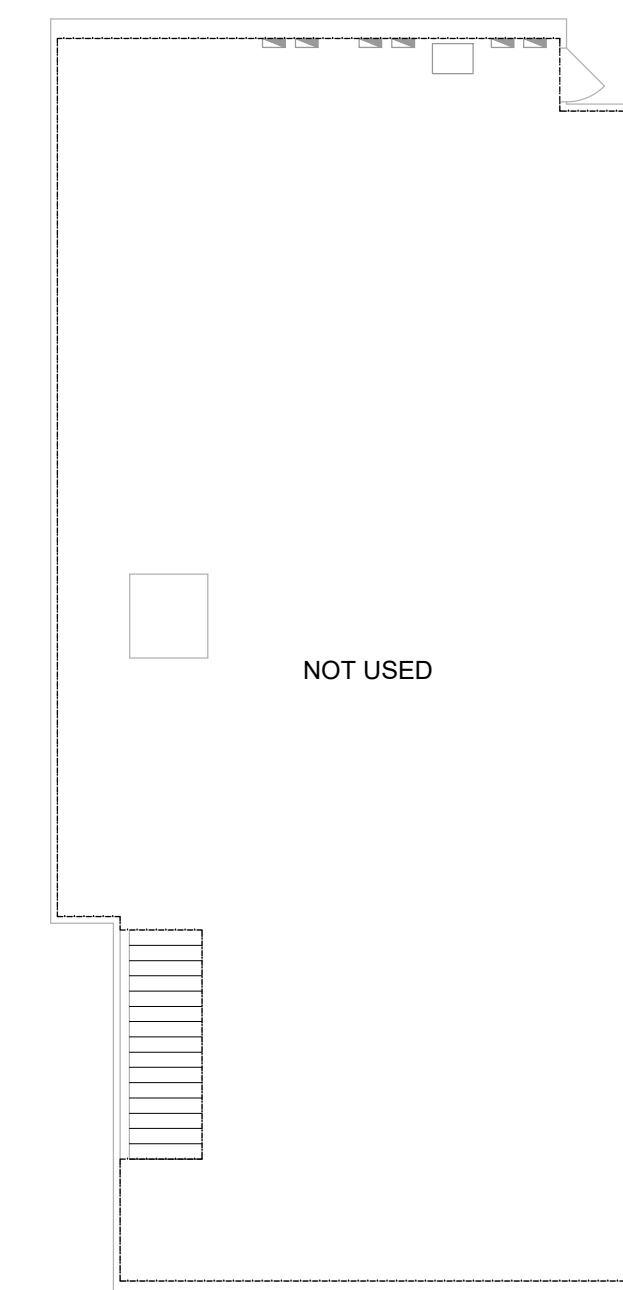
SEAL

SHEET NAME
**BUILDING 1
 BASEMENT & SECOND FLOOR**

SHEET NUMBER
A102



BUILDING 2 - FIRST FLOOR
 USABLE SQUARE FOOTAGE
 0 SQFT



BUILDING 2 - SECOND FLOOR
 USABLE SQUARE FOOTAGE
 0 SQFT



1850 South Boulder, Suite 300
 Tulsa, Oklahoma 74119
 Telephone 918.585.8855
