

AGENDA

**PLANNING COMMISSION PUBLIC HEARING/REGULAR MEETING
CITY OF FARMINGTON HILLS
FEBRUARY 19, 2026 @ 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. Public Hearing

- A. [2026/2027 THROUGH 2031/2032 CAPITAL IMPROVEMENTS PLAN](#)
ACTION REQUESTED: Adoption of plan

5. Regular Meeting

- A. [HISTORIC DISTRICT COMMISSION 2025 ANNUAL REPORT](#)
ACTION REQUESTED: Acceptance of report

6. Approval of Minutes **January 15, 2026, and January 22, 2026**

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

Respectfully Submitted, Kristen Aspinall, 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.

Capital Improvements Plan

2026/2027 – 2031/2032





CAPITAL IMPROVEMENTS PLAN

2026/2027 – 2031/2032

Farmington Hills City Council

Theresa Rich, Mayor
Bill Dwyer, Mayor Pro Tem
Jon Aldred
Jackie Boleware
Michael Bridges
Valerie Knol
Charlie Starkman

Farmington Hills Planning Commission

John Trafelet, Chair
Marisa Varga, Vice Chair
Kristen Adpinall, Secretary
Barry Brickner
Dale Countegan
Tanji Grant
Joe Mantey
Steven Stimson
Erik Lindquist

Acknowledgements, Background information of this document has been provided by:

Karen Mondora, Assistant City Manager
John Piggot, Chief of Police
Jon Unruh, Fire Chief
Jason Olszewski, Deputy Fire Chief
Jason Baloga, Fire Marshal
Michelle Aranowski, Director of Central Services
Carly Lindahl, City Clerk
Ellen Schnackel, Director of Special Services
Jacob Rushlow, Director of Public Services
Mark Saksewski, City Engineer
Derrick Schueller, Public Works Superintendent
Thomas Skrobola, Director of Finance/Treasurer
Charmaine Kettler-Schmult, Director of Planning and Community Development

Special Thanks to the CIP document preparation team:

Planning Secretary and Public Services Staff

Capital Improvements Plan Schedule:

Planning Commission Study Session January 22, 2026
Planning Commission Public Hearing February 19, 2026

Table of Contents

Introduction/Legal Authority	4
Capital Improvements Planning: An Overview	5
Financing Overview	8
Accomplishments	10
CIP Summary Tables	16
Public Facilities	23
Police	25
Technology	27
Parks & Recreation	29
Equipment	34
Fire Department	34
Division of Public Works	35
Fleet & Motor Pool Vehicles	36
Drainage	37
Drainage Map	43
Sanitary Sewers	44
Watermains	46
Water Main Map	48
Sidewalks	49
Sidewalk Maps	50-53
Transportation	54
Major Road Projects 2026/2027 Map	57
Local Road Projects 2026/2027 Map	59



CAPITAL IMPROVEMENTS PLAN

2026/2027 – 2031/2032

INTRODUCTION/LEGAL AUTHORITY

The Capital Improvements Plan (CIP) is an essential planning tool for the development of the social, physical, and economic wellbeing of the City of Farmington Hills. This plan is the first step in an organized effort to strengthen the quality of public facilities and services. This provides a framework for the realization of community goals and objectives as envisioned in the City's Master Plan for Future Land Use as adopted by the Planning Commission and City Council.

In a practical sense, the CIP process allows the City to identify, prioritize and implement capital projects over multiple years. Public improvements originating from the CIP process have served to improve the quality of life for all Farmington Hills residents. As the community matures, policy makers will look to the CIP for answers in addressing public needs. This year's plan continues in that tradition.

Legal authority for capital improvement planning is found in state law. Specifically, Act 33 of the Public Acts of 2008, the Michigan Planning Enabling Act provides:

"To further the desirable future development of the local unit of government under the master plan, a planning commission, after adoption of the master plan, shall annually prepare a capital improvements program of public structures and improvements, unless the planning commission is exempted from this requirement by charter or otherwise. If the planning commission is exempted, the legislative body either shall prepare and adopt a capital improvements program, separate from or as a part of the annual budget, or shall delegate the preparation of the capital improvements program to the chief elected official or a non-elected administrative official, subject to final approval by the legislative body. The capital improvements program shall show those public structures and improvements, in the general order of their priority, that in the commission's judgment will be needed or desirable and can be undertaken within the ensuing six-year period. The capital improvements program shall be based upon the requirements of the local unit of government for all types of public structures and improvements. Consequently, each agency or department of the local unit of government with authority for public structures or improvements shall upon request furnish the planning commission with lists, plans and estimates of time and cost of those public structures and improvements."

Moreover, the City Charter, Sections 3.07 and 6.08, indicates that the City Manager shall have the responsibility of submitting a Capital Improvements Plan to the City Council.

CIP Goal

To plan for and guide needed capital improvements and expenditures in a fiscally sound manner and to ensure that these improvements are consistent with the goals and policies of the City of Farmington Hills and the expectations of its residents.

Definition: Budget vs. Plan

The Capital Improvements Plan identifies all major capital projects with cost estimates anticipated in both capital and future operating costs over a six-year period. The program is intended to serve existing and anticipated development in the City. All CIP projects are listed on a priority basis and reflected by fiscal year within the plan. The plan also includes an indication for providing the financial means for implementing the projects.

The representations contained in this plan reflect input from the City's administration as adopted by Planning Commission. The actual budgets, however, for the designated years are determined annually by the City Council in accordance with the City Charter and State law. The Council may add, delete, or otherwise change priorities as they deem necessary within the annual budget review and approval process.

Each year as a capital budget is implemented, the next five-year cycle is reevaluated, and an additional year is added to comprise a six-year plan. Capital improvements beyond the sixth year are occasionally identified in the future column for tracking purposes.

CAPITAL IMPROVEMENTS PLANNING: AN OVERVIEW

Capital improvements' planning involves, to varying degrees, the following steps:

- **Inventory** - an assessment and compilation of existing and future project needs.
- **Financial Analysis** - an analysis of all existing and potential fiscal resources.
- **Determining Priorities** - the task of comparing needs and desired projects against financial resources and other criteria.
- **Establishing Goals and Objectives** - Asking the Questions: What do we want to accomplish? How can we get there? And how do we pay for it?
- **Develop a Schedule** - look at a logical sequence, relating needs with financial resources.
- **Gain Approval** - from appropriate local officials, other funding or cooperating agencies and, most importantly, residents of the community.
- **Implement the Plan** - incorporate the first year of the capital plan into the next operating budget.
- **Review and Update** - each year review and update both the capital budget and six-year plan.

One of the more difficult tasks in developing a capital improvements plan is the establishment of priorities, i.e., selecting one project over another when financial resources are limited. The criteria used in establishing priorities include:

- Protecting life and property
- Maintaining public health and safety
- Maintaining public property
- Replacing obsolete facilities
- Providing public convenience and comfort

- Providing effective and efficient public services
- Reducing operating costs
- Enhancing recreational value
- Enhancing economic value
- Improving social, cultural, and aesthetic value
- Making prudent use of limited financial resources

Planning Commission Priorities 2026/2027

As a reviewing body the Planning Commission established the following priorities for the CIP 2026/2027 – 2031/ 2032.

- There is a strong desire to prioritize walkability, specifically to prioritize clear sidewalks in the winter.
- The Planning Commission is supportive of the inter-community Nine Mile Road non-motorized pathway project.
- Enclosed bus shelters, especially the bus stops that are heavily used.
- Planning Commission recognizes and supports utility investments including Gas, Electric, and Fiberoptics to replace and upgrade infrastructure within Farmington Hills.
- There is a strong desire to prioritize installation of public art in the Special Planning areas outlined in the 2024 Master Plan.

Advantages of Capital Improvements Planning

The Capital Improvements Plan provides numerous advantages. The following programming advantages are considered the most important:

- Planning calls attention to the unmet needs of the City and stimulates corrective action. Residents can provide public input and critical review of the City’s long-range plans.
- Planning for future needs ensures that projects will benefit the entire community. Residents can see what they are getting for their tax dollars.
- Planning can help bring about a better balance to project funding among public agencies and departments.
- Planning can eliminate the possibility of duplication of effort involving time and money between various local public agencies and improve project scheduling.
- Planning enables the community to effectively take advantage of anticipated and unanticipated State and Federal grants.
- Planning can provide decision makers with sound justification for needed improvements based on the comprehensiveness of the process.
- Planning future needs allows the community to stabilize tax rates over a period of years by anticipating funding requirements.

- Planning provides the required lead-time for designing and engineering improvements in advance of actual needs.

Ongoing Costs

Many capital improvements require ongoing operational and/or maintenance costs. The City's 1995 Management Audit identified the need for operational impact statements in the Capital Improvements Plan. Those statements are contained within the CIP tables of capital improvements. While referenced in the CIP, individual departments would assume these costs in their operating budgets.

CIP Schedule

The following schedule serves as a guide for development, review and approval of the Capital Improvements Plan.

- In accordance with Section 6.08 of the City Charter, the City Manager shall submit to the Council a five-year projection in such detail as the Council may require and outline major capital expenditures or projects that are planned for the City.
- In November/December of each year the City Council may provide its input to the City Manager relative to capital needs, priorities, projects, and changes that it would like to see evaluated or re-evaluated in preparation for the updating of the City's Capital Improvements Plan.
- Act 33 of the Public Acts of 2008 provides that the City Planning Commission shall annually prepare a six-year plan of public structures and improvements.
- In February of each year, the City Manager and Planning Commission shall jointly review the past year's capital budget and six-year projection of capital improvements. At this time preparation of an updated Capital Improvements Plan is initiated for the ensuing six-year period.
- In March of each year, the Planning Commission shall hold a public hearing to review the Capital Improvement Plan and gather public input prior to adoption of the plan.
- By the first meeting in April, the City Manager and Planning Commission shall submit to the City Council a Capital Improvements Plan. This may take the form of a single plan, joint plan, or separate plans, depending on the degree of consensus as to projects, priorities, and methods of financing.
- The City Council will consider the recommended Capital Improvements Plan as transmitted by the Planning Commission and City Manager and approve a capital improvement fund budget along with the general City operating budget no later than its first meeting in June.

CIP Criteria

The CIP is a planning tool and not a promise of funding. Significant capital projects are identified with cost estimates and prioritized. Lesser capital expenditures for such things as municipal vehicles and pavement repair are anticipated in the City's general budget.

The following criteria are used to include a capital project or expenditure within the CIP:

- The project must impact the City-at-large or address a major need within the City in some specific way.
- The project represents a public facility.
- The project represents physical improvement.
- The project requires expenditure of at least \$25,000. Some CIP projects under \$25,000 may be included if they are part of a larger network or system of improvements.

From year to year, CIP projects are subject to change in response to community needs and available funding. Cost estimates for projects contained herein are based on current dollars, adjusted for inflation in the out years.

FINANCING OVERVIEW

Government, like private industry, must generate adequate revenues to fund operations, capital improvements, and debt retirement. Revenues available to local government are fees, user charges, and state and federal revenue sharing including grants and taxation.

Capital improvements can be financed through internal financing, such as pay as you go or debt financing. The two approaches are explained below.

Internal Financing

Under this approach, capital projects are financed from monies dedicated specifically for capital improvements. Annual tax levies and fund balances can be used to implement capital projects. Funding may be derived from:

- Approved City Budget.
- Dedicated millage above the Charter limit approved by the voters.
- Existing capital improvement funds.
- Energy and Environmental Sustainability Fund
 - This revolving fund has been created to provide a source of funding specifically targeted towards energy and environmental projects that fall outside of normal capital replacement, maintenance, or other related programs. This fund was originally capitalized through grant funding and utility rebates and is sustained through collecting a portion of the energy savings realized through the City's energy efficiency efforts.

Tax Increment Financing (TIF)

For projects located in the Grand River Corridor Improvement Authority (CIA), tax increment revenues can be used to fund projects outlined in the City Council approved CIA Development Plan or to support related debt financing.

Debt Financing

The following debt financing instruments are available:

Limited Tax General Obligation (LTGO) Bonds. The City, without voter approval, may pledge revenues from its remaining charter millage plus existing fund balance to provide for principal and interest payments on bonds issued. If, in the future, the unused charter millage and fund balance

prove insufficient to meet debt service requirements, then the City's operating budget would be required to meet the debt service payments.

Unlimited Tax General Obligation (UTGO) Bonds. With voter approval, the City can issue bonds, which pledge the City's unlimited taxing power to meet any debt service requirements of the bond issue.

Special Assessment Bonds. Bonds issued in anticipation of the payment of special assessments may be an obligation of a special assessment district, or districts, or may be both an obligation of a special assessment district, or districts, and a general obligation of the City.

Voter Approved Earmarked Millage. Voter approved millage can be utilized partially for projects on a pay-as-you-go basis. The remaining dedicated millage can be pledged to meet debt service payments on projects funded through debt issues.

Lease Purchase Agreements. This method involves a contractual agreement with a private developer/investor who finances the project and leases it back to the local unit of government until the debt is fully retired, at which time ownership reverts to the City.

Capital Lease/Installment Loans. Most used for vehicles and equipment, like a lease purchase agreement, per Act 99, this method allows for a three-party agreement between the City, the vendor/contractor and financial/lending institution.

Impact of Legislation on Taxing Authority

Property tax revenue is derived from tax rate and State Equalized Value (SEV) of all taxable properties in the City. An increase in combined SEV can be due to either actual new construction or inflation on existing real estate. During periods of inflation on real estate, communities were able to generate increased tax revenues while keeping tax rates stable. "Automatic" increases in revenues generated from taxes precipitated a constitutional amendment in 1978.

The Headlee Amendment was approved by the State's electorate in 1978 as a constitutional amendment to limit the automatic increase in tax revenue caused by ever-increasing property values. This limitation allows tax revenue to increase only as high as the Consumer Price Index (CPI) plus the value of new construction. This limitation applies to the current Farmington Hills authorized charter millage limit of 10 mills. Otherwise stated, if property values increase more than the CPI, the tax rate must be rolled back so the resulting revenue does not exceed the increase in CPI. Debt existing prior to the passage of this constitutional amendment and voter approved debt issued since the legislation is exempt from this limitation.

In 1994, the State electorate approved a state constitutional amendment commonly known as "Proposal A." This amendment limited increases in the taxable value of existing real property on a per parcel basis to the lesser of 5% or the CPI. Once existing property was transferred or sold, property values for tax purposes could be raised to 50% of fair market value. This effectively limited increases in tax revenue for municipalities to the CPI, if it was less than 5%, and new construction values.

ACCOMPLISHMENTS

The following list identifies projects either completed or initiated this past year.

Public Facilities

Each year the database created by the City-wide facilities condition assessment is used to evaluate assets at each of the City owned buildings. An analysis is performed by City staff to prioritize facility needs based upon asset usage, age, condition, predicted useful life and estimated replacement value. Projects completed as a part of this evaluation process included:

- Fire Alarm Replacement at Fire Stations #3 and #4 and DPW
- Roof Replacement at Fire Station #3
- Nature Center building upgrades including windows, painting and wood replacement
- Wood soffit repair at City Hall
- Completion of a new Brine Distribution System at Public Works facility. Three (3) replacement fill points were installed to increase flow and efficiency.
- Purchase of 150KW Generator on Trailer that can be used as a primary backup for the new fueling station and can be moved to other City properties as needed
- Replacement of the existing diesel generator at the DPW
- Replacement of the parking lot at Fire Station #4
- Replacement of the existing permeable brick pavers within multiple parking lots adjacent to the City Hall building

Police

The Police Department's property contains emergency infrastructure and equipment critical to providing continuous emergency services. Open access to this area exposes this equipment and infrastructure to sabotage or vandalism, which would render these items and the department ineffective. In addition, the critical areas are currently prohibited for public access by signage only, for security and safety purposes. Access control improvements would be designed to decrease accessibility to these sensitive areas and improve employee safety and infrastructure security. The department is currently participating in a feasibility study to determine how best to design and implement this project.