 Telefax 918.583.7282

CARVANA
FARMINGTON HILLS
 35200 GRAND RIVER AVE.
 FARMINGTON HILLS, MI 48335

REV.	DATE	DESCRIPTION
▲		
▲		
▲		
▲		

ISSUE DATE: 04/10/26
 PROJECT NUMBER:
 DRAWN BY: LWB
 CHECKED BY: AP

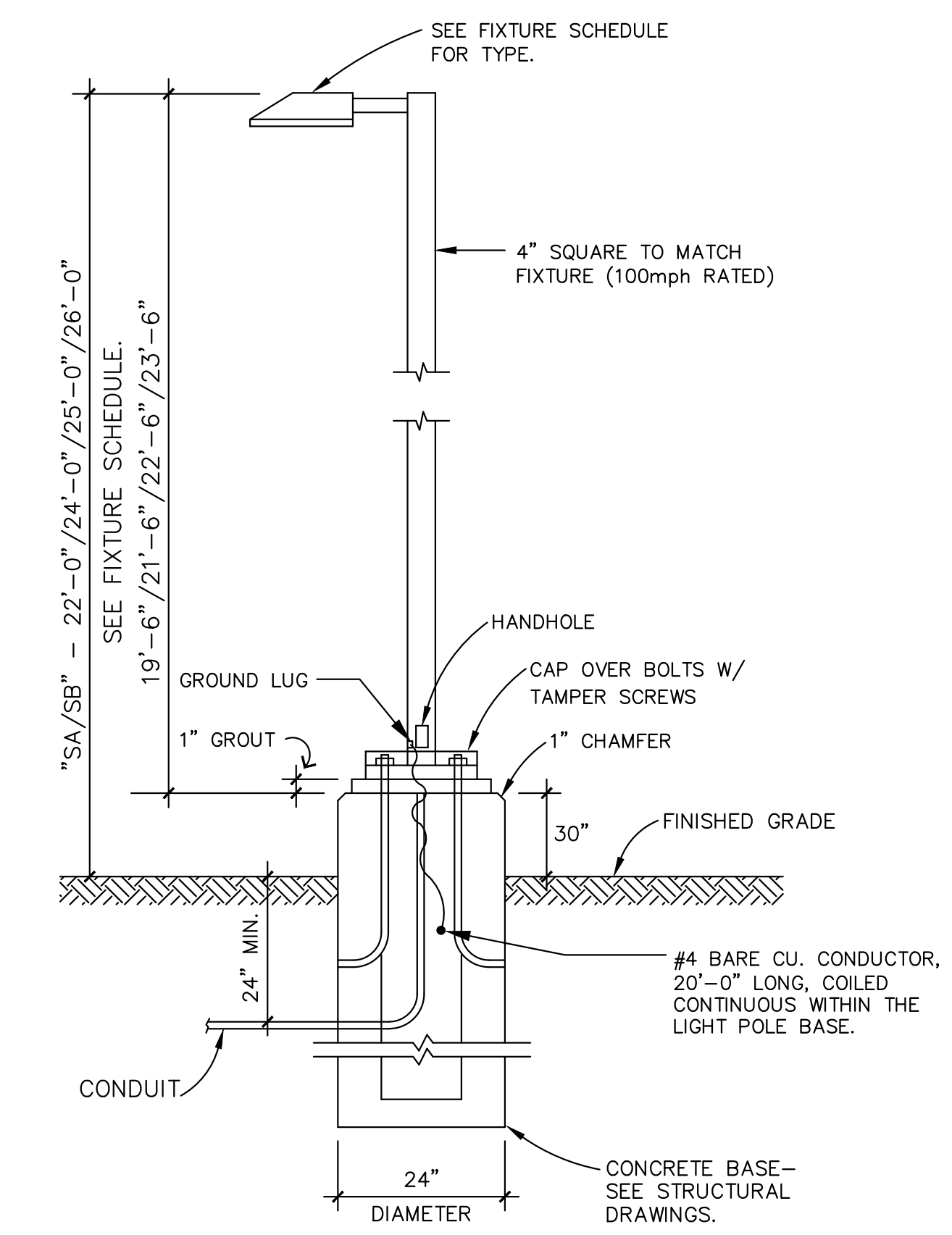
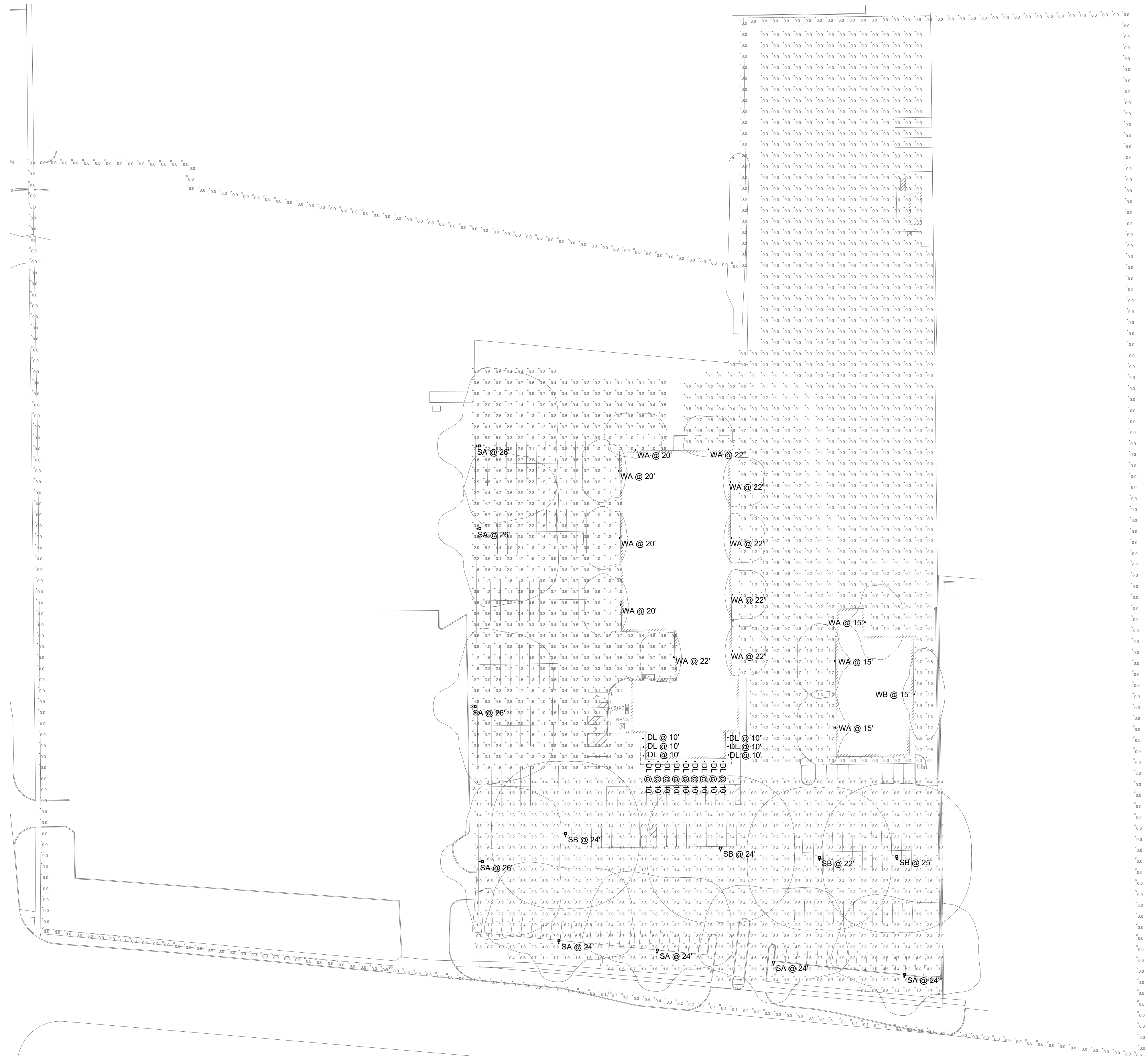
SEAL