Technology

- Completed the replacements/upgrades to the 600+ desktops and laptops to Windows 11
- Ongoing implementation continues with the other Human Resource Information System Solutions to cover the entire "life cycle" of each employee in the City:
 - Recruitment
 - Applicant tracking
 - Selection
 - On-boarding

- Training and development
- Performance reviews
- Employee profile management
- The new Time & Attendance System Solution is now active to all general employees. Ongoing implementation continues with Police, Fire and Special Services.
- Completed the installation of the six (6) Smart Lighting/Poles at Longacre House
- Replaced the outdated electronic sign in front of the DPW with a new digital Smart Sign
- Implemented communication system and video for new EOC at Fire Department headquarters
- The multi-year Unified Communications & Networking project continued with projects as listed below:
 - Upgrade the video servers for the cameras throughout City facilities
 - Continue to add cameras at Special Services facilities
- Implemented a penetration test (PEN test) to test our ability to combat a cyber-attack and evaluate security. This will be an annual test to ensure the network is secure
- Plan submission & review on-line for Department of Planning & Community Development and Engineering using ePlan
- Implemented the software for FOIA requests, NextRequest through CivicPlus
- Upgraded the network switch at DPW
- 25 Server upgrades along with licensing
- Installed a new version of Laserfiche with the latest technology
- Deployed Helpdesk 365 application for tracking and reporting helpdesk calls
- Rolled out password enhancement and Self-service
- Geographic Information Systems (GIS)
 - Trash Day Lookup: New interactive app that allows residents to type in their address to determine which day their trash pickup occurs
 - Voting Precinct Finder: Updated version of our app to locate your voting precinct based on address
 - Citizen Problem Reporter (CPR): Latest version of the Citizen Problem Reporter app with an updated interface and ability for the public to filter submitted requests by category and/or problem type
 - Development Projects: New app to display developments across the City and their current status of their progress through our Planning Commission and City Council

Parks and Recreation

- City Council approved an Interlocal Agreement with Oakland County Parks and Recreation for Heritage Park. This is a 30-year renewable agreement with a \$4 million payment to the City after a six-month planning and transition period (ending March 31, 2026).
- Received a \$500,000 grant from State of Michigan Land and Water Conservation Fund (LWCF) for the Heritage Park Adaptive Playground and Splash Pad project
- Purchased two (2) ¾ ton 4 x 4 pickup trucks with snowplow for Parks Maintenance
- Purchased ABI Force Groomer with multiple attachments for Parks Maintenance
- Purchased Bobcat 72" zero turn mower for Parks Maintenance
- Purchased utility cart for Parks Maintenance
- Leased a robotic line painter for Parks Maintenance
- Purchased two (2) 20x40 canopy tents for Parks Maintenance
- Purchased GMC Terrain for Park Rangers
- Repaired multiple small bridges in Heritage Park
- Replaced roof at Spicer Stables in Heritage Park
- Replaced windows at Nature Center in Heritage Park
- Repaired multiple areas of the Spicer House in Heritage Park
- Resurfaced several asphalt trails paths in Heritage Park
- Replaced wooden fence at Longacre House
- Purchased new hot water heater for Longacre House
- Purchased John Deere trim mower for Farmington Hills Golf Club
- Purchased John Deere surrounds mower for Farmington Hills Golf Club
- Purchased John Deere wide area mower for Farmington Hills Golf Club
- Purchased new Rain Bird pump system for irrigation at Farmington Hills Golf Club
- Purchased Bobcat sod cutter for Farmington Hills Golf Club
- Purchased Buffalo Turbine Mega Blower for Farmington Hills Golf Club
- Purchased ball washer upgrades for Farmington Hills Golf Club
- Resurfaced rest of cart path on the front nine at Farmington Hills Golf Club

- Repaired sound system at Farmington Hills Golf Club
- Installed retaining wall at Farmington Hills Golf Club
- Commissioned dehumidifier testing, inspection, and repairs at Farmington Hills Ice Arena
- Installed new camera on second floor at Farmington Hills Ice Arena
- Replaced portions of rubber flooring at Farmington Hills Ice Arena
- Purchased two (2) new Nevco scoreboards at Farmington Hills Ice Arena
- Refurbished Vilter Ammonia Compressor #2 at Farmington Hills Ice Arena
- Replaced portions of damaged fencing at Founders Sports Park baseball diamonds
- Purchased two (2) new couches for the lobby at Costick Center
- Purchased thirteen (13) additional hallway benches for Costick Center
- Replaced boiler room pressure booster at The Hawk
- Replaced sink in 3D art room at The Hawk
- Purchased robotic pool cleaner with caddy for Aquatics Center at The Hawk
- Replaced ceiling lights in Aquatics Center at The Hawk
- Installed twenty-two (22) new electronic access points at The Hawk
- Installed audio and video solution in Room 348 Conference Center at The Hawk
- Installed windscreens for pickleball courts at The Hawk
- Completed additional work on outdoor classroom and trail at The Hawk Nature Trail
- Completed engineering study for replacing The Hawk air handling units serving Activity Rooms A, B, and C (AHU-9), the Hawk Theatre (AHU-10), and Harrison Hall (AHU-17)

Equipment - Fire

- One Fire Engine is in production with delivery expected Spring of 2026
- Fire Department took delivery of Utility Vehicle
- One Squad is in production with delivery expected Spring of 2026
- Mobile Computers and equipment replacement
- Building Improvements/ OSHA requirements: Bay floor refurbishment currently out for bid

- Reserve Engine refurbishment/ engine rebuild

Equipment - DPW

- Replaced 10-yard Dump Truck
- Replaced 5-yard Dump Truck
- Replaced Sewer Pipe Crawler & Camera
- Replaced Boom Mower Arm and Mulcher

Fleet & Motor Pool Vehicles

- Replaced two DPW and one Engineering heavy-duty pick-up trucks with snowplows
- Replaced three fleet vehicles
- Replaced Communications Department van

Drainage

- Constructed lateral storm sewer in Phase 1 of the Richland Gardens Subdivision
- Constructed lateral storm sewer in Farm Meadows/Camelot Court Subdivision Phase 2
- Medwid Drive culvert replacement
- Cleaning and televising various storm sewer systems for inspection in advance of upcoming road projects
- Constructed lateral storm sewer along Sinacola Court
- Constructed lateral storm sewer along North Industrial Drive

Sanitary Sewer

- Completed annual lining, replacement, and repair program for existing sanitary sewer throughout the City

Water Main

- Replaced water main throughout the Kendallwood Subdivision #3

Sidewalks

- Installation of sidewalk along the west side of Halsted Road, between Eight Mile and Nine Mile
- ADA upgrades and pedestrian infrastructure improvements at Halsted & 11 Mile, Halsted & 13 Mile, and Farmington and 13 Mile

Transportation

- 2025 Major Road Reconstruction Projects
 - Halsted Road from Eight Mile to just south of Nine Mile Road
 - North Industrial Drive
 - Sinacola Court
- 2025 Local Road Reconstruction Projects
 - Woodcreek Hills Subdivision
 - Farm Meadows – Camelot Court Sub – Phase 1
 - Edgehill Avenue
 - Gramercy Court
 - Elmhurst Avenue
- 2025 Local Road Capital Preventative Maintenance Projects (Mill, Overlay, Rehab Program)
 - Oakwood Knolls
 - Duke’s Forestbrook
 - Muer Estates
- 2025 Local Road Gravel to Pave Conversion
 - Shady Ridge Drive
- 2026 Major Road Reconstruction Projects
 - Halsted Road from 12 Mile Road to South of 14 Mile Road
 - Folsom Road from 9 Mile Road to Orchard Lake Road
- 2026 Local Road Reconstruction Projects
 - Richland Gardens – Phase 1
 - Farm Meadows and Camelot Court Sub – Phase 2
 - Ridgewood Drive
- 2026 Local Road Gravel Conversion to Hard Surface Pavement
 - Biddestone Woods
- Designed 2026 Local Road Reconstruction projects
- Designed 2026 Local Road Gravel Conversion to Hard Surface Pavement project
- Design for traffic signal modernization and upgrades at the intersections of Halsted Road/13 Mile Road, Halsted Road/11 Mile Road and Farmington Road/13 Mile Road

CIP Summary Tables
Project Expenditures Put Forward by the Various Departments

Ref. No.	Public Facilities	TOTAL COST	CITY COST	MAINT. COST	PROJECTED FUNDING & SOURCE							
						2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	FUTURE
1	City Wide Facilities Improvements	6,000,000	6,000,000	NC	100% City	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
2	Barrier Free (ADA) Improvements	150,000	150,000	NC	100% City	25,000	25,000	25,000	25,000	25,000	25,000	
3	Electric Vehicle (EV) Charging Stations	450,000	450,000	NC	100% City	75,000	75,000	75,000	75,000	75,000	75,000	
4	Fire Station Improvements	150,000	150,000	NC	100% City	50,000	50,000	50,000				
5	Courthouse Parking Lot	600,000	600,000	NC	100% City	600,000						
6	City Wide Facilities Condition Assessment	150,000	150,000	NC	100% City			150,000				
Total Public Facilities		7,500,000	7,500,000	NC		1,750,000	1,150,000	1,300,000	1,100,000	1,100,000	1,100,000	

Ref. No.	Police Programs and Equipment	TOTAL COST	CITY COST	MAINT. COST	PROJECTED FUNDING & SOURCE							
						2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	FUTURE
1	Body Armor Replacement	64,800	64,800	NC	100% City	64,800						
2	Work Stations /Office Furniture	173,000	173,000	NC	100% City	173,000						
3	Mobile Command Post Vehicle	450,000	450,000	NC	100% City	450,000						
4	Grapppler Vehicle Apprehension System	85,000	85,000	NC	100% City	85,000						
5	Carbyne Next Generation 911 System	423,996	423,996	NC	100% City	150,638	68,340	68,340	68,340	68,340	68,340	
6	Motorola P25 Radio System	146,995	146,995	NC	100% City	146,995						
Total Police Programs and Equipment		1,343,791	1,343,791	NC		1,070,433	68,340	68,340	68,340	68,340	68,340	

Ref. No.	Technology and Communications	TOTAL COST	CITY COST	MAINT. COST	PROJECTED FUNDING & SOURCE							
						2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	FUTURE
1	City-Wide Technology	2,735,000	2,735,000	100,000 AC	100% City	635,000	350,000	350,000	350,000	350,000	350,000	350,000
2a	Unified Communications & Smart Cities Projects, Video Surveillance Equipment	1,500,000	1,500,000	40,000 AC	100% City	250,000	250,000	250,000	250,000	250,000	250,000	
2b	Unified Communications & Smart Cities Projects	2,100,000	2,100,000	40,000 AC	100% City	350,000	350,000	350,000	350,000	350,000	350,000	
3	Financial Software, Financial Reporting	700,000	700,000	100,000 AC	100% City	100,000	100,000	100,000	100,000	100,000	100,000	100,000
Total Technology and Communications		7,035,000	7,035,000	280,000		1,335,000	1,050,000	1,050,000	1,050,000	1,050,000	1,050,000	450,000

CIP Summary Tables (Continued)

Ref. No.	Parks & Recreation	TOTAL COST	CITY COST	MAINT. COST	PROJECTED FUNDING & SOURCE							
						2026/27	2027/28	28/29	2029/30	2030/31	2031/32	FUTURE
1a	The Hawk, 1st & 2nd floors	9,000,000	9,000,000	315,000 AC	100% City	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	
1b	The Hawk, 3rd floor	7,000,000	7,000,000	NC	100% City	1,167,000	1,167,000	1,167,000	1,167,000	1,167,000	1,165,000	
2a	2026/2027 Parks, Vehicles, Equipment	494,000	494,000	NC	100% City	494,000						
2b	2026/2027 Infrastructure, Parks, Golf, Ice Arena all 100% City (Splash Pad improvement 70% City/30% Grant)	1,410,000	1,410,000	NC	100% City	1,410,000						
3a	2027/2028 Vehicles and Equipment, Parks, Golf	500,000	500,000	NC	100% City		500,000					
3b	2027/2028 Infrastructure, Parks, Golf, Ice Arena	730,000	730,000	NC	100% City		730,000					
4a	2028/2029 Vehicles and Equipment, Parks, Golf	448,000	448,000	NC	100% City			448,000				
4b	2028/2029 Infrastructure, Parks, Golf, Ice Arena	605,000	605,000	NC	100% City			605,000				
5a	2029/2030 Vehicles and Equipment, Parks, Golf	1,054,000	1,054,000	NC	100% City				1,054,000			
5b	2029/2030 Infrastructure, Parks, Golf, Ice Arena	720,000	720,000	NC	100% City				720,000			
6a	2030/2031 Vehicles and Equipment, Parks, Golf	277,000	277,000	NC	100% City					277,000		
6b	2030/2031 Infrastructure, Parks, Golf, Ice Arena	485,000	485,000	NC	100% City					485,000		
7a	2031/2032 Vehicles and Equipment, Parks, Golf	495,000	495,000	NC	100% City						495,000	
7b	2031/2032 Infrastructure, Parks, Golf, Ice Arena	470,000	470,000	NC	100% City						470,000	
8	Acquisition of Park Land	1,500,000	1,500,000	NC	100% City	250,000	250,000	250,000	250,000	250,000	250,000	
9	Costick Center/Senior Center	30,775,000	30,775,000	155,000 AC	100% City	155,000	30,000,000	155,000	155,000	155,000	155,000	
Total Parks & Recreation		55,963,000	55,963,000	470,000		4,976,000	34,147,000	4,125,000	4,846,000	3,834,000	4,035,000	

Ref. No.	Equipment / Fire Equipment	TOTAL COST	CITY COST	MAINT. COST	PROJECTED FUNDING & SOURCE							
						2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	FUTURE
1	2026/2027 Fire Equipment and Apparatus	1,315,000	1,315,000	NC	100% City	1,315,000						
2	2027/2028 Fire Equipment and Apparatus	1,435,000	1,435,000	NC	100% City		1,435,000					
3	2028/2029 Fire Equipment and Apparatus	1,600,000	1,600,000	NC	100% City			1,600,000				
4	2029/2030 Fire Equipment and Apparatus	1,560,000	1,560,000	NC	100% City				1,560,000			
5	2030/2031 Fire Equipment and Apparatus	1,340,000	1,340,000	NC	100% City					1,340,000		
Total Fire Equipment		7,250,000	7,250,000	NC		1,315,000	1,435,000	1,600,000	1,560,000	1,340,000		

CIP Summary Tables (Continued)

Ref No.	Equipment / DPW Equipment & Fleet	TOTAL COST	CITY COST	MAINT. COST	PROJECTED FUNDING & SOURCE							
						2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	FUTURE
1	2026/2027 DPW Equipment	1,720,000	1,720,000	NC	100% City	1,720,000						
2	2027/2028 DPW Equipment	1,760,000	1,760,000	NC	100% City		1,760,000					
3	2028/2029 DPW Equipment	1,750,000	1,750,000	NC	100% City			1,750,000				
4	2029/2030 DPW Equipment	1,670,000	1,670,000	NC	100% City				1,670,000			
5	2030/2031 DPW Equipment	1,640,000	1,640,000	NC	100% City					1,640,000		
6	2031/3032 DPW Equipment	1,780,000	1,780,000	NC	100% City						1,780,000	
	Total DPW Equipment & Fleet	10,320,000	10,320,000	NC		1,720,000	1,760,000	1,750,000	1,670,000	1,640,000	1,780,000	

Ref. No.	Equipment / Fleet Motor Pool Vehicles	TOTAL COST	CITY COST	MAINT. COST	PROJECTED FUNDING & SOURCE							
						2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	FUTURE
1	2026/2027 Fleet & Motor Pool Vehicles	300,000	300,000	NC	100% City	300,000						
2	2027/2028 Fleet & Motor Pool Vehicles	315,000	315,000	NC	100% City		315,000					
3	2028/2029 Fleet & Motor Pool Vehicles	330,000	330,000	NC	100% City			330,000				
4	2029/2030 Fleet & Motor Pool Vehicles	345,000	345,000	NC	100% City				345,000			
5	2030/2031 Fleet & Motor Pool Vehicles	360,000	360,000	NC	100% City					360,000		
6	3031/2032 Fleet & Motor Pool Vehicles	375,000	375,000	NC	100% City						375,000	
	Total DPW Equipment & Fleet	2,025,000	2,025,000	NC		300,000	315,000	330,000	345,000	360,000	375,000	

CIP Summary Tables (Continued)

Ref. No.	Drainage	TOTAL COST	CITY COST	MAINT. COST	PROJECTED FUNDING & SOURCE							
						2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	FUTURE
1	Storm Water NPDES Permit Program	450,000	450,000	NC	100% City	75,000	75,000	75,000	75,000	75,000	75,000	
2	Miscellaneous Storm Sewer Repair, Maintenance and Improvement Program	3,000,000	3,000,000	NC	100% City	500,000	500,000	500,000	500,000	500,000	500,000	
3	City Owned Storm Water Basin Maintenance	150,000	150,000	NC	100% City	25,000	25,000	25,000	25,000	25,000	25,000	
4	City Wide Storm Sewer System GIS Mapping	600,000	600,000	NC	100% City	200,000	200,000	200,000				
5	Richland Gardens Subdivision Storm Sewer	1,960,000	1,960,000	NC	100% City	950,000	1,010,000					
6	Caddell Drain Culverts, Nine Mile Road at Drake Road	4,000,000	2,400,000	NC	60% City, 40% Other	2,400,000						
7	Folsom Road Storm Sewer, Nine Mile Road to Orchard Lake Road	380,000	380,000	NC	100% City	380,000						
8	Biddestone Lane Storm Sewer	650,000	650,000	NC	100% City	650,000						
9	Farmington Road, Thirteen Mile Road to Fourteen Mile Road	530,000	530,000	NC	100% City	530,000						
10	Greencastle Subdivision Storm Sewer	525,000	525,000	NC	100% City	525,000						
11	Rhonswood and Fendt Storm Sewer	375,000	375,000	NC	100% City	375,000						
12	Rockshire Street Culvert Rehabilitation/Replacement	1,105,000	1,105,000	NC	100% City		1,105,000					
13	Rockshire Street, Edgemoor Street, and Bramwell Street Storm Sewer	445,000	445,000	NC	100% City		445,000					
14	Scottsdale Road Storm Sewer	210,000	210,000	NC	100% City		210,000					
15	Barbizon Estates Subdivision Storm Sewer	210,000	210,000	NC	100% City		210,000					
16	Irv Wilcove Estates	2,700,000	2,700,000	NC	100% City		2,700,000					
17	Wellington Culvert Rehabilitation	1,445,000	1,445,000	NC	100% City		1,445,000					
18	Hearthstone Road Culvert Rehabilitation/Replacement	1,370,000	1,370,000	NC	100% City			1,370,000				
19	Tuck Road Bridge Rehabilitation, south of Folsom Road	3,340,000	3,340,000	NC	100% City			3,340,000				
20	Shiawassee Road Storm Sewer, Middlebelt Road to Inkster Road	790,000	790,000	NC	100% City			790,000				
21	Nine Mile Road Storm Sewer, Walsingham Drive to Farmington Road	1,430,000	1,430,000	NC	100% City				1,430,000			
22	Hunt Club Subdivision	3,400,000	3,400,000	NC	100% City			1,700,000	1,700,000			
23	Drake Road Storm Sewer, Nine Mile Road to north of M-5	425,000	425,000	NC	100% City				425,000			
24	Nine Mile Crossing of the Main Ravines	445,000	445,000	NC	100% City				445,000			
25	Farmington and Forestbrook Culvert	4,070,000	4,070,000	NC	100% City				4,070,000			
26	Glenoaks Subdivision	330,000	330,000	NC	100% City				330,000			
27	Metroview Drive Storm Sewer, Eight Mile Road to Green Hill Road	550,000	550,000	NC	100% City					550,000		
28	Tuck Road Storm Sewer, Folsom Road to Eight Mile Road	475,000	475,000	NC	100% City					475,000		
29	Goldsmith Street Culvert Replacements	305,000	305,000	NC	100% City					305,000		
30	Krave's Grand River Heights	1,000,000	1,000,000	NC	100% City					1,000,000		
31	Brook Hills Estates	280,000	280,000	NC	100% City					280,000		
32	Churchill Estates/Acorn Valley	5,500,000	5,500,000	NC	100% City					2,750,000	2,750,000	
33	North Bell Creek Drainage Improvement	3,090,000	3,090,000	NC	100% City						3,090,000	
34	Regal Orchards Subdivision	1,100,000	1,100,000	NC	100% City						1,100,000	
35	Franklin Fairway Storm Sewer	110,000	110,000	NC	100% City						110,000	
36	Farmington Hills Subdivision Main Ravines Cross Culverts Replacement	110,000	110,000	NC	100% City						110,000	
	Total Drainage	46,855,000	45,255,000	NC		6,610,000	7,925,000	8,000,000	9,000,000	5,960,000	7,760,000	

CIP Summary Tables (Continued)

Ref. No.	Sanitary Sewers	TOTAL COST	CITY COST	MAINT. COST	PROJECTED FUNDING & SOURCE							
						2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	FUTURE
1	Annual Renewal Program (through WRC)	2,500,000	0	NC	100% SF	3,500,000	4,000,000	4,000,000	4,500,000	4,500,000	4,500,000	
2	Collection System Improvement + Site/Facility Improvement Total (thru WRC)	1,644,000	0	NC	100% SF	280,000	46,000	130,000	688,000	250,000	250,000	
3	Fats, Oils, and Grease (FOG) Prevention Program	600,000	0	NC	100% SF	100,000	120,000	140,000	160,000	180,000	200,000	
4	12 Mile Road Sanitary Sewer Extension, Inkster to Hendonwood	600,000	0	NC	100% SF	600,000						
5	Low Pressure Gravity Sanitary Sewer System	750,000	0	NC	100% PB					750,000		
Total Sanitary Sewers					SF = Sewer Funds PB = Pay Back	4,480,000	4,166,000	4,270,000	5,348,000	5,680,000	4,950,000	

Ref. No.	Water Mains	TOTAL COST	CITY COST	MAINT. COST	PROJECTED FUNDING & SOURCE							
						2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	FUTURE
1	Capital Improvement Long-Range Plan (through WRC)	1,065,000	1,065,000	NC	100% WF	145,000	220,000	125,000	175,000	200,000	200,000	
2	Westbrooke Manor Subdivision No. 2 No. 3 No. 4 Water Main Replacement	7,674,000	7,674,000	NC	100% City	7,674,000						
3	Westbrook Manor Subdivision No. 1 and Westbrooke Plaza Water Main Replacement	8,066,000	8,066,000	NC	100% City		8,066,000					
4	Shiawassee Road Water Main, Middlebelt Road to Inkster Road	2,060,000	2,060,000	NC	100% City		2,060,000					
5	Old Homestead Subdivision Water Main Replacement	6,164,000	6,164,000	NC	100% City			6,164,000				
6	Section 36 Water Main Replacement	3,744,000	3,744,000	NC	100% City				3,744,000			
7	M-5 Cross: Folsom/Freedom/9 Mile	882,000	882,000	NC	100% City					882,000		
8	Woodbrook Subdivision Replacement	5,100,000	5,100,000	NC	100% City					5,100,000		
9	Briarhill Subdivision Replacement	5,479,000	5,479,000	NC	100% City						5,479,000	
Total Water Mains					WF = Water Fund	7,819,000	10,346,000	6,289,000	3,919,000	6,182,000	5,679,000	

CIP Summary Tables (Continued)

Ref. No.	Sidewalks	TOTAL COST	CITY COST	MAINT. COST	PROJECTED FUNDING & SOURCE							
						2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	FUTURE
1	Sidewalk replacement along major roads including brick paver repair/replace	600,000	600,000	NC	100% City	100,000	100,000	100,000	100,000	100,000	100,000	
2	Farmington Road, east side, Glenmuer Street to Fourteen Mile Road	420,000	420,000	NC	100% City	432,000						
3	Neighborhood Sidewalk Replacement Program SAD	30,000	30,000	NC	100% SAD	30,000						
4	Scottsdale Road north, to south of Fourteen Mile Road	62,000	62,000	NC	100% City		62,000					
5	Eleven Mile Road, north side, Old Homestead to Drake Road	432,000	432,000	NC	100% City		432,000					
6	Shiawassee Road, south side, Middlebelt Road to Inkster Road	702,000	702,000	NC	100% City			702,000				
7	Nine Mile Road Pathway I-275 to Farmington Road	2,000,000	2,000,000	NC	100% City				2,000,000			
8	Thirteen Mile at Pebble Creek Crossing, Pedestrian Bridge Rehabilitation	25,000	25,000	NC	100% City					25,000		
9	Ten Mile Road from Watercrest to Haynes	300,000	300,000	NC	100% City						300,000	
10	Ten Mile Road from S. Duncan to Creekside Drive	191,000	191,000	NC	100% City						191,000	
11	Folsom Road, south side, Parker Avenue to Orchard Lake Road	344,000	344,000	NC	100% City							344,000
12	Pathway Improvements, Rock Ridge Lane to Oak Crest Drive	123,000	123,000	NC	100% City							123,000
13	Inkster Road, west side, Hystone Dr. to the north end of the I-696 overpass (south property line of 27777 Inkster Road)	618,000	618,000	NC	100% City							618,000
	Total Sidewalks	5,847,000	5,847,000	NC	SAD = Special Assessment District	562,000	594,000	802,000	2,100,000	125,000	591,000	1,085,000

Ref. No.	Transportation / Major Roads	TOTAL COST	CITY COST	MAINT. COST	PROJECTED FUNDING & SOURCE							
						2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	FUTURE
1	Tri-Party (TBD)	2,070,000	690,000	NC	33% City 33% OC 33% ROOC	115,000	115,000	115,000	115,000	115,000	115,000	
2	Major Road Capital Preventative Maintenance Projects	8,100,000	8,100,000	NC	100% City	1,100,000	1,200,000	1,300,000	1,400,000	1,500,000	1,600,000	
3	Industrial/Commercial Rd Rehabilitation	3,900,000	3,900,000	NC	100% City						3,900,000	
4	Signal Modernization	1,350,000	1,350,000	NC	100% City	450,000		500,000		5,500,000		
	Major Road Reconstruction (see below items 5-13)											
5	Farmington Road, Thirteen Mile Road to Fourteen Mile Road	6,300,000	4,500,000	NC	30% FG 70% City	4,500,000						
6	Farmington Road, Ten Mile Road to Twelve Mile Road	4,500,000	2,550,000	NC	45% FG 55% City	2,550,000						
7	Fourteen Mile, City Limits to Drake Road	3,800,000	1,000,000	NC	70% FG 30% City		1,000,000					
8	Shiawassee Road, Inkster Road to Middlebelt Road	7,700,000	7,700,000	NC	100% City			7,700,000				
9	Thirteen Mile, Orchard Lake Road to Middlebelt Road	2,300,000	1,100,000	NC	50% FG 50% City			1,100,000				
10	Nine Mile Road, Clear Lake Drive to Farmington Road	11,250,000	11,250,000	NC	100% City				11,250,000			
11	Drake Road, Nine Mile Road to M-5	1,800,000	1,800,000	NC	100% City				1,800,000			
12	Metroview Drive, Eight Mile Road to Green Hill Road	1,850,000	1,850,000	NC	100% City					1,850,000		
13	Folsom Road/Tuck Road, Orchard Lake Road to Eight Mile Road	5,250,000	5,250,000	NC	100% City					5,250,000		
	Total Transportation	60,170,000	51,040,000	NC	OC = Oak Co., ROOC = Road Comm. OC, FG = Fed Grant	8,715,000	2,315,000	10,715,000	14,565,000	14,215,000	5,615,000	

CIP Summary Tables (Continued)

Ref. No.	Transportation / Local Roads	TOTAL COST	CITY COST	MAINT. COST	PROJECTED FUNDING & SOURCE							
						2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	FUTURE
1	Gravel to Pave Conversion (Local Roads)	12,800,000	12,800,000	NC	100% City	3,250,000	5,550,000	1,000,000	1,000,000	1,000,000	1,000,000	
2	Local Road Capital Preventative Maintenance Projects	13,170,000	13,170,000	NC	100% City	500,000	4,420,000	4,350,000	1,900,000	1,000,000	1,000,000	
Local Road Reconstruction (see below items 3-17)												
3	Greencastle Subdivision	4,750,000	4,750,000	NC	100% City	4,750,000						
4	Supervisor's Plat Fendt Farms and Supervisor's Plat #12 (Rhonswood, Fendt)	4,500,000	4,500,000	NC	100% City	4,500,000						
5	Richland Gardens Area Project	9,500,000	9,500,000	NC	100% City	4,800,000	4,700,000					
6	Coventry (Scottsdale Rd.)	1,000,000	1,000,000	NC	100% City		1,000,000					
7	Barbizon Estates	4,000,000	4,000,000	NC	100% City		4,000,000					
8	Farmington Hills Subdivision, (Broadview Dr., Dohany Dr.)	2,800,000	2,800,000	NC	100% City		2,800,000					
9	Hunters Pointe Colony	1,050,000	1,050,000	NC	100% City		1,050,000					
10	Irv Wilcove Estates/Foxmoor	5,600,000	5,600,000	NC	100% City			5,600,000				
11	Farmington Hills Hunt Club	9,900,000	9,900,000	NC	100% City			4,950,000	4,950,000			
12	Glenoaks	5,000,000	5,000,000	NC	100% City				5,000,000			
13	Krave's Grand River Heights	7,150,000	7,150,000	NC	100% City					7,150,000		
14	Brook Hill Estates Subdivision	4,350,000	4,350,000	NC	100% City					4,350,000		
15	Churchill Estates and Acorn Valley Subdivision	10,500,000	10,500,000	NC	100% City					5,250,000	5,250,000	
16	Franklin Fairway	1,800,000	1,800,000	NC	100% City						1,800,000	
17	Regal Orchards Subdivision	3,400,000	3,400,000	NC	100% City						3,400,000	
Total Local Roads		101,270,000	101,270,000	NC	M = ROAD MILLAGE	17,800,000	23,520,000	15,900,000	12,850,000	18,750,000	12,450,000	

PUBLIC FACILITIES

Adequate building space is required to both maintain the City's existing services and to provide critical new services. This portion of the CIP addresses the need for buildings and improvements in the following areas: Fire, Police, DPW, Special Services and City Hall. All involve improvements to existing facilities, the construction of new facilities and the purchase and maintenance of equipment, to maintain and improve the current level of service.

PROPOSED PUBLIC FACILITY PROJECTS

1. City-Wide Facilities Improvements

To better plan for capital expenditures, a comprehensive facility's condition assessment was completed at 32 City buildings. Accruent was hired to objectively evaluate each building's assets based upon usage, age, condition predicted useful life and estimated replacement value. This information was entered into a database which was used to analyze and report any major repairs, upgrades and replacements which are anticipated to occur within the next 5 years. A committee made up of City staff members from multiple departments reviewed the detailed report and helped create a list of specific requirements used to prioritize the list of projects. The prioritization was based up on several factors such as Facility Condition Index (FCI), type of system, reason for repair/replacement, impact on occupants, and contributions to water and energy savings. Based upon prioritization, the following projects are proposed for FY 2026/2027.

- Fire Alarm Replacement/Upgrade at Varied Locations
- Roof Repair/Replacement at DPW
- HVAC Replacement at Varied Locations
- City Hall Elevator Retrofitting/Upgrades
- Design of Future Facility Projects

2. Barrier Free (ADA) Improvements

The City conducted a survey of architectural barriers in its buildings, facilities, and parks in the spring and summer of 2008. The survey identified physical barriers in City buildings, facilities, and parks built prior to 1992 based on Michigan Barrier Free Design standards. Recognizing that the City has limited funds and cannot immediately make all buildings, facilities, and parks fully accessible, the City has prioritized barriers based on the level of impact on a person's ability to access City facilities and/or programs.

3. Electric Vehicle (EV) Charging Stations

Installation of electric vehicle (EV) charging stations at multiple City facilities.

4. Fire Station Improvements

The following Fire Station Improvements needs are currently being evaluated and prioritized:

- Female locker room facilities need expansion and refurbishment due to an increased number of female firefighters.

- Apparatus Bay Floors are peeling; the non-slip finish has worn off causing potential hazards.
- Station 5 Bay roof is nearing end of life (see facilities report)
- Replacement SCBA fill station is needed for a failed unit.
- Locations to store reserve vehicles are being evaluated.

Fire Department was awarded a State funded grant in the amount of \$3,000,000 for the redesign and construction of Fire Headquarters to add an Emergency Operations Center (EOC). Construction completed October 2025.

5. Courthouse Parking Lot

Reconstruction/rehabilitation of the courthouse parking lots.

6. City Wide Facilities Condition Assessment

The City previously completed a comprehensive City-wide facilities condition assessment in 2018. An updated assessment is typically completed every 10 years and would include the evaluation of each building's assets based upon usage, age, condition, predicted useful life and estimated replacement value. This information gathered would be to analyze and report any major repairs, upgrades and replacements which are expected to occur within the next 10 years.

POLICE

PROPOSED POLICE PROGRAMS AND EQUIPMENT

1. Replacement Body Armor

In budget year 2021/22 the police department replaced the body armor of 54 sworn members. This body armor has a five-year life expectancy. It has now reached the end of the manufacturer's warranty and requires replacement. The estimated cost for this project is \$64,800.00.

2. Workstations / Office Furniture

The Farmington Hills Police Department's Patrol and Investigative Bureau office areas are old and out of date. The furniture in the executive offices is from 1987 when the police department was constructed. The cubicles and office furniture in the other areas were last replaced in 1997. All the furniture is dated and worn. The current design lacks space for officers that were added to the Directed Patrol Unit and Traffic Safety Section. As a result, officers are spread out from their team reducing effective collaboration. Additionally, the furniture was designed for a time when reports were completed by hand or typewriter. The cubicles are not designed for the power demand created by modern technology and as a result, circuit breakers often trip. This results in unsaved work being lost and could harm computers. The areas require additional secure storage areas to protect personally identifying information, safeguard police equipment, increase compliance with our accreditation and CJIS requirements, improve organization, and workflow. It is proposed that all office furniture in the Patrol and Investigative Bureau's be replaced. The estimated total for this project is \$173,000.