SHEET NAME
**BUILDING 2
 FIRST AND SECOND FLOOR**

SHEET NUMBER
A103

HOURS OF OPERATION NOTE

PER 34-5.16.3.B.V EXTERIOR LIGHTING SHALL NOT OPERATE DURING DAYLIGHT HOURS. BUILDING FACADE AND LANDSCAPE LIGHTING SHALL BE TURNED OFF BETWEEN MIDNIGHT OR ONE HOUR AFTER CLOSE OF BUSINESS, WHICHEVER IS LATER, AND 6:00 AM OR OPENING, WHICHEVER IS EARLIER. ALL OTHER EXTERIOR LIGHTING SHALL BE REDUCED TO NO GREATER THAN 70% OF MAXIMUM FROM MIDNIGHT OR ONE HOUR AFTER CLOSE OF BUSINESS, WHICHEVER IS LATER, AND 6:00 AM OR OPENING, WHICHEVER IS EARLIER. USE OF OCCUPANCY SENSORS TO TURN OFF OR REDUCE LIGHTING WITHIN 15 MINUTES OF ZERO OCCUPANCY IS RECOMMENDED.



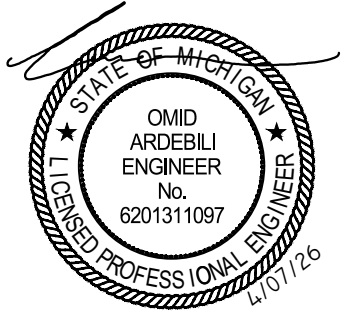
LIGHT POLE 'SA/SB'

N.T.S.
NOTE: CONTRACTOR SHALL PROVIDE NEW POLE BASES WHERE INDICATED ON PLANS. LIGHTING FIXTURE POLE DETAILS AND DESCRIPTIONS ARE FOR ELECTRICAL REFERENCES ONLY. THE POLE AND BASE SHALL BE DESIGNED BY A STRUCTURAL ENGINEER REGISTERED IN THE STATE OF TEXAS AND BE STAMPED AND SEALED ACCORDINGLY.

1 ELECTRICAL PHOTOMETRIC OF EXISTING SITE PLAN
SCALE: 1" = 50'-0"

CARVANA - FARMINGTON, MI (PHOTOMETRICS)

ADDRESS: 35200 GRAND RIVER AVE, FARMINGTON HILLS, MI 48335

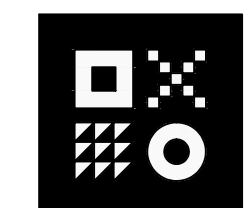


Project No:	25541
Date:	12/09/2025
Drawn By:	DC
Reviewed By:	PC

No	Revision	Date

Sheet Title:
ELECTRICAL PHOTOMETRIC SITE PLAN

Sheet No.:
E0.1



ARDEBILI Engineering
Project Number: 25541 | Design Engineer: HK
7328 E Stetson Dr., Scottsdale, AZ 85251
P: 480.626.7072 | ardebilieng.com

**CITY OF FARMINGTON HILLS
PLANNING COMMISSION MEETING
31555 W ELEVEN MILE ROAD
FARMINGTON HILLS, MICHIGAN
APRIL 16, 2026, 7:30 P.M.**

CALL MEETING TO ORDER

The Planning Commission Regular Meeting was called to order by Chair Lindquist at 7:32 p.m.