3. Mobile Command Post

The Police Department's current Mobile Command Post Vehicle has been in service for 24 years and needs replacement. Mechanical and operational system failures have made the existing unit unfit for roadway travel. The Mobile Command Post Vehicle's technology has become outdated, and the current implementation of the Incident Command System requires more space for personnel than the existing vehicle can provide. A new Mobile Command Post Vehicle would offer mechanical reliability, updated technologies, and more space for personnel when Incident Command is utilized, increasing the effectiveness and versatility of the Mobile Command Post Vehicle. The estimated total for this project is \$450,000.

4. Grappler Vehicle Apprehension System

The Grappler Apprehension System is an innovative police vehicle system. The Grappler system deploys a net from a police bumper onto the wheel of a fleeing vehicle. The netting brings the vehicle to a safe and controlled stop, thereby reducing danger to the community, officers, and the fleeing driver. The Department seeks to install 12 Grappler Apprehension Systems on current police vehicles. The estimated cost for this project is \$85,000. This includes purchase, installation, and training on the system.

6. Carbyne Next Generation 911 System

The Police Department operates a Public Safety Answering Point (PSAP) that provides advanced 9-1-1 emergency services. In 2016 and again in 2021, the Department entered into five-year contracts with Emergency Call Works (ECW) for 9-1-1 telephone equipment and software services. The ECW system has reached end-of-life status and will no longer be supported by Motorola after the end of 2026.

As part of the Oakland County PSAP consortium, our agency collaborated with other member agencies to identify a cost-effective and reliable replacement solution. Following an extensive evaluation process, Carbyne's APEX 9-1-1 phone system was selected. A five-year contract was negotiated that includes system purchase, installation, training, and ongoing support services. The estimated total project cost is \$423,996.38. The first-year payment is \$150,637.76, with annual payments of \$68,339.65 for years two through five.

7. Motorola P25 Radio System

The Police Department's Communications Section was previously remodeled in 2019-2020 and expanded to accommodate a fifth and sixth dispatch console position. These additional consoles were planned in response to increased calls for service and in anticipation of future shared and/or regional agency services. The additional communications P25 radio system for the sixth position was not purchased at that time to help limit the cost of the remodel/expansion project, which rendered this console unusable.

Completing this workstation with a dedicated radio system now is essential to maintaining and enhancing operational effectiveness for first responders and ensuring reliable service to the community during both routine operations and critical incidents.

Completion of this project will provide improved system reliability, enhanced interoperability, increased capacity for multi-agency and priority events, support for multi-agency dispatch services, and continued operational growth. The Department is proposing the purchase of an additional Motorola P25 radio system, including installation and required software, at an estimated cost of \$146,995.00.

TECHNOLOGY

Adequate building space is required to both maintain the City's existing services and to provide critical new services. This portion of the CIP addresses the need for buildings and improvements in the following areas: Fire, Special Services, and City Hall. All involve improvements to existing facilities, the construction of new facilities and the purchase and maintenance of equipment, to maintain and improve the current level of service.

PROPOSED TECHNOLOGY PROJECTS

1. City-Wide Technology

Information Technology provides technical support and maintenance of information systems, telecommunications systems, and Geographic Information Systems (GIS). Various enterprise-wide software applications have been installed including land file, geographical information systems, recreation registration, financial management, document imaging and the creation of a city website and employee intranet.

During Fiscal Year 2026/2027 the following projects are proposed

- Infrastructure and software enhancements to support various departmental initiatives.
- Continued upgrades to the network security infrastructure. This includes 25 servers and licenses.
- Upgrade Primary File Storage.
- A website reboot. This will allow the site to better serve current audiences and goals
- Paging System (Emergency alert and General Paging). This system will alert employees and residents in and around the buildings.
- POTs/Alarm phone replacement.

2. Unified Communications & Smart Cites Projects

Unified communications (UC) is a framework for integrating various asynchronous and real-time communication tools, with the goal of enhancing business communication, collaboration and productivity. Unified communications do not represent a singular technology; rather, it describes an interconnected system of enterprise communication devices and applications that can be used in concert. To better address all of the City's needs appropriate systems will be planned & implemented as part of an integrated program.

A Smart City is a technologically modern area that uses different types of electronic methods, voice activation methods and sensors to collect specific data. Information gained from that data is used to manage assets, resources, and services efficiently; in return, that data is used to improve the operations across the City. The smart city concept integrates information and communication technology (ICT), and various physical devices connected to the IoT (Internet of things) network to optimize the efficiency of City operations and services and connect to citizens.

During Fiscal Year 2026/2027 the following projects are proposed:

a. Video Surveillance Equipment

The City of Farmington Hills faces the challenge of reassuring residents, visitors, and employees that safety on City property is a priority. This is accomplished by preventing and minimizing potential threats. These include vandalism, burglary, and all other forms of crime. Security in common areas like parks and City buildings has become of vital importance and video surveillance is a critical tool needed to secure City sites. As completed systems are designed to work in conjunction with other solutions on a unified platform. To successfully implement this program capital investment of \$250,000 is requested for fiscal year 2026/2027 and \$250,000 per year is requested for 2027/2028, 2028/2029, 2029/2030 & 2030/2031.

b. Smart Cities Projects

Ongoing projects will include collecting data from devices, buildings and assets that will then be processed and analyzed to monitor and manage traffic and transportation systems, utilities, water supply networks, waste, crime detection, information systems and other community service. To successfully implement this program capital investment, \$350,000 is requested for fiscal year 2026/2027 and \$350,000 per year is requested for 2027/2028, 2028/2029, 2029/2030 & 2030/2031.

3. Financial Software

A new Financial Reporting, Performance Management, and Transparency software like OpenGov, Qwestica, Socrata. (\$100k annual lease)

PARKS & RECREATION

The Parks and Recreation section of the CIP has been developed by extracting the action plan from the City's 2019 & 2024 Parks and Recreation Master Plans as well as adding the funding available in the Parks Millage approved by the voters in August 2018.

The Parks and Recreation Master Plan is required to be prepared in accordance with the Michigan Department of Natural Resources' guidelines. This plan includes a comprehensive review of existing recreation services and facilities, an assessment of city-wide recreation opportunities and deficiencies, and identification of long-term recreation goals.

The City has a current contract with Sports Facilities Companies (SFC) to analyze the existing performance of, and provide recommendations for, the optimization of the Special Services Department. SFC will develop and provide implementation support for a strategic plan forward, with specific focus on the Costick Actives Center and The Hawk.

PROPOSED PARKS AND RECREATION PROJECTS

1. The HAWK Updates - \$16,000,000 (over 6 years)

The Accruent Study performed for this facility indicated over \$16,000,000 in repairs/replacements over the next six (6) years with almost **(1b.)** \$7,000,000 of those requirements on the 3rd floor. FHSS Staff have identified just under \$7,000,000 in priority improvements. Renovation of the athletics facilities and third floor for recreational use, community partnerships, general programs, and special event use. Plan includes 145,000 square ft. third-floor amenities with revenue return from partnerships. Also includes upgrades to remaining HVAC and renovation of the artificial turf practice fields and outbuildings which require updates to utilize without hazard.

HAWK priority items as identified in the Accruent Study **(\$2,994,424)**

- Replace air handling unit serving Activity Room A, B, and C (AHU-9) and replace air handling unit serving Harrison Hall (AHU-17) (\$797,544 actual per Hubbell, Roth & Clark/Lawrin Engineering study)
- Replace air handling unit serving the Hawk Theatre (AHU-10) (\$956,880 actual per Hubbell, Roth & Clark/Lawrin Engineering study)
- Replace roof over 2D/3D Art (\$440,000)
- Replace rooftop unit serving 3rd floor northeast corner (RTU-1) (\$100,000 estimated)
- Replace rooftop unit serving 3rd floor northwest corner (RTU-2) (\$100,000 estimated)
- Replace rooftop unit serving 3rd floor incubator (RTU-3) (\$100,000 estimated)
- Replace rooftop unit serving 3rd floor incubator (RTU-4) (\$100,000 estimated)
- Replace rooftop unit serving 3rd floor media center (RTU-5) (\$100,000 estimated)
- Replace rooftop unit serving 3rd floor room 349 offices (RTU-6) (\$100,000 estimated)
- Replace rooftop unit serving 3rd floor southwest corner (RTU-7) (\$100,000 estimated)
- Replace rooftop unit serving 3rd floor southeast corner (RTU-8) (\$100,000 estimated)

Additional HAWK items not in Accruent Study **(\$445,000)**

- Stadium complex (four (4) buildings) roofs (\$200,000)
- 2.5 floor skylight repairs (\$90,000)
- 3rd floor Tables and chairs (\$40,000)
- 3rd floor Conference Center audio/video (\$65,000)

- 1st floor Room 127/128 Control Booth/Recording Studio (\$50,000)

2. 2026/2027 Vehicles, Equipment and Infrastructure (\$1,904,000)

Vehicles and Equipment (\$494,000)

Parks **(\$164,000)**

- Truck (1), Canyon 4WD Pickup (\$40,000)
- Salt V-Box for 2500 Truck (\$10,000)
- Stump Grinder (\$45,000)
- Truck, ¾ Ton 4WD Pickup w/Plow (\$55,000)
- Robotic painter lease (\$14,000)

Golf **(\$330,000)**

- Mowers (2), Fairway (\$180,000)
- Mowers (2), Triplexes (\$115,000)
- Self-Propelled Core Harvester (\$35,000)

Infrastructure (\$1,410,000)

Parks **(\$915,000)**

- Heritage Park Adaptive Playground and Splash Pad
 - Note: awarded \$500,000 Grant from LWCF + \$700,000 = \$1,200,000
- Trail updates at Heritage Park (\$50,000)
- Trail updates at Woodland Hills (\$10,000)
- Historic Property Renovations (\$125,000)
- Disc Golf Course tee pads (\$10,000)
- Riley Skate Park concrete repairs (\$20,000)

Golf **(\$325,000)**

- Irrigation Pump House Back 9 (\$175,000)
- Irrigation Central and Satellite Upgrades (\$150,000)

Ice Arena **(\$170,000)**

- Rubber Flooring (\$150,000)
- Compressor rebuild (\$20,000)

3. 2027/2028 Vehicles, Equipment and Infrastructure (\$1,230,000)

Vehicles and Equipment (\$500,000)

Parks **(\$300,000)**

- Trucks (2), ¾ Ton 4WD Pickup w/Plow (\$120,000).
- Canopy Tents (2), 20x40 (\$11,000)
- Robotic painter lease (\$14,000)
- Stand-On Sprayer/Fertilizer Self-Propelled (\$60,000)
- Skid-Steer Loader w/ Tracks (\$95,000)

Golf **(\$200,000)**

- HD Utility Vehicle with Vicon spreader (\$60,000).
- Greens aerifier (\$80,000)

- Mini skid w/ attachments, bucket, grapple, forks and trencher (\$60,000)

Infrastructure (\$730,000)

Parks **(\$280,000)**

- Site Security and Life Safety in Parks (\$40,000)
- Trails and Wayfinding (\$40,000).
- Playground Equipment (\$125,000).
- Signage (\$40,000)
- Master Plan per Department of Natural Resources (\$35,000)

Golf **(\$450,000)**

- Driving Range Safety Net Replacement (\$150,000).
- Back 9 Cart Path Resurfacing (\$300,000)

4. 2028/2029 Vehicles, Equipment and Infrastructure (\$1,053,000)

Vehicles and Equipment (\$448,000)

Parks **(\$186,000)**

- Truck, ¾ Ton 4WD Pickup w/Plow (\$60,000).
- Mower, Utility 60" ZTR (\$17,000).
- Tractor, Utility 35-60 HP (\$75,000).
- Robotic painter lease (\$14,000)
- Skid Steer Attachments, Broom and Snow Pusher (\$20,000)

Golf **(\$262,000)**

- Mowers (2), triplex (\$90,000)
- Utility Vehicle (UTV) with cab for Turf Maintenance (\$42,000).
- Sprayer (\$100,000)
- Range Cart Picker (\$30,000)

Infrastructure (\$605,000)

Parks **(\$285,000)**

- Trail and Wayfinding Signs (\$40,000)
- Longacre Wall Repair (\$100,000)
- Playground Equipment (\$25,000)
- Site Security and Life Safety in Parks (\$40,000)
- Roof Replacements (\$50,000)
- Concrete replacement (\$30,000)

Golf **(\$300,000)**

- Driving range improvements (\$300,000)

Ice Arena **(\$20,000)**

- Compressor rebuild (\$20,000)

5. 2029/2030 Vehicles, Equipment and Infrastructure (\$1,774,000)

Vehicles and Equipment (\$1,054,000)

Parks **(\$214,000)**

- Truck, ¾ Ton 4WD Pickup w/Plow (\$60,000).
- Mowers (2), Walk Behind (\$25,000).
- Tractor, Utility (\$75,000).
- Truck (1), Canyon 4WD Pickup (\$40,000)
- Robotic painter lease (\$14,000)

Golf (\$840,000)

- Bunker rake (\$40,000)
- Golf Cart Fleet with Lithium Batteries (\$500,000)
- Golf Cart Fleet GPS add-on feature (\$300,000).

Infrastructure (\$720,000)

Parks (\$320,000)

- Trail and Wayfinding Signs (\$40,000)
- Playground Equipment (\$25,000)
- Riley Skate Park Repairs (\$75,000)
- Founders Park Baseball Field Dugout Covers (\$120,000)
- Founders Park restroom improvements (\$60,000)

Golf (\$200,000)

- Bunker Improvements (\$100,000)
- Drainage Improvements (\$100,000)

Ice Arena (\$200,000)

- Board door panels (\$100,000)
- Entryway ADA sliding door replacements (\$100,000)

6. 2030/2031 Vehicles, Equipment and Infrastructure (\$762,000)

Vehicles and Equipment (\$277,000)

Parks (\$127,000)

- Truck, ¾ Ton 4WD Pickup w/Plow (\$60,000).
- Mower, Utility 60" ZTR (\$18,000).
- Carts (2), Utility (\$35,000)
- Robotic painter lease (\$14,000)

Golf (\$150,000)

- Mower, Bank and Surround (\$75,000)
- Greens roller (\$40,000)
- Carts (2), Utility (\$35,000)

Infrastructure (\$485,000)

Parks (\$315,000)

- Asphalt trail path resurfacing (\$150,000)
- Playground Equipment improvements (\$125,000)
- Trail bridge improvements (\$40,000)

Golf (\$150,000)

- Tee box improvements (\$150,000)

Ice Arena **(\$20,000)**

- Compressor rebuild (\$20,000)

7. 2031/2032 Vehicles, Equipment and Infrastructure (\$965,000)

Vehicles and Equipment (\$495,000)

Parks **(\$330,000)**

- Truck, (2) ¾ Ton 4WD Pickup w/V-Plow (\$120,000)
- Swap Loader Truck 4WD w/V-Box Salter Attachment (\$150,000)
- Stand-On Sprayer/Fertilizer Self-Propelled (\$60,000)

Golf **(\$165,000)**

- Tractor w/ Loader 60HP+ (\$75,000)
- Greens roller (\$45,000)
- Cart, Utility HD 4x4 (\$45,000)

Infrastructure (\$470,000)

Parks **(\$320,000)**

- Trail and Wayfinding Signs (\$40,000)
- Playground Equipment (\$25,000)

Golf **(\$150,000)**

- Tee Box Improvements (\$150,000)

8. Acquisition of Park Land \$1,500,000

Various parcels of land could be purchased for parks and/or recreation opportunities, particularly in the northwest and southeast quadrants of the City.

9. Costick Center/Senior Center \$30,000,000

In November of 2025, City Council opted to move forward with a plan to replace the Costick Activities Center with new stand-alone activities center on the campus of The Hawk. The adopted resolution allows the City to assemble a project team to prepare preliminary site plans, including engineering and design, for a modern facility that incorporates the community's desired amenities and more. During this planning phase, the original Costick Activities Center will remain open and will continue providing services for 50 & better in the community for adults.

EQUIPMENT

FIRE DEPARTMENT EQUIPMENT PURCHASES

The Fire Department utilizes a combination of full-time and call-back personnel to provide Advanced Life Support (ALS), rescue and fire suppression services out of five fire stations located strategically throughout the City.

The DPW maintenance staff continues to provide vital input on the replacement of our fleet vehicles based on their experience and maintenance records. This advice is reflected in the schedule given below for the replacement of those vehicles listed by year.

The fire department rotates its vehicles based on use. Acquisition of new apparatus is assigned to a station based on usage and consultation with DPW. The older vehicle is rotated to one of the other stations. This has proven very beneficial to extend vehicle life.