ROLL CALL

Commissioners present: Brickner, Countegan, Grant, Lindquist, Mantey, Stimson, Ware

Commissioners Absent: Trafelet

Others Present: City Planner Mulville-Friel, Staff Engineer Emerson, City Attorney Schultz, Planning Consultant Auerbach (Carlisle Wortman)

APPROVAL OF AGENDA

MOTION by Brickner, support by Mantey, to approve the agenda as published.

Motion passed unanimously by voice vote.

PUBLIC HEARING

A. CLUSTER SITE PLAN 59-4-2019

LOCATION: 29150 Farmington Rd
PARCEL I.D.: 22-23-10-101-002
PROPOSAL: One-family cluster option subdivision (10 units) in RA-2, One-Family Residential District
ACTION REQUESTED: Recommend to City Council
APPLICANT: Cedar of Farmington, LLC (Ayman Rida)
OWNER: Cedar of Farmington, LLC

Planner review

Referencing the February 18, 2026 Carlisle Wortman memorandum, Planning Consultant Auerbach gave the background and review for this request for a 10-unit single-family cluster development on the former Kendallwood Swim Club property, located on the east side of Farmington Road, south of 13 Mile Road. The proposal had been reviewed and approved by the Planning Commission in 2019.

The cluster development process requires a Planning Commission public hearing and review under the ordinance, followed by a recommendation to City Council, which holds a second public hearing and makes the final determination.

The 2019 process had proceeded almost to completion, but the required development agreement with the City was not finalized or recorded. The project was then placed on hold, and the site plan expired. Because the applicant now wishes to proceed, the project must go through the process again, although the prior determination that the site qualifies for cluster development remains in effect. The current stage is the initial public hearing and preliminary plan review.

Surrounding land uses include single-family residential to the west, south, and east, with a wooded area and stormwater basin to the north serving multiple properties. The site is approximately four acres. Ten dwelling units are proposed, with a total density of 2.6 units per acre. Approximately 42% of the site would be preserved as unprogrammed open space or natural area.

The lots and building footprints comply with the applicable dimensional standards. Staff had identified minor setback issues, and the applicant had since submitted revised plans showing those corrections. However, because the City had only recently received the revisions, staff still recommended that the corrections be included as a condition to be reflected in City Council's review if the Planning Commission moves this project forward.

A tree survey was completed in 2022. The applicant identified landmark trees proposed for removal and provided the required replacements. However, conditions may have changed since 2022, and the Planning Commission could require additional information on tree conditions, including an updated tree survey, although based on the prior meeting discussion, it appeared the Commission did not view that as necessary. The Commission should decide whether to require a new tree survey or accept the survey provided.

Planning Consultant Auerbach reviewed buffer requirements between cluster developments and adjacent residential properties. The immediately adjacent residential area to the south is separated from the subject site by a creek and existing vegetation. The applicant proposes to use existing natural vegetation, with additional plantings, to meet the buffer requirement.

Since the last review, the applicant provided two renderings showing typical dwelling types. Cluster developments are required to provide typical building elevations and floor plans. The elevations should typically be architectural and scaled to identify building height, and may also identify typical building materials or a material palette. The Planning Commission could require, at minimum, elevations identifying building heights. If the Commission wants additional specificity or assurance regarding the type or quality of materials, staff recommends that the Planning Commission recommend to City Council that a standard material palette be required. Typical floor plans still need to be provided.

Planning Consultant Auerbach summarized that after tonight's public hearing, the Planning Commission must recommend approval with conditions or denial to City Council based on the Cluster Development Ordinance criteria. The Commission may specify whether a new tree survey is required, whether the roadway location and configuration are acceptable as proposed or need to be reconfigured, and whether a material palette should be provided.

Commissioner Mantey asked why the applicant was being permitted to use the cluster option and whether environmental or natural preservation was one of the reasons, particularly as that related to the buffer zone issues called out in the Carlisle Wortman report.

City Attorney Schultz stated that, based on his review of the prior Planning Commission and City Council minutes, the qualifying reasons for the cluster option included frontage on a major thoroughfare, the unique parcel shape, the presence of flood plain or poor soil, and open space preservation.

After asking clarifying questions regarding the floodway designations on the Natural Features map included in the packets, Commissioner Mantey stated that based on his reading of the Carlisle Wortman report, ownership of the buffer zone appeared to be a significant issue. Planning Consultant Auerbach confirmed that staff was concerned because a portion of the vegetation would be located on private lots, making maintenance of that vegetation the responsibility of individual property owners.