PROPOSED FIRE APPARATUS PURCHASES

1. 2026/2027 Fire Equipment and Apparatus

- Replacement Battalion Chief Vehicle (\$125,000).
- Purchase two (2) replacement Squads (\$940,000)
- Purchase two (2) utility vehicle to replace fleet vehicle (\$160,000).
- Refurbish/Replace Fire Station Extractors (\$90,000)

2. 2027/2028 Fire Equipment and Apparatus

- Purchase one (1) utility vehicle to replace fleet vehicle (\$85,000).
- Purchase Replacement Engine (\$1,250,000)
- Purchase SCBA fill Station (\$100,000)

3. 2028/2029 Fire Equipment and Apparatus

- Purchase replacement Squad (\$500,000).
- Purchase SCBA Fill Station (\$100,000).
- Fire Stations 1 & 2 Updates to Include Female Locker Rooms (\$1,000,000)

4. 2029/2030 Fire Equipment and Apparatus

- Purchase Replacement Squad (\$500,000)
- Purchase one (1) Utility vehicle to replace fleet vehicle (\$85,000)
- Purchase SCBA Fill Station (\$125,000)
- Fire Stations 4 Updates to Include Female Locker Rooms (\$850,000)

5. 2030/2031 Fire Equipment and Apparatus

- Purchase Replacement Engine (\$1,250,000)
- Purchase one (1) Utility vehicle to replace fleet vehicle (\$90,000)

DIVISION OF PUBLIC WORKS (DPW) EQUIPMENT PURCHASES

At the end of the service life of heavy equipment there is a specific salvage value and a cost of replacement for that piece of equipment. Because of the expense of major equipment purchases for the DPW, a continuous provision must be made from year to year to replace worn out and unserviceable equipment. The items contained in this plan have an individual value of a minimum of \$25,000. This does not include any equipment purchases that are part of the normal operating budget.

PROPOSED DPW EQUIPMENT PURCHASES

1. **2026/2027 Equipment \$1,720,000**
 - Two 10-Yard Dump Trucks – Replacement (\$840,000)
 - Refurbish Existing Equipment (\$50,000)
 - Hydro Seeder – Replacement (\$60,000)
 - Sign Shop Truck – Replacement (\$350,000)
 - Mechanical Street Sweeper- Replacement (\$420,000)
2. **2027/2028 Equipment \$1,760,000**
 - 10-Yard Dump Truck – Replacement (\$420,000)
 - Refurbish Existing Equipment (\$50,000)
 - Two 5-Yard Dump Truck- Replacement (\$640,000)
 - Sewer Vacuum Truck – Replacement (\$650,000)
3. **2028/2029 Equipment \$1,750,000**
 - 10-Yard Dump Truck – Replacement (\$420,000)
 - Refurbish Existing Equipment (\$50,000)
 - 5-Yard Dump Truck- Replacement (\$320,000)
 - Two 3-Yard Trucks- Replacement (\$260,000)
 - Front End Loader-Replacement (\$700,000)
4. **2029/2030 Equipment \$1,670,000**
 - Refurbish Existing Equipment (\$50,000)
 - Rubber Tire Excavator – Replacement (\$700,000)
 - Rubber Tire Backhoe -Replacement (\$700,000)
 - Forklift – Replacement (\$120,000)
 - Cold Patch Trailer - Replacement (\$100,000)
5. **2030/2031 Equipment \$1,640,000**
 - 10-Yard Dump Truck – Replacement (\$450,000)
 - Refurbish existing Equipment (\$50,000)
 - 5-Yard Dump Truck- Replacement (\$340,000)
 - Road Grader – Replacement (\$800,000)
6. **2031/2032 Equipment \$1,780,000**
 - 10-Yard Dump Truck – Replacement (\$450,000)
 - Refurbish existing Equipment (\$50,000)
 - John Deere Lawn Tractor- Replacement (\$450,000)
 - Two Zero Turn Mowers with Trailer-Replacement (\$80,000)
 - Mechanics Service Truck- Replacement (\$450,000)

FLEET & MOTOR POOL VEHICLES

The City maintains a vehicle fleet of over seventy-five (75) vehicles for use for cleanup snow plowing, construction and building inspections, everyday travels around the City and for travel to training, and meetings outside of the City. These vehicles are critical to the daily operations of the City. Some of these are assigned directly to departments and personnel, identified as Fleet Vehicles, and others from the Motor Pool for use by all staff not having an assigned fleet vehicle. This section of the CIP addresses the replacement of those vehicles based on the maintenance records and down time. The vehicles represented in this category do not include Fire Department, Police Department, and the Parks Division vehicles nor the heavy equipment and dump trucks in the Division of Public Works.

PROPOSED FLEET & MOTOR POOL VEHICLE PURCHASES

1. **2026/2027 Vehicles \$300,000**
 - 3-Fleet and Pool Vehicles – Replacement (\$120,000)
 - 3 Pickup Trucks and Plows – Pub Services, Road Maintenance & Engineering - Replacement (Total \$180,000)
2. **2027/2028 Vehicles \$315,000**
 - 3-Fleet and Pool Vehicles – Replacement (\$125,000)
 - 3 Pickup Trucks and Plows – Pub Services, Road Maintenance & Engineering- Replacement (Total \$190,000)
3. **2028/2029 Vehicles \$330,000**
 - 3-Fleet and Pool Vehicles – Replacement (\$130,000)
 - 3 Pickup Trucks and Plows – Pub Services, Road Maintenance & Engineering- Replacement (Total \$200,000)
4. **2029/2030 Vehicles \$345,000**
 - 3-Fleet and Pool Vehicles – Replacement (\$135,000)
 - 3 Pickup Trucks and Plows – Pub Services, Road Maintenance & Engineering- Replacement (Total \$210,000)
5. **2030/2031 Vehicles \$360,000**
 - 3-Fleet and Pool Vehicles – Replacement (\$140,000)
 - 3 Pickup Trucks and Plows – Pub Services, Road Maintenance & Engineering- Replacement (Total \$220,000)
6. **2031/2032 Vehicles \$375,000**
 - 3-Fleet and Pool Vehicles – Replacement (\$145,000)
 - 3 Pickup Trucks and Plows – Pub Services, Road Maintenance & Engineering- Replacement (Total \$230,000)

DRAINAGE

In June of 1980, the City Council commissioned the preparation of a Master Storm Drainage Plan. The plan treated the storm water as a resource rather than a liability. Utilization of existing open drainage systems and use of detention basins along major streams were considered. The plan suggested the design and use of pipes and streams that were much smaller and less expensive than those designed to just "pass through" as much storm water as was generated. The plan proposed to manage existing flows from streams thereby ensuring that the City's development would not cause flooding in downstream communities.

In October 1981, a significant storm caused flooding throughout the City. Many inadequacies of the City's storm drainage system were revealed. The storm reinforced the importance of City Council's decision to develop a Master Storm Drainage Plan.

The City Council formally approved the Master Storm Drainage Plan in December of 1986. Many of the projects contained herein are consistent with that plan. Since the plan depends on detention basins for a number of the proposed improvements, acquiring the land as soon as possible is imperative. Without these detention sites many of the proposed improvements would be impossible and would require selection of next best, and more expensive options.

The projects contained herein reflect improvements to major and minor drainage courses outlined in the Master Storm Drainage Plan and are supplemented by storm water quality considerations required under the City's National Pollutant Discharge Elimination System (NPDES) storm water permit. As the City's rapid growth nears its end, emphasis is redirected from responding to new development to maintaining or improving the aging systems that are now in place. This involves actively participating in repairs and improvements of minor drainage courses that traverse both public and private property. In this way, a functional drainage system is ensured for all areas of the City. Priority criteria are:

- Integrating water quantity issues with water quality issues.
- Immediate flood peak reduction to solve the most significant flooding concerns.
- Integration with other improvements including water main, sanitary sewer, paving, and building construction.
- Ensuring the continued development and redevelopment of the City.
- Encouragement of riparian stewardship and maintenance.

Development of a Drainage Program

Prioritization of drainage improvements tends to be cyclical when viewed with other capital needs. This is since most systems in the City function well during periods of normal rainfall. Usually, years pass between significant rain events. The result is to minimize required improvements during normal weather, especially considering the high cost associated with many of the individual drainage projects. However, when a major rain event occurs the community demands accelerated improvements, and the cycle begins again. The major rainstorms of 1981, 1989, 1993, 1997, 1998 and 2014 are evidence of this fact.

In order to safeguard against these significant rain events, a consistent, uniform, and aggressive program is necessary. This allows much of the major capital expense and effort to be distributed over the years. This ensures continued improvement, thereby saving millions of dollars in flood damage in the future and promoting an improved quality of life.

Maintenance

Calls for maintenance have increased over the years. Many of the City's subdivisions have open spaces and retention systems that need repair or improvement. Without ongoing inspection and maintenance, failures will occur. Once initiated, these maintenance programs will generate several projects for which capital funding will be required. The City will also consider, when appropriate, the possible mitigation of wetlands within the overall drainage system.

Asset Management

With the passage of the local road millage in 2018 and the accompanying changes to the Special Assessment District (SAD) policy, there has been an increase in the amount of drain-related capital improvements. Each road project is evaluated during the design phase to determine if the existing underground storm drain infrastructure is sufficient or in need of repair and/or replacement. This integrated approach to asset management ensures that infrastructure is addressed in a cohesive manner at the most cost-effective time in the project lifecycle.

Federal Requirements

The City is required to install various improvements in accordance with the U. S. Clean Water Act. This Act requires the issuance of a National Pollutant Discharge Elimination System (NPDES) permit commonly called an MS4 Permit, for all communities over 10,000 in population. Farmington Hills has the required permit issued by the Michigan Department of Environment, Great Lakes, and Energy – EGLE (formerly MDEQ). The City continues to explore approaches that would establish the best management practices. This includes community outreach and education about Federal storm water requirements, and an illicit discharge detection and elimination program. The City is working with EGLE, Oakland County, Wayne County, and the Alliance of Rouge Communities to implement a program that is most beneficial to Farmington Hills and other communities in the Rouge River Watershed. Part of the program is a document called a Storm Water Management Plan (SWMP). This document is required under the City's NPDES permit and outlines specific improvements that must be made to meet Federal requirements.

In addition, Farmington Hills has an obligation to conduct an IDEP (Illicit Discharge and Elimination Program), which is an ongoing effort to prevent and eliminate illegal outlets into the City's drainage systems.

The City is also obligated to employ best management practices for good housekeeping techniques for public infrastructure. These practices include catch basin cleaning, street sweeping, detention pond basin maintenance, etc. Key to cooperation and watershed planning is the City's participation in the Alliance of Rouge Communities, a cooperative venture ensuring that all 40 communities and three counties contained in the Rouge River watershed continue to work together. All projects contained herein are consistent with the City's Federal permit.

PROPOSED DRAINAGE PROJECTS

1. Storm Water NPDES Permit Program

An NPDES permit was obtained from the EGLE. As a requirement of the permit, a watershed management plan is needed. A major component of this plan is the Storm Water Management Plan. The SWMP requires that certain projects and procedures be adopted that will ultimately lead to a cleaner Rouge River in accordance with the Federal Clean Water Act. Projects may include erosion controls in the open watercourses in Farmington Hills and siltation basins to remove suspended sediment from storm water.

Under the current NPDES storm water permit, the City has a continuous requirement to identify and remove illegal discharges into City owned drainage systems. This includes sanitary system corrections, drainage system sampling and monitoring, education programs, pollution investigative efforts, etc., that are related to the City owned drainage system.

2. Miscellaneous Storm Sewer Repair, Maintenance and Improvement Program

- Construction and improvements of storage facilities, pipe and culvert enclosures and channel improvements throughout most of the drainage districts in the City. It also includes projects that are necessitated from inspection programs.
- Ninety percent of the City's drainage system is in open channels. Most of these major drainage courses have not been cleaned since their original construction. This program represents a continuous program for maintenance of these drainage courses.
- Emergency replacement and repair of major culverts in the public right-of-way.
- Throughout this City many subdivisions are being considered for local road reconstruction. In addition, several of the areas where the roads are not candidates for local reconstruction have storm sewers in need of rehabilitation. The storm sewer system in these areas as determined by the DPS will be televised and inspected. If deemed necessary an appropriate cleaning, repair, replacement, lining and rehabilitation program will be implemented at the time of, or prior to the road reconstruction.
- The Oakland County Water Resources Commission (WRC) has jurisdiction of several drains in the City that have been legally established under the Michigan Drain Code. The Drain Code provides a means of apportionment and assessment based on tributary area and runoff from these districts. Periodically, WRC will advise of maintenance needs and corresponding assessments, which the City is responsible for.

3. City Owned Storm Water Basin Maintenance

The City owns nine storm water detention and retention basins. These basins are required to be maintained in accordance with the Federal Clean Water Act to control urban pollutants and peak flow. This project provides improvement for all nine City owned basins. The improvements include select vegetation removal, sedimentation removal, and inlet/outlet pipe maintenance. In conjunction with the Capital Improvement Plan, the project is intended to provide annual maintenance and upkeep.

4. City Wide Storm Sewer System GIS Mapping

A comprehensive review and survey of the City's existing storm sewer system. Data collection will be completed over several years and input into GIS.

5. Richland Gardens Subdivision Storm Sewer

This project provides lateral storm sewers for Richland Gardens Subdivision as well as rehabilitation of the existing storm sewer system.

6. Caddell Drain, Nine Mile Road at Drake Road

Repair of the 4 elliptical culverts that cross underneath the intersection of Nine Mile Road south of Drake Road. These culverts are nearing the end of their useful life. This project will be coordinated by the Oakland County Water Resources Commission through the Michigan Drain Code.

7. Folsom Road Storm Sewer, Nine Mile Road to Orchard Lake Road

This project provides lateral storm sewers for Folsom Road, Nine Mile Road to Orchard Lake Road as well as rehabilitation of the existing storm sewer system.

8. Biddestone Lane Storm Sewer

This project provides lateral storm sewer and an outfall storm sewer for this area.

9. Farmington Road, Thirteen Mile Road to Fourteen Mile Road

This project provides lateral storm sewers for Farmington Road (between Thirteen Mile Road and Fourteen Mile Road), as well as rehabilitation of the existing storm sewer system.

10. Greencastle Subdivision Storm Sewer

This project provides lateral storm sewers for Greencastle Subdivision, as well as rehabilitation of the existing storm sewer system.

11. Rhonswood and Fendt Storm Sewer

This project provides lateral storm sewers for Rhonswood and Fendt, as well as rehabilitation of the existing storm sewer system.

12. Rockshire Street Culvert Rehabilitation/Replacement

This project provides for a replacement of the large Main Ravines Drain crossing on Rockshire Street, allowing for a wider roadway.

13. Rockshire Street, Edgemoor Street, and Bramwell Street Storm Sewer

This project provides for a lateral storm sewer and an outfall storm sewer for this area.

14. Scottsdale Road Storm Sewer

This project provides lateral storm sewers for Scottsdale Road, as well as rehabilitation of the existing storm sewer system.

15. Barbizon Estates Subdivision Storm Sewer

This project provides lateral storm sewers for the Barbizon Estates Subdivision, as well as rehabilitation of the existing storm sewer system.

16. Irv Wilcove Estates/Foxmoor

This project provides lateral storm sewers for the Irv Wilcove Estates Subdivision, as well as replacement of the existing 72" CMP culvert.

17. Wellington Culvert Rehabilitation

The existing culvert on Wellington between Eastbrook and Westbrook is in need of repair after a routine maintenance check discovered delamination, erosion and multiple cracks.

18. Hearthstone Road Culvert Rehabilitation/Replacement

The Hearthstone culvert is under Hearthstone Road in the Kendallwood Subdivision west of Bonnet Hill Road. It is a 68" by 85" elliptical corrugated metal pipe culvert and is in the Minnow Pond drainage district. It needs to be rehabilitated and possibly replaced.

19. Tuck Road Bridge Rehabilitation, south of Folsom Road

Rehabilitate the existing 24-foot-wide by 7.5-foot-high bridge crossing of the Upper Rouge River.

20. Shiawassee Road Storm Sewer, Middlebelt Road to Inkster Road

This project provides lateral storm sewers for Shiawassee Road, Middlebelt Road to Inkster Road as well as rehabilitation of the existing storm sewer system.

21. Nine Mile Road Storm Sewer, Walsingham Drive to Farmington Road

This project provides lateral storm sewers for Nine Mile Road, from Walsingham Dr. to Farmington Road as well as rehabilitation of the existing storm sewer system.

22. Hunt Club Subdivision

This project provides lateral storm sewers for the Hunt Club subdivision, as well as rehabilitation of the existing storm sewer system.

23. Drake Road Storm Sewer, Nine Mile Road to north of M-5

This project provides lateral storm sewers for Nine Mile Road to north of M-5 Storm Sewer as well as rehabilitation of the existing storm sewer system.

24. Nine Mile Crossing of the Main Ravines Drain

This project provides lateral storm sewers for the main ravines crossing at Nine Mile Road, just east of Middlebelt.

25. Farmington and Forestbrook Culvert

Two culvert crossings consisting of corrugated metal pipe barrels were assessed. Significant deterioration was noted for both crossings and rehabilitation will be required

26. Glenoaks Subdivision

This project provides lateral storm sewers for the Glenoaks subdivision, as well as rehabilitation of the existing storm sewer system.