Commissioner Mantey asked whether, because the proposal is a cluster development, the rear setback for lots along the southern border could be reduced so that the plan could proceed as proposed while changing ownership of the buffer area from individual ownership to common ownership. The proposed lots appeared to show rear setbacks of approximately 32.5 feet or similar dimensions. He asked whether the Commission could approve a lesser setback, such as 25 feet, if a portion of the rear yard was intended to be preserved as buffer area.

City Attorney Schultz stated that the issue would be whether there was a public benefit to doing so, noting that the proposal already created a buffer and open space. Commissioner Mantey said his concern was the long term maintenance of the buffer. If the buffer area were placed in private ownership, individual property owners might treat it as their own yard and mow or alter it, while common ownership would make it more likely that the area would remain as a buffer and would be easier for the City to enforce. If the setback could be reduced, the remaining question was how to address ownership of the buffer area, which the Carlisle Wortman review indicated should be addressed. From an environmental standpoint, the concern included fertilizer use near the water, but the primary issue was ensuring an adequate buffer between the proposed homes and existing homes.

Commissioner Brickner stated that if the Commission wanted to prohibit tree removal or mowing in the common area, those restrictions could be established. Alternatively, the road may have been curved for aesthetic reasons, and it could theoretically be straightened, similar to the former pool driveway, which would pull the homes farther from the creek.

Commissioner Brickner pointed out that the plan appeared to show common areas behind all the lots, and that open space could be controlled by the subdivision or association rather than individual lot owners. The condominium bylaws or deed restrictions could state that owners may not disturb the common area.

Commissioner Mantey stated that his understanding from the consultant's review was that the proposed preserved open space includes some open space located on individual owners' property rather than entirely in common ownership, and he questioned whether that was acceptable.

City Attorney Schultz stated that the intent would be for the open space to be governed by enforceable restrictions. The question raised by Commissioner Mantey was whether the preserved open space area is sufficient or whether the Commission wants more area preserved.

City Attorney Shultz explained that the Planning Commission and City Council had previously approved the proposal and the issue was before the Commission again because it had not been documented. The only alternative appeared to be moving the road. Planning Consultant Auerbach stated that moving the road would be an option if the Commission wanted to ensure that more of the vegetation was within a common area maintained by the homeowners association.

Applicant presentation

Jared Prather, Project Engineer, Boston Engineering, 3121 East Grand River Avenue, Howell, was present on behalf of this application for a one-family cluster option subdivision of 10 homes in an RA-2 One-Family residential district. Ayman Rida, owner, was also present.

Mr. Prather stated that the site is slightly less than four acres. He acknowledged the Commission's questions regarding the buffer and the location of the roadway. The buffer was proposed to remain as shown. 14 trees on the lot are indicated for removal and replacement as shown on the landscape plan.

The buffer will be supplemented with additional whips and saplings. These smaller tree saplings can fill gaps in the existing buffer and grow quickly. The current site plan is proposed to avoid impacts to the buffer area, which ranges from approximately 20 to 30 feet in width. Compared to the original "McKenzie Green" plan from 2019, the rear lot edges are closer to the proposed road rather than closer to the Minnow Pond Drain to the south.

Commissioner Countegan asked for clarification regarding the site boundary. Mr. Prather responded that the southern property line is toward the center of the Minnow Pond Drain. Commissioner Countegan stated that the open space area being discussed is essentially the area from the drain line north to the site condominiums; Mr. Prather confirmed that understanding.

Commissioner Brickner asked whether the current proposal contains fewer lots than the prior design. Mr. Prather stated that the original McKenzie Green plan was, to his recollection, 13 lots, later reduced to 10 lots and approved as 10 lots. When the current team received the plan to continue the process, they kept the proposal at 10 lots.

Commissioner Brickner stated that under the cluster option, the ordinance allows a range in the number of houses per acre or unit density, and that the applicant had selected the lower density. The larger discussion concerned preservation of the area between the rear of the lots and the southern property line. That area needs to be identified by name as a common area. Common areas are typically regulated and maintained through the Master Deed. If a Master Deed will be filed, it should preserve the area between the end of the lots and the southern property line, and individual lot owners should not be permitted to build on the area, maintain it as lawn, apply fertilizer, or otherwise alter it. The area should remain a natural buffer.

Commissioner Brickner stated that he liked the curve in the road and understood that straightening the road could push the development farther north, closer to the regional retention facility. His preference was to retain the curved road design.

Mr. Prather explained that the road configuration is both aesthetic and functional. The alignment provides enough space for utilities to be installed. Moving the road farther north would make it much more difficult to install both sanitary and stormwater utilities. The lots themselves would not be subject to the one hundred year floodplain area. This had been discussed by the Planning Commission at the prior meeting when it was confirmed that there would be no issue with the buildable areas being within the one hundred year floodplain. The site plan dimensioning had been updated and submitted the prior week, but there had not been enough time for the updated plan to be included in the meeting materials.

Regarding lighting, Mr. Prather stated that no site lighting is proposed and that coach lighting from the garages would be used instead.

Mr. Prather concluded his remarks.

Public hearing

Chair Lindquist opened the meeting to public comment.

Lauren Hermann, 29000 Kendallwood Drive, pointed out that her home abuts the subject property, which had been a problem for the small number of nearby residents for years. To some extent, she looked forward to something being done with the property because the last several years had been very difficult. The creek was currently very high and had already crested and washed away a significant amount of trash. The site has a major trash problem due to the way the lot has been used. Ms. Herman had significant environmental concerns regarding any construction on the property, regardless of the specific plan. She was particularly concerned regarding the wildlife in the area, and wanted the buffer zone to be as large as possible and protected long term. She was concerned about what would happen after residents move in and attention to the buffer declines. The creek area was a major feature of her home and neighborhood and one of the reasons residents bought their homes and protected the creek. With this plan, some existing homes would have a high density of new houses behind them, with some residents potentially having three houses behind them. If houses are to be built, five houses with larger lots would better match the existing neighborhood.

Commissioner Countegan pointed out that the proposed building envelopes appeared to be approximately the same distance from the creek as Ms. Herman's and her neighbors' homes. Ms. Herman responded that the situations were different because her home is already built, the proposal includes significantly greater density, and the existing trees and wildlife habitat would be disturbed.

Commissioner Countegan explained that the Commission must review the proposal under the ordinance and cannot reduce the applicant's permitted density if the ordinance criteria are met. The cluster option allows the City to preserve and control the buffer area, whereas a standard development could allow trees to be removed and lawns maintained closer to the creek. Ms. Herman said she did not understand why the homes could not be designed to better match the existing neighborhood. The issues might be different if five houses were proposed, but the proposal includes significant density, and the proposed lots are less than half as wide as her lot.

Commissioner Countegan stated that the Commission is compelled by the ordinance, which allows a certain level of density if the criteria are met, including factors such as frontage on a mile road and irregular parcel shape. The ordinance specifies how much density the developer must be allowed if the property meets standards, and the Commission cannot say the developer may not have the density permitted by ordinance. The Commission is required to review plans that fall within the ordinance standards. Commissioner Countegan acknowledged the concerns regarding density and lot width, but stated that Ms. Hermann's question was directed to the environmental argument regarding the distance between the rear of the existing homes and the rear of the proposed homes, which to be approximately equal.

Ms. Herman pointed out that the existing homes are already developed and that she has no choice to move her house farther away from the creek. The proposed development would affect trees and wildlife habitat where animals live and nest, and some of the area has already been partially destroyed by machinery. If she could move her house farther away from the creek, she would, but that is not an option. She asked why the development could not include houses that match the existing neighborhood.

Commissioner Countegan explained that the cluster option allows the City to establish and preserve a buffer area and provides some protection of natural areas. If the property were developed as a standard plat, it could be developed to the creek, and trees could be cut or lawns maintained in the area of concern. He referenced Mr. Mantey's concern regarding fertilizers near the water. The cluster option gives the City some protection of natural areas and avoids infringing on those areas. The City cannot give the applicant less than the ordinance allows, but the cluster option appears to protect the area between the proposed lots and the creek. The proposal appeared to be a compromise between the owner's right to develop the property and preservation of the natural area with the buffer.

Ms. Hermann stated that the issue was not simply whether the proposed homes would be farther from the creek than the existing homes. The Kendallwood neighborhood has natural character and few fences. Placing 10 houses where she believed approximately five houses would fit would not feel like a compromise to nearby residents. The new homes would intrude upon and negatively affect the natural creek bed that was one of the reasons residents purchased their homes. The former swim and tennis club had been a benefit to property values and the neighborhood, but that the current proposal would not be. She understands the property should be developed because it has become a nuisance, and she was not arguing against development, but asked that the City require as much buffer as possible and ensure that the buffer is protected, both out of respect for the nearby residents who have dealt with problems at the site for years and for the benefit of the wildlife.

Commissioner Ware asked Mr. Prather what is located behind Lot 10. Mr. Prather stated that Lot 10 backs up to existing trees and existing landscaping.

Shirley Horn, Kendallwood Drive, stated that her property will face the houses that back up to the creek. Based on the plans and discussion, she was concerned that the proposed homes would be 30 feet tall, approximately 40 feet wide, and located close together. Instead of seeing the existing tree line, she would see structures that could appear to her like a large apartment building. She did not see how the proposal would positively affect the neighborhood and believed it would bring down the value of her home. She also had significant concerns regarding the buffer zone. She stated that Lots 9 and 10 appear to back up to other homes on Ardwick.

Commissioner Countegan clarified that the dimensions shown for the properties represent the building envelope, not necessarily the size of each house.

Commissioner Brickner pointed out that Ms. Horn's subdivision would also allow 30-foot-tall homes under the ordinance, although the homes there were not built that way.