27. Metroview Drive Storm Sewer, Eight Mile Road to Green Hill Road

This project provides lateral storm sewers for Metroview Dr, Eight Mile Road to Green Hill Road as well as rehabilitation of the existing storm sewer system.

28. Tuck Road Storm Sewer, Folsom Road to Eight Mile Road

This project provides lateral storm sewers for Tuck Road from Folsom Road to Eight Mile Road as well as rehabilitation of the existing storm sewer system.

29. Goldsmith Street Culvert Replacements

This project provides replacement of the three large culvert crossings on Goldsmith.

30. Krave's Grand River Heights

This project includes replacement of the 2 elliptical culverts that cross underneath Parker Street and 1 elliptical culvert that crosses under Robinson Street. These culverts are nearing the end of their useful life.

31. Brook Hills Estates

This project provides lateral storm sewers for the Brook Hills Estates subdivision, as well as rehabilitation of the existing storm sewer system.

32. Churchill Estates/Acorn Valley

This project includes replacement of 7 metal arch culverts under Arden Park, Cranleigh, and Appleton Drive. It also includes rehabilitation of the existing storm sewer system.

33. North Bell Creek Drainage Improvement

This project provides drainage improvements for North Bell Creek, from Lundy Drive to 8 Mile.

34. Regal Orchards Subdivision

This project provides lateral storm sewers for the Regal Orchards subdivision, as well as rehabilitation of the existing storm sewer system.

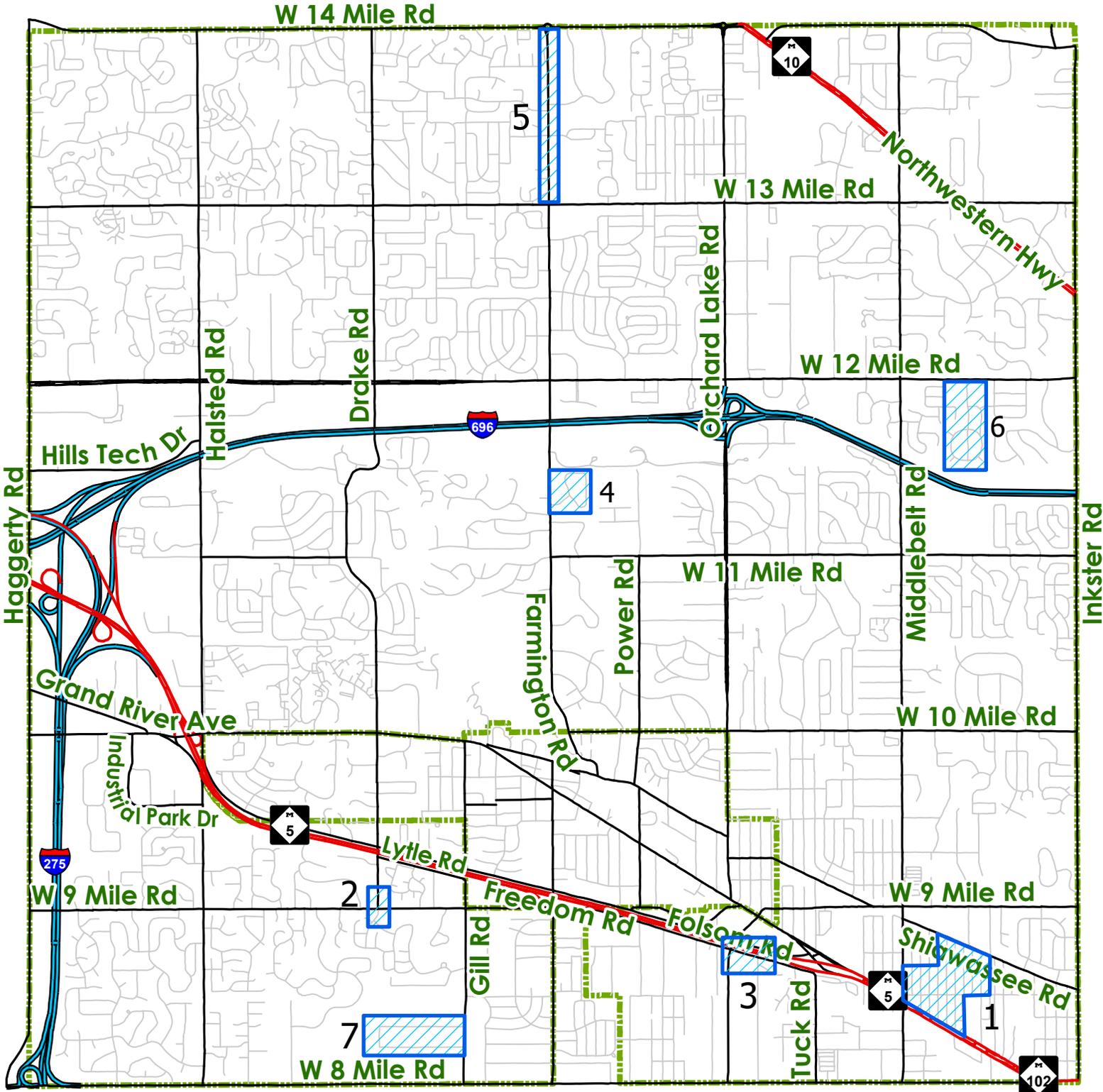
35. Franklin Fairway Storm Sewer

This project provides lateral storm sewers for Franklin Fairway Drive as well as rehabilitation of the existing storm system.

36. Farmington Hills Subdivision Main Ravines Cross Culverts Replacement

This project involves replacement of the existing 36" cross culvert of a tributary of the Main Ravines Drain and the installation of an additional cross culvert to carry cross through drainage. It also includes improving several of the main cross culverts and a lateral storm sewer to improve drainage.

2026/2027 Drainage Projects



- 1. Richland Gardens Subdivision Storm Sewer
- 2. Caddell Drain Culverts, Nine Mile Road at Drake Road
- 3. Folsom Road Storm Sewer, Nine Mile to Orchard Lake
- 4. Biddestone Lane Storm Sewer
- 5. Farmington Road, Thirteen Mile Road to Fourteen Mile Road
- 6. Greencastle Road Storm Sewer
- 7. Rhonswood and Fendt Storm Sewer

Note: This map is a planning document and is subject to change. The priority level of a project may move up or down based on funding.

SANITARY SEWERS

The major goal of capital expenditures in this area is to provide adequate trunkline capability to serve both existing and future development. All trunk lines have been installed with the completion of the Ten Mile Rouge sewer in 1980. However, some areas of the City still do not have connecting sewer segments which are needed to provide access to public sanitary sewer. These segments are usually funded by a development or the City at large. The construction of the localized laterals is generally provided by the Charter provision requiring local benefiting properties to pay the associated cost (special assessment process). This results in the establishment of a special assessment district. In the future, federal watershed requirements may mandate accelerated programs for local sanitary sewer construction. A portion of these anticipated costs may be financed by various sanitary sewer funds.

An exception to the special assessment financing is a payback that may be necessitated because of a paving, resurfacing or widening project where integrated asset management policy would recommend that the sanitary sewer lateral should be installed first. In these instances, a payback would be established in accordance with City ordinance to recover the cost at a future date when connections are made.

Any remaining work that would be done on sanitary sewers involves the rehabilitation of existing sewers with City sewer funds. Since this does not provide new service, there would be no application of the Charter provision. This type of work was begun in 1990 with the Evergreen Farmington Sewage Disposal System improvements where sewers were replaced, and relief lines constructed.

In 2017, the City was awarded a Stormwater, Asset Management, and Wastewater (SAW) grant through the Michigan Department of Environment, Great Lakes, and Energy –EGLE (formerly the MDEQ) for the purposes of evaluating and inspecting sanitary sewer infrastructure, developing an asset management plan, assessing asset criticality and risk assessment; and providing life cycle cost analysis. The results of the SAW grant project will also provide a long-term capital improvement plan for the City's sanitary sewer system infrastructure.

In addition, the City is currently under an Administrative Consent Order (ACO), from the EGLE that may require additional improvements to be made in the future restricting the amount of outflow from the City of Farmington Hills into the sewer system.

PROPOSED SANITARY SEWER PROJECTS

1. Annual Renewal Program

The City completed a wastewater asset management plan (AMP) in 2020 to identify investment needs and develop a long-range capital improvement program for the City's wastewater system. By starting an annual renewal program, the City will be able to systematically address sanitary sewer assets by performing proactive maintenance and completing rehabilitation/replacement of the assets on an annual basis using best practices.

2. Collection System Improvement plus Site/Facility Improvement Total (through WRC)

Annual replacement and upgrade of equipment at the pump stations.

3. Fats, Oils, and Grease (FOG) Prevention Program

An inspection, compliance and tracking program to help reduce the amount of FOG entering the public sanitary sewer system.

4. 12 Mile Road Sanitary Sewer Extension, Inkster to Herndonwood

Construction of a sanitary sewer along the south side of 12 Mile Road between Inkster and Herndonwood. The sewer will ultimately serve a portion of the Pebblebrook Estates subdivision as well as the several residential parcels along 12 Mile Road.

5. Low Pressure Gravity Sanitary Sewer System

Provide public sanitary sewer via a low-pressure gravity sewer system. This may be appropriate for areas where traditional gravity sewer is not feasible. Location(s) to be determined.

WATERMAINS

With the completion of the Northwest Water Pressure District transmission lines in 1976, potable water supply capability has been provided throughout the City. Although some minor transmission lines are still required in some areas, they now have the option of installing local services through the establishment of payback agreements and special assessment districts.

A significant portion of the City's water main infrastructure was built in the 1960s and is nearing the end of its useful life. A challenge exists in these older areas of the City due to the water mains requiring frequent and expensive maintenance due to main breaks. Repairs require digging up and replacing worn out facilities. The City has in place a replacement program for just this challenge. Projects are evaluated using an integrated asset management approach and include a review of break history, risk, and criticality. As with other maintenance activities, this work does not require financing through a special assessment district. Funding is provided through the City's water fund.

The City worked with the Oakland County Water Resources Commissioner's Office (WRC) and determined that a storage facility is appropriate for the City of Farmington Hills. Construction is complete and the tank has been operational since June 2014. The master water main model has been systematically updated to include this facility, and the plan has been revised to include necessary projects on a prioritized basis.

PROPOSED WATER MAIN PROJECTS

1. Capital Improvement Long-Range Plan (through WRC)

Annual replacement and/or rehabilitation of the water systems fire hydrants and gate valves, as well as replacement/upgrade of meters at the pressure regulating vaults (PRV's).

2. Westbrook Manor Subdivision No. 2, No. 3, No. 4 Water Main Replacement

This is in the residential neighborhood east of Farmington Road and south of Thirteen Mile Road. It is an area of older pipe built in the 1950's with frequent water main breaks. The existing 6" and 8" water main would be replaced with 8" water main and the existing 12" water main would be replaced with 12" water main to improve system reliability and meet current design standards.

3. Westbrook Subdivision, Westbrooke Manor Subdivision No. 1, and Westbrooke Plaza Water Main Replacement

This is in the residential neighborhood west of Orchard Lake Road and south of Thirteen Mile Road. It is an area of older pipe built in the 1950's with frequent water main breaks. The existing 6", 8", and 12" water main would be replaced with 8" and 12" water main to improve system reliability and meet current design standards.

In addition, the commercial area is located on the south side of Thirteen Mile Road, between Orchard Lake Road and Lorikay Street. It is an area of older pipe built in the 1950's and when a break occurs, it affects multiple commercial properties. The existing 6" would be replaced,

and possibly relocated, with an 8" (8" is the smallest size that can be installed under current standards) to improve system reliability and meet current design standards.

4. Shiawassee Road Water Main, Middlebelt Road to Inkster Road

This project would include the replacement of existing 8" water main on Shiawassee Road between Middlebelt Road and Inkster Road.

5. Old Homestead Subdivision Water Main Replacement

This is in the residential neighborhood west of Drake Road and north of Eleven Mile Road. It is an area of older pipe built in the 1960's with frequent water main breaks. The existing 6", 8" and 12" water main would be replaced with 8" and 12" water main to improve system reliability and meet current design standards.

6. Section 36 Water Main Replacement

This project would include replacement of water main along Rensselaer, Ontaga, Eight Mile and Pearl Street. It is an area with older pipe built in the 1950's with frequent water main breaks. The existing 8" water main would be replaced to improve system reliability and meet current design standards.

7. M-5 Crossing: Folsom/Freedom/ Nine Mile

This project would include installation of new 8" or 12" water main in the area of Folsom/ 9 Mile/ Freedom. This would loop the water main from the south side of Folsom Road to the north side of Freedom Road at 9 Mile Road and would provide additional fire flow

8. Woodbrook Subdivision Water Main Replacement

This is in the residential neighborhood west of Drake Road and south of 14 Mile Road. It is an area of older pipe built in the 1950's and has frequent water main breaks. The existing 6" and 8" water main would be replaced with 8" water main to improve system reliability and meet current design standards.

9. Briarhill Subdivision Water Main Replacement

This is in the residential neighborhood west of Farmington Road and north of 13 Mile Road. It is an area of older pipe built in the 1950's and has frequent water main breaks. The existing 6" and 8" water main would be replaced with 8" water main to improve system reliability and meet current design standards.

2026/2027 Water Main Projects



1. Westbrooke Manor Subdivisions No. 2, 3, & 4 Water Main Replacement

Note: This map is a planning document and is subject to change. The priority level of a project may move up or down based on funding.

SOURCE: City of Farmington Hills GIS, 2020
Oakland County GIS, 2020

SIDEWALKS

The need to provide safe pedestrian travel along major traffic corridors has long been a priority of the City Council. Certain corridors generate considerable pedestrian traffic. Shopping centers, schools, recreation areas, and other major developments generate pedestrian traffic. To promote safe pedestrian travel, the City must identify those areas in need of sidewalks or extensions to existing pedestrian networks. The School Board has also indicated their support for sidewalks at various school locations. It remains Farmington Hills policy, however, to treat walkways across school frontages as a requirement of the school district.

Sidewalk aesthetics are also considered. The City has many designated Historic District sites located on major roads. The use of brick pavers is encouraged to enhance and highlight the historic character of these sites.

In recent years, with Federal Aid funded road improvements the City has been able to include and install large sections of sidewalk on select major thoroughfares with our pavement projects. Developers have also installed sidewalks as a requirement of development. In both cases, sidewalk "gaps" have resulted. The City is then faced with filling in these gaps. These sidewalk projects can provide the City with the opportunity to connect larger pedestrian networks, existing developments with one another and other traffic generators at relatively low cost. Annually, pedestrian traffic generators and sidewalk gaps are identified and continue to be a priority and are included in this plan.

In 2013, sidewalks included in the CIP have been evaluated using assigned point values based on several variables. In 2024, the revised Master Plan included a Non-Motorized Plan that updates the priorities used to plan for non-motorized transportation. The Master Plan references the following high need priorities:

- Safety for children walking or biking to school
- Crossing safety at major intersections
- Increasing mobility options near underserved neighborhoods
- Look for inter Community opportunities to improve cross-town connections (North to South and East to West)
- Continue to work with neighboring communities to develop the design and implementation plans for the Nine Mile Road Corridor non-motorized pathways.

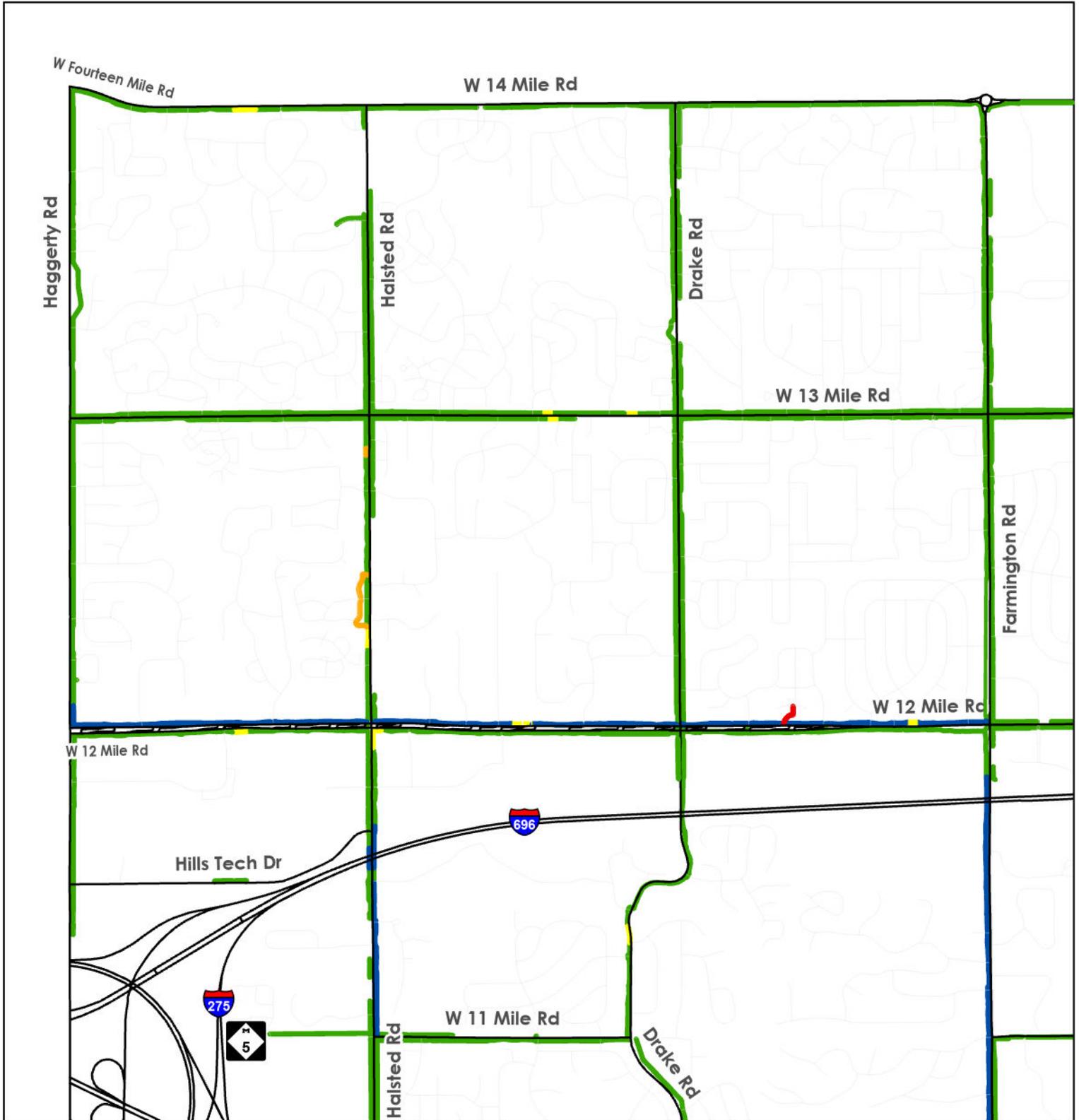
The City is currently transitioning to incorporate priorities laid out in the 2024 Master Plan. Additional targeted projects will be added each year reflecting priority improvements identified in the Master Plan.

A high priority of the Grand River Corridor Improvement Authority is to better integrate the Rouge River into economic development projects along the corridor and to develop a shared-use pathway along the river that better connects corridor users. The conceptual vision for the pathway is a 6 – 8 feet wide path that traverses approximately 10,000 lineal feet of river frontage with markers placed every ¼ mile and an interpretive kiosk at each end of the trail.

The following Bike Path System Map identifies all existing sidewalk infrastructure and includes a proposed bike path system for the City.

See the following maps for proposed sidewalk/pathway projects including locations and table at the beginning of the document for funding schedule.

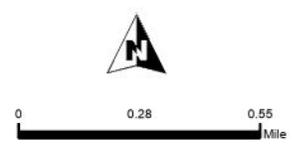
Sidewalk Locations



Legend

Sidewalks

	8' concrete		5' concrete
	8' brick		5' brick
	8' asphalt		5' asphalt



DISCLAIMER: Although the information provided by this map is believed to be reliable, its accuracy is not warranted in any way. The City of Farmington Hills assumes no liability for any claims arising from the use of this map.

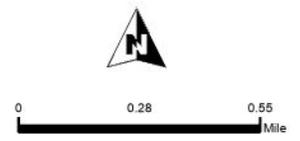
Sidewalk Locations



Legend

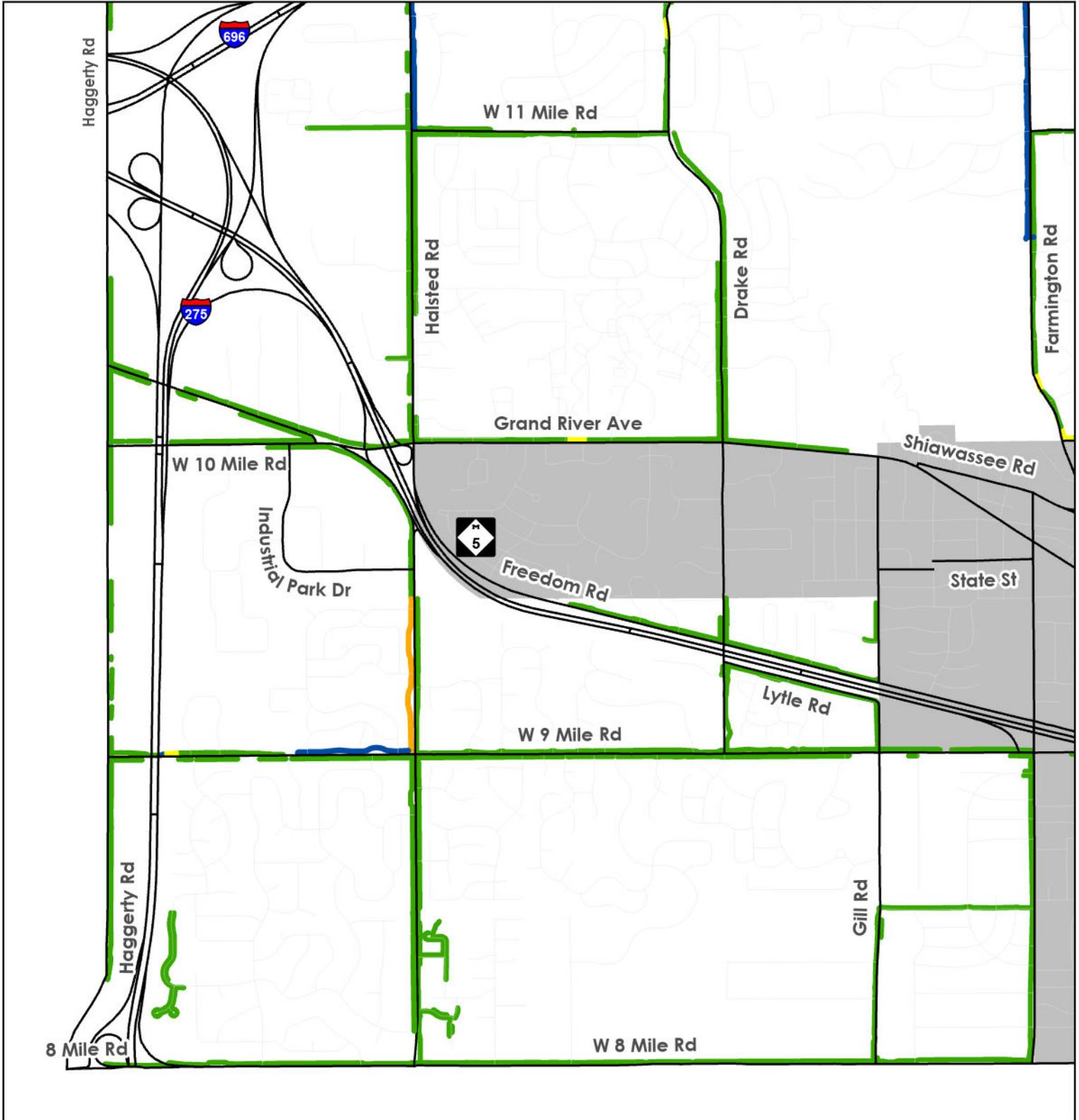
Sidewalks

	8' concrete		5' concrete
	8' brick		5' brick
	8' asphalt		5' asphalt



DISCLAIMER: Although the information provided by this map is believed to be reliable, its accuracy is not warranted in any way. The City of Farmington Hills assumes no liability for any claims arising from the use of this map.

Sidewalk Locations



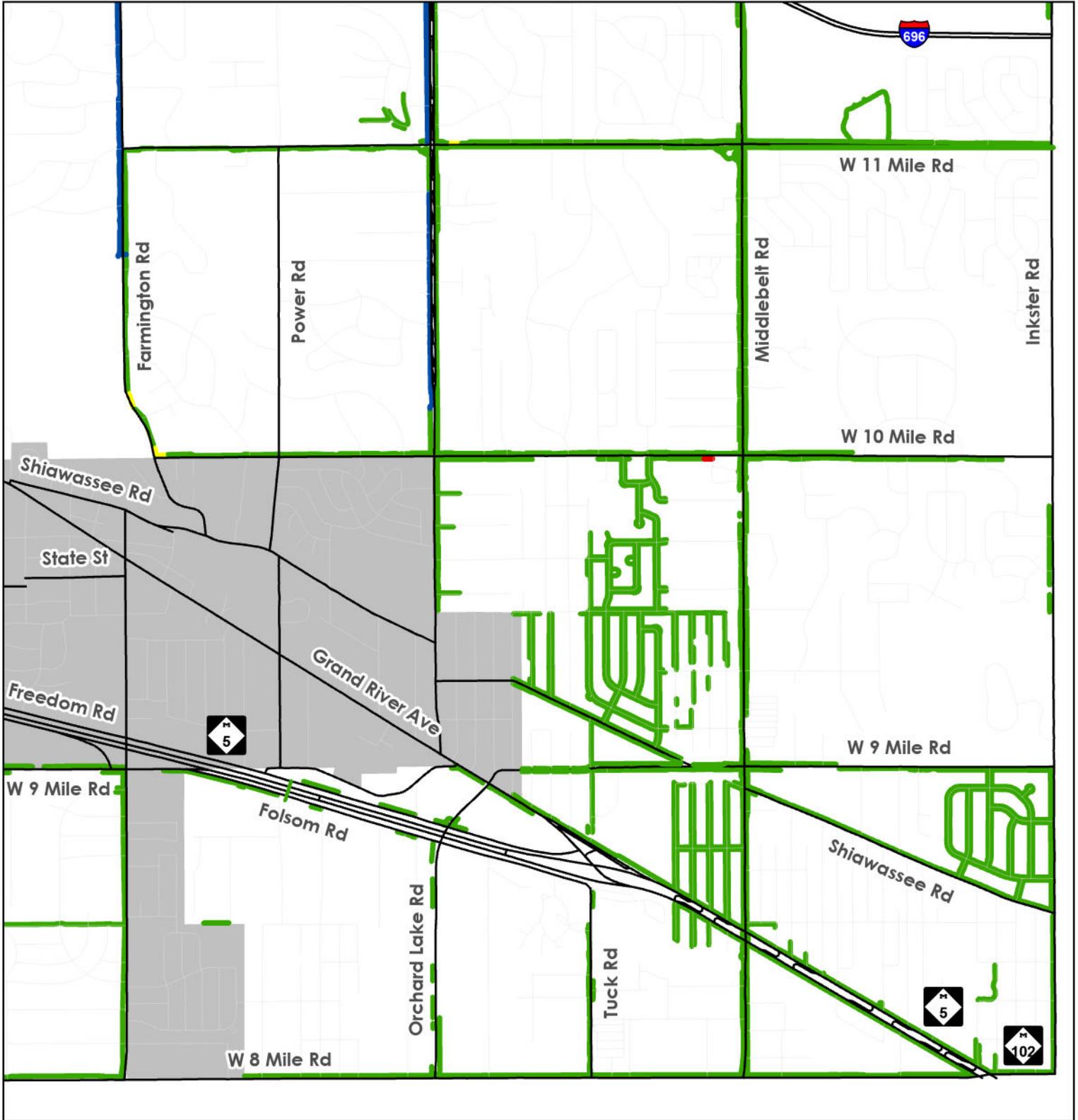
Legend

Sidewalks		8' concrete		5' concrete
		8' brick		5' brick
		8' asphalt		5' asphalt



DISCLAIMER: Although the information provided by this map is believed to be reliable, its accuracy is not warranted in any way. The City of Farmington Hills assumes no liability for any claims arising from the use of this map.

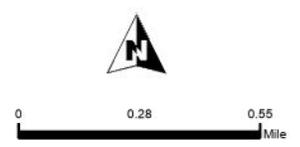
Sidewalk Locations



Legend

Sidewalks

	8' concrete		5' concrete
	8' brick		5' brick
	8' asphalt		5' asphalt



DISCLAIMER: Although the information provided by this map is believed to be reliable, its accuracy is not warranted in any way. The City of Farmington Hills assumes no liability for any claims arising from the use of this map.

TRANSPORTATION

Major thoroughfares can be improved by providing greater capacity and efficiency. This is accomplished by improving intersections and roadway sections. Intersections are improved by the installation of through and turning lanes, curbs and realignments. Many of the major two-lane and three-lane thoroughfares are over capacity, creating lengthy backups of traffic especially at peak hours. These roadway sections are considered for expansion in order to minimize congestion and improve turning movements. In addition, major road repair is an essential component of a well-managed transportation system. Major road repairs usually involve base reconstruction and resurfacing.

Local roads also require attention. Recent paving and resurfacing programs have done much to reduce maintenance costs and improve the local road system. The success of these programs is in large part due to the CIP process and residents' support of financing local road improvements through the local road millage and previous special assessment districts. Once paved, local roads require on-going scheduled maintenance to ensure their longevity.

The gas and weight tax, commonly referred to as Act 51 road funds, is the primary source of revenue collected by the State. Those funds have not been able to keep pace with the demands for improvement to an ageing road system. Costs for labor, material, and equipment to improve roads have increased. Budget constraints at the State and County levels have shifted a disproportionate financial burden on municipalities and as a result, a road millage was put on the ballot and approved by the residents of Farmington Hills during the November 2014 Election. This funding is essential to maintain and improve the quality of the City road network.

Major Roads

The Department of Public Services has developed a list of major road and intersection improvements that are recommended to satisfy the needs of the motoring public in Farmington Hills. The City has also identified safety improvements that must be completed to satisfy issues of poor alignment, varying roadway widths, and non-continuous pavements.

The list of major road projects was prepared using data received from various sources. The data includes projects previously planned but not constructed, resident input, pavement evaluation (PASER Rating) asset management principles, traffic counts along major roads, plans by the Road Commission for Oakland County, and ongoing plans for major road and freeway improvements which are still under consideration. In general, the projects outlined in this year's CIP provide the following benefits to the community:

- Assure that roadways provide improved efficiency and safety for motorists.
- Assure that intersections minimize traffic congestion and allow for smooth handling of turning movements.
- Minimize lengthy backups of traffic especially during the peak hours of the day.
- Make traveling more convenient and safer by providing paved roadways in place of gravel roadways.
- Maintain the natural features when possible while improving the roadways.

- Integrate Road Commission for Oakland County plans with City plans to have a coordinated and efficient street system.
- Correct intersection alignment for improved traffic flow and possible reduction in traffic accidents.
- Reduce the environmental impact of dust and noise pollution.
- Reduce road maintenance costs.
- Use best practices and asset management principles to increase the life of existing pavements and improve the condition of the network as a whole.
- Improve access to freeways by examining the effectiveness of the interchanges.
- Coordinate road improvements with the City's Master Plan for Future Land Use.

Local Roads

Historically, the residents have initiated local road improvements. Many miles of local roads have been reconstructed through the special assessment district process. The success of this approach was dependent upon the residents initiating a paving project in accordance with City Charter. Typically, the City participated with up to 20% of the paving cost (per City Charter).

Based on the local road millage that was approved in November of 2018, funds will now be available for reconstruction as well as additional preventative maintenance and pavement preservation treatments. Approval of the local road millage eliminates the need for the special assessment process and allows the roads to be assessed and programmed for treatments in a cost-effective manner at the appropriate point in its life cycle.



PROPOSED TRANSPORTATION / MAJOR ROADS PROJECTS

1. Tri-Party TBD (\$690,000)

The Tri-Party program provides one-third funding from each of the following: City, Road Commission for Oakland County and Oakland County Board of Commissioners. Tri-party funding amounts to \pm \$300,000/year. This funding is sometimes allowed to accrue over several years to help fund a larger project. Requirements are that the work be on a County road. Most recently the City utilized existing funds for part of the City's contribution to the Orchard Lake Road project from I-696 to 13 Mile Road. Future participation in Tri-Party projects may include Haggerty drainage improvements near 10 Mile Road and the City's cost share for the rehabilitation along the 12 Mile Road corridor as well as Middlebelt Road from Northwestern Highway to 14 Mile Road.

2. Major Road Capital Preventative Maintenance Projects (\$6,000,000)

These projects are intended to provide an asphalt overlay or full depth concrete slab and joint repair on a major roadway to cost effectively extend its useful life. It may include a milling off the surface for asphalt roads and some base repair. The following roads are candidate projects in the upcoming years.