As no other public indicated that they wished to speak, Chair Lindquist closed public comment and brought the matter back to the Commission for discussion and/or a motion.

Commission questions and discussion

Commissioner Mantey asked about the Commission's authority regarding dimensional standards. Planning Consultant Auerbach said that the Planning Commission can modify setback requirements and can approve modifications to dimensional requirements for the district.

Commissioner Countegan said that for comparison purposes the standard RA-2 zoning standards were included so the public could see what the cluster ordinance allows compared to what a standard plat would allow. In this case, the discussion appeared to be confusing the cluster ordinance with standard platting. Had staff had calculated how many lots could be achieved if the property were developed as a standard plat?

City Attorney Schultz reminded the Commission that in 2019 the plan had been approved by the Planning Commission and City Council, with the final step being an agreement documenting that approval. In the RA-2 district, the minimum lot size is generally 15,000 square feet, and the proposal qualified for cluster development because in exchange for smaller lot sizes approximately 42% of the parcel is preserved as open space.

City Attorney Schultz continued that under the cluster option, the Commission can reduce lot sizes and waive or modify setbacks. The question was not necessarily whether the building setback should be made smaller, but whether the lots should be made smaller in order to create more open space or a wider buffer along the southern side. The consultant had suggested, from a planning perspective, that moving the road north could create more open space or buffer, and the applicant had explained why that was not being proposed. The Commission could ask the applicant whether he would be willing to shrink the lots to create more open space to the south.

Commissioner Mantey clarified that the applicant had explained that moving the road would be more expensive because utilities are located toward the north, and would likely be more disruptive to the natural area, requiring disturbance of the area in a way that could defeat the purpose of moving the road.

Chair Lindquist asked Mr. Auerbach for clarification regarding a public comment that Lots 9 and 10 back up to houses. The view shown on the screen appeared to indicate that those lots back up to a larger amount of open space and existing undisturbed vegetation, with some distance from existing homes. Mr. Auerbach stated that staff did not have information beyond what was shown in the aerial photographs.

Commissioner Mantey stated that the Carlisle Wortman report mentioned that one lot included a buildable area in the one hundred year floodplain, and the report indicated the Commission should address the issue. Commissioner Mantey did not believe further action was needed, but reminded the developer that any construction occurring within the one hundred year floodplain must be one foot above the elevation of the one hundred year floodplain.

Commissioner Countegan clarified that the eastern boundary is off the screen and that the property follows the drain line to the east. The applicant had indicated that the property extends to the middle of the drain and Kendallwood residents had stated that their property also extends to the middle of the drain.

Commissioner Grant asked what the square footage of the homes would be. Ayman Rida, owner and developer, stated that the homes would be approximately 2,500 to 3,500 square feet. The lots will not be sold individually; he will develop the land and build the homes. Mr. Rida said that with 10 homes and an average of approximately five residents per home, there would be about 50 residents behind the existing homes. The proposed development will be beneficial to the City through increased taxes and will result in fewer people and less activity than the prior swimming pool and club use.

MOTION by Brickner, support by Ware, to recommend that the City Council approve the Cluster Site Plan 59-4-2019 proposal based on the information provided by the applicants, public hearing comments, the March 7, 2026 Carlisle/Wortman review letter, the March 3, 2026 City Engineer review letter, the March 2, 2026 Fire Marshal review letter, and the findings that, given its frontage on a major thoroughfare, unique parcel shape, and presence of a flood plain and poor soil, and the development's preservation of open space, the proposal meets the letter and spirit of Section 34-3.17 of the City of Farmington Hills Zoning Ordinance, applicable Zoning Ordinance requirements, and the goals and objectives of the City of Farmington Hills Master Plan.

In addition, the Commission finds that

- a. **Road configuration: The proposed site configuration is acceptable.**
- b. **Tree Survey: Prior to City Council's review, an updated tree survey must be provided.**
- c. **Elevations: Prior to City Council's review, typical dwelling elevations, floor plans, and a standard building material palette must be provided.**

Approval is subject to the following conditions:

1. **Prior to City Council's review, the applicants must submit typical dwelling elevations, floor plans, and a standard building material palette.**
2. **All items identified in the March 7, 2026 Carlisle/Wortman review letter shall be addressed to the reasonable satisfaction of the City Planner.**
3. **All items identified in the March 3, 2026 City Engineer review letter shall be addressed to the reasonable satisfaction of the City Engineer.**
4. **All items identified in the March 2, 2026 Fire Marshal review letter shall be addressed to the reasonable satisfaction of the Fire Marshal.**
5. **Buffer area behind all lots will be considered common area to be preserved in its natural state and placed in the master deed that the area will be maintained by the homeowner association.**

Motion passed unanimously by voice vote.

B. SPECIAL APPROVAL SA 51-3-2026

LOCATION:	32130 Bonnet Hill Road
PARCEL I.D.:	22-23-10-405-006
PROPOSAL:	Temporary staging area for Kendallwood 3 Subdivision Water Main Replacement Project within the RA-2: One Family Residential District
ACTION REQUESTED:	Special Land Use Approval
APPLICANT:	Murphy Pipeline Contractors
OWNER:	Farmington Public Schools

Planner comments

Referencing the April 10, 2026 Carlisle Wortman memorandum, Planning Consultant Auerbach provided the background and review for this request for a temporary construction staging area associated with a City water main improvement project. The staging area would be located in the northernmost portion of the Kenbrook Elementary School property. The applicant is the contractor hired by the City. The application materials indicate that the contractor selected the proposed location in coordination with Farmington Public Schools.

Commissioner Mantey asked whether the Planning Commission has authority over school property.

Planning Consultant Auerbach explained that although the staging area is on school property, it is not a school project. City Attorney Schultz stated that there are two issues involved – this is a City project, and the staging area is on school property. Even though the City is exempt from its own zoning ordinance, the City has a history of bringing these types of matters to the Planning Commission so the public can see them and so there is a full review that provides an opportunity for comments.

Public hearing

Chair Lindquist opened the meeting for public comment. As no public indicated they wished to speak, Chair Lindquist closed public comment and brought the matter back to the Commission.

Commission discussion and/or motion

MOTION by Ware, support by Mantey, to approve the temporary staging area for Kendallwood 3 Subdivision Water Main Replacement Project, based on the information provided by the applicants, public hearing comments, the April 10, 2026 Carlisle/Wortman review letter, the April 9, 2026 City Engineer review letter, and the April 9, 2026 Fire Marshal review letter.

The Commission finds that the proposal meets the standards listed in Section 34-4.20 of the City of Farmington Hills Zoning Ordinance, as follows:

- i. The applicants selected the proposed location in coordination with FPS and considered alternatives, but found that no other feasible locations are available.
- ii. The proposed enclosure is adequate, and existing vegetation provides adequate screening.
- iii. The proposed staging area layout and operations minimize the potential impacts to the site and surrounding area.
- iv. The proposed activity will not change the current use of the property.
- v. Use of the staging area is permitted from April 2026 through the end of October 2026 as specified by the applicants. Additional time may be granted subject to the City Planner and Engineer's approval.

The Commission also finds that the proposal meets the standards listed in Section 34-6.3 of the City of Farmington Hills Zoning Ordinance, as follows:

1. The proposal is harmonious with the surrounding uses because it minimizes the impact on school operations and on adjacent properties to the extent possible.
2. The proposed traffic control measures will minimize hazards to vehicular and pedestrian traffic.
3. The proposed operational and mitigation measures will minimize the project's impacts on adjacent properties.

4. **The proposal is associated with public infrastructure improvements and will not pose any long-term negative impacts.**
5. **The staging area will enable an infrastructure project that will improve the provision of public services in the area.**
6. **Provided that any concerns identified by FPS, City Planner, City Engineer, and Fire Marshal are addressed, the proposal adequately protects public health, safety, and welfare.**
7. **The applicants have indicated the location will be remediated when the project is complete.**
8. **The applicants appear to be taking the necessary precautions to minimize any potential pollution.**
9. **The proposal will facilitate an improvement to public infrastructure.**
10. **The proposal has no architectural or design characteristics to consider.**

Approval is subject to the following condition:

1. **Construction working hours are limited from 7am to 7pm, Monday to Saturday. Any noise, traffic, or unauthorized construction activity issues must be addressed as per the requirements of the City Code and City Engineering Division.**

Regarding the condition, City Attorney Schultz said that he was comfortable with the condition being included in the motion, with the understanding that circumstances will dictate what actually occurs.

Motion passed unanimously by voice vote.

APPROVAL OF MINUTES March 19, 2026

**MOTION by Grant, support by Mantey, to approve the March 19, 2026 meeting minutes as submitted.
Motion passed unanimously by voice vote.**

PUBLIC COMMENT

None.

COMMISSIONER/STAFF COMMENTS

The Commission discussed scheduling either a special meeting or a discussion during a regular meeting with the Planning Consultant and City Attorney to review the Planning Commission bylaws and the motion-making process.

Commissioner Brickner thanked the City for following up regarding the sign about 696 improvements that had been on Drake Road for several years; the sign had been removed.

The Commission discussed upcoming planning training opportunities, including the American Planning Association National Planning Conference in Detroit and Michigan Association of Planning training programs. Commissioner Mantey noted that the City has paid for similar training in the past and encouraged Commissioners who are interested to notify the City. Staff stated that they would look into registration options.

ADJOURNMENT

MOTION by Ware, support by Grant, to adjourn the meeting.

Motion passed unanimously by voice vote.

The meeting ended at 9:05pm.

Respectfully submitted,
Tanji Grant
Planning Commission Secretary

/cem