- Hills Tech Drive
- Independence Street, Middlebelt Road to Ontaga
- Drake Road, Eleven Mile Road to Twelve Mile Road
- Gill/Lytle, Drake Road to Nine Mile Road
- Halsted, Ten Mile Road to M-5 Ramp

3. Industrial/Commercial Road Rehabilitation (\$6,600,000)

Industrial roads are prioritized based on the PASER ratings system to determine a cost-effective strategy for rehabilitation or reconstruction. These prioritized ratings are reviewed and updated every two years. The following roads are candidate projects in the upcoming years.

- Future, Hallwood/Hallwood Court (1,400,000)
- 2031/2032, Farmington Grand River Industrial Park/Crestview Court (1,100,000)
- Future, Orchards Corporation Center/Stansbury (1,700,000)
- 2031/2032 Farmington Research & Industrial Center Sub No 1/Indoplex (2,800,000)

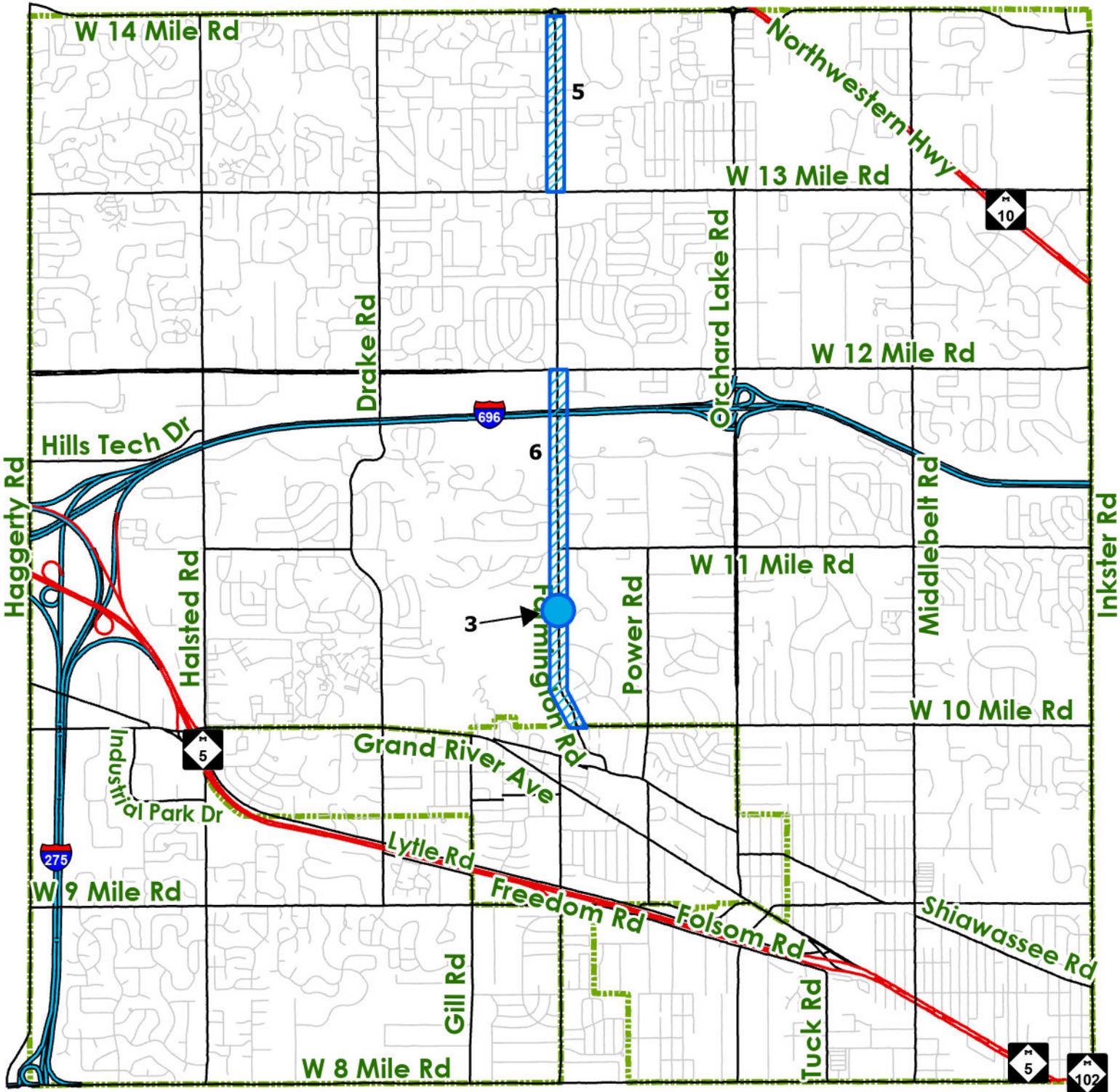
4. Signal Modernization (See Transportation / Major Road Spread Sheet (\$1,350,000))

Modernization of the Heritage Park traffic signal on Farmington Road between Ten Mile Road and Eleven Mile Road. This project includes construction of new box spans, pedestrian signal upgrades, upgrades for ADA compliance, and installation of new controllers and electrical components. The City has sole ownership of 39 traffic signals and shared ownership of 43 additional traffic signals. The City annually reviews the traffic signal network to identify cost-effective strategies to modernize and upgrade the existing infrastructure and improve safety.

5.-13. Major Road Reconstruction (See Major Road Spreadsheet)

Major roads are PASER rated and prioritized for reconstruction and rehabilitation in the five-year Capital Plan. These prioritized ratings are reviewed on a regular basis. The updated list of Major Road considerations is on a 5-year projection.

2026/2027 Major Road Projects



- 3. Signal Modernization - Farmington Road at Heritage Park
- 5. Farmington Road - 13 Mile Road to 14 Mile Road
- 6. Farmington Road - 10 Mile Road to 12 Mile Road

Note: This map is a planning document and is subject to change. The priority level of a project may move up or down based on funding.

*Project numbers are referencing Transportation/Major Roads CIP Table.

PROPOSED TRANSPORTATION / LOCAL ROADS PROJECTS

1. Gravel to Pave Conversion (Local Roads)

The City currently has approximately 17 miles of local gravel roads. As part of the recently approved road millage there will be funds programmed annually to fund a project to convert an existing local gravel roadway to pavement. These projects will be initiated through a petitioning effort by the residents of the roadway in question.

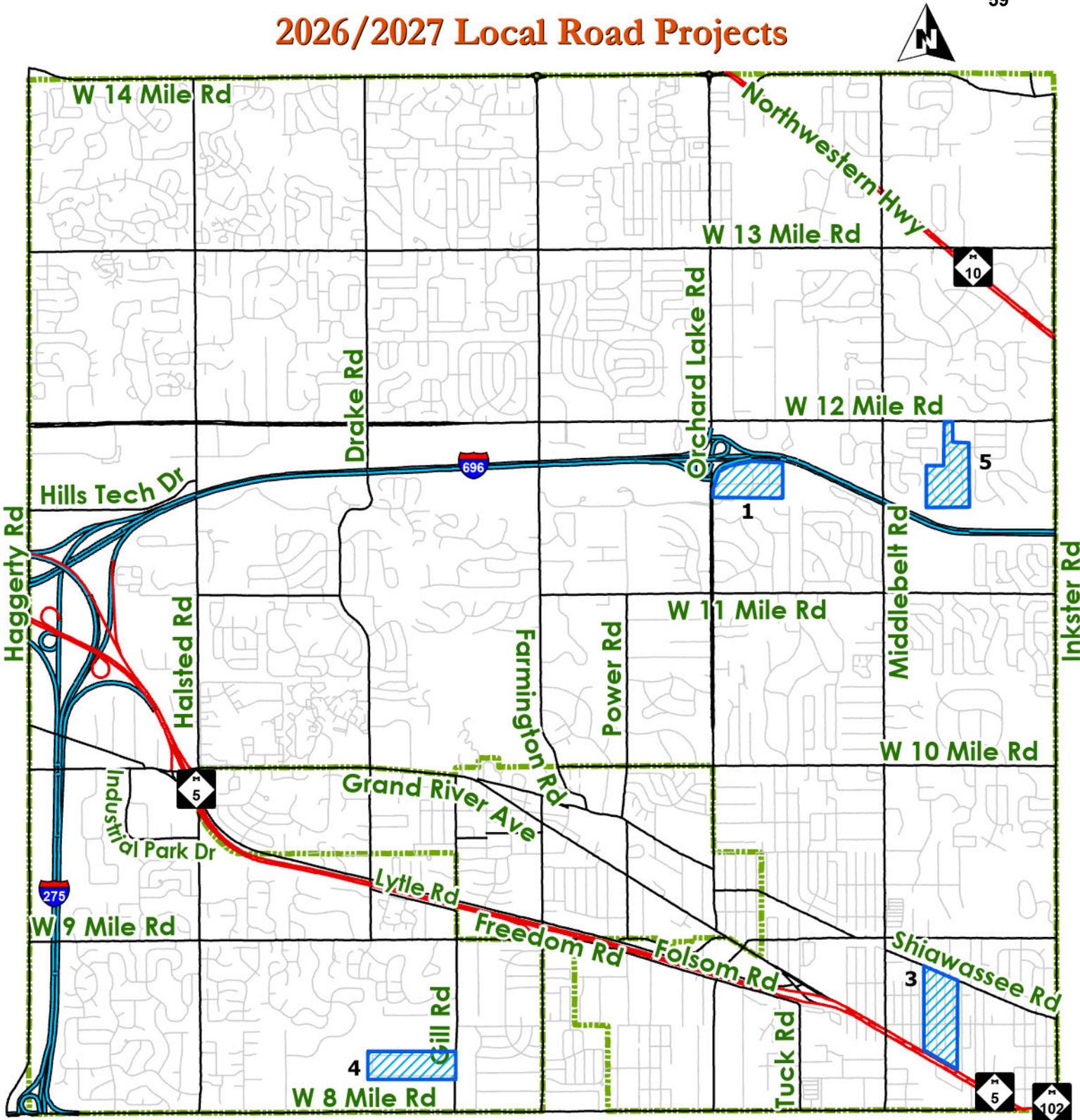
2. Local Road Capital Preventative Maintenance Projects

These projects are intended to provide a nonstructural, thin overlay on a local roadway to cost effectively extend its useful life. It may include a milling off the surface and some base repair.

3.-17. Local Road Reconstruction (See Local Road Spreadsheet)

Local road systems are PASER rated and prioritized for reconstruction and rehabilitation in the five-year Capital Plan. These prioritized ratings are reviewed on a regular basis. The updated list of Local Road considerations is on a 5-year projection. In 2018 the residents of Farmington Hills approved a local road millage that replaces the Special Assessment process and funds reconstruction of local roadway.

2026/2027 Local Road Projects



1. Gravel to Pave Conversion - Supervisor's Plat of Forest Hills (Rockshire, Edgemoor, Bramwell)
2. Local Road Capital Preventative Maintenance Projects - To Be Determined
3. Richland Gardens - Phase 2
4. Rhonswood Drive, Drake Road, and Fendt Street
5. Greencastle Subdivision

Note: This map is a planning document and is subject to change. The priority level of a project may move up or down based on funding.

*Project numbers are referencing Transportation/Local Roads CIP Table.



Historic District Commission

CITY OF FARMINGTON HILLS HISTORIC DISTRICT COMMISSION 2025 ANNUAL REPORT

The City of Farmington Hills Historic District Commission (HDC) is charged with preserving historic districts within the City that reflect elements of the architectural, cultural, economic, political, or social history of the community. This seven (7) member commission is comprised of City residents working diligently over the past year to further this goal. This report summarizes the Commission's activities in 2025.

2025 Commission Membership

Ken Klemmer, Chair
Marleen Tulas, Vice Chair
Alec Thomson, Recording Secretary
Emily Howard
Steve Olson
James Paulson
John Trafelet

City Council Liaison: Valerie Knol, Councilperson
City Staff Liaison(s): Kris Canty, Staff Planner (January to February, resigned)
Erik Perdonik, City Planner (February to April, acting)
Diane Mulville-Friel, AICP, City Planner (April to December)

2025 Historic District Commission Goals, Objectives, and Initiatives

- Assist with the development of the Sarah Fisher Site.
- Host Educational and Social Gatherings open to the public.
- Identify properties within city for possible inclusion in Historic District.
- Continue collaboration between the Historic District Commission and City's Department of Public Works in implementing the cemetery preservation plan, including additional monument cleaning, and resetting.
- Continued assistance with ongoing restoration and repair of the Spicer House exterior.

2026 Historic District Commission Goals, Objectives, and Initiatives

- Host a public engagement event to educate the public about the HDC.
- Present a workshop for historic property owners dedicated to property maintenance.
- Promote locally available historic preservation workshops.
- Focus on recruiting new homes for inclusion in the district as representative of mid-century modern design.
- Continue assistance with ongoing restoration and repair of the Spicer House exterior.
- Continue collaboration between the Historic District Commission and City's Department of Public Works in implementing the cemetery preservation plan, including additional monument cleaning, and resetting.
- Continue editing and updating the "Blue Book", the City's official guide to its Historic Districts.
- Provide updates to the HDC Website.

Historic District Commission Meetings

In 2025, the Historic District Commission held eight (8) regular meetings; meetings in February, June, September, and December were cancelled due to lack of business.

REVIEW OF WORK WITHIN HISTORIC DISTRICTS

Certificates of Appropriateness are granted for a project which meets the United States Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings, as set forth in Title 36 of the Code of Federal Regulations, Part 67, as amended.

The Historic District Commission per Ordinance Sec. 15-37, may delegate the issuance of certificates of appropriateness for specified minor classes of work (roof, deck, air conditioners/generators) to its staff and that the HDC shall review the certificates of appropriateness issued by the delegate on at least a quarterly basis to determine whether or not the delegated responsibilities should be continued. (These are noted with an "A" at the end of the Certificate of Appropriateness case number).

Certificates of Appropriateness

In 2025, a total of 10 Certificates of Appropriateness were issued (seven approved by the HDC and three approved by its delegate) within the following districts:

Historic District Site No. 3 – Lemuel Botsford House – 24414 Farmington Road

Site Overview

Lemuel Botsford was a Connecticut farmer who came to Michigan in 1836. He moved to Farmington soon after; attracted by the Quaker community. The current house replaced a smaller structure that was on this property in 1837.

Lucy and Lemuel had ten children, a number of whom were prominent in the Farmington community. Rhonda Botsford married P.D. Warner. Milton Botsford became proprietor of the Botsford Inn. Orville was known for the fine horses he raised.



The Greek Revival house was located on a hill called Botsford Hill overlooking the Village of Farmington. Subsequent owners included John Pettibone of the pioneer Pettibone family.

The 1837 house has had numerous additions including a bedroom wing added in the 1930's by Ralph Finneron, a Ford Motor Company executive.

This fine Greek Revival house is listed on the Michigan State Registry of Historical Places.

Certificate of Appropriateness 25-1

The Historic District Commission issued a Certification of Appropriateness for removal of (1) kitchen window and replacement with (1) Renewal by Andersen picture window of the same size. Work is consistent with Secretary of Interior's Standards #2 and #5.

Historic District Site No. 508 – Spicer House – 24711 Farmington Road

Site Overview

The long low English Country House was designed to blend in with the landscape by talented architect Marcus Burrowes. The house was built in 1926 for attorney David Gray and his wife, Martha. It originally stood on twelve acres of land. The house was designed with two wings; the outdoors was visible from all rooms. This design was not only beautiful, but practical, because of the cross ventilation.



David Gray died before the house was occupied and Martha Gray moved to California before the house was ever lived in. When Eleanor Goodenough married John Spicer in 1935, Mrs. Gray gave the home and property to the newlyweds. Eleanor was the daughter of Luman Goodenough, a dear friend of the Grays. Additional acres were purchased for the farm which Eleanor Spicer ran until her death in 1982. At that time the property included 200 acres and Mrs. Spicer liked to refer to it as the only unspoiled place in Farmington Hills.

The land is now Heritage Park with this jewel of a house as its heart. The Spicer House serves as the Park's Visitor Center, with the wings modernized to serve as classrooms and meeting areas. The four historic rooms: the hall, living room with cathedral ceiling, library and dining room, serve for gatherings and displays.

Certificate of Appropriateness 25-2

The Historic District Commission issued a Certification of Appropriateness for exterior maintenance and miscellaneous repairs based on Secretary of Interior's Standards #2, #5, and #6. The scope of work was based on the report from National Restoration, Inc., which included: repairing the front door and screen door; new shutter made to match originals; replace and repair glazing of individual windowpanes, where needed; replace broken glass; scrape, prep, and paint steel window frames; replace tiles in front entry with custom made tiles; fill in voids around window frames; install new plaster under eaves where missing; and apply limewash to two chimneys in a color to match house plaster.

Historic District Site No. 602 – Arthur Beckwith House – 31765 Franklin Fairway Street

Site Overview

The Arthur Beckwith House was built in 1960 by the firm of Meathe and Kessler. It reflects a style of "saw tooth" design that has been a signature of William Kessler, the designing member of the firm. After Philip Meathe and William Kessler separated, Kessler established his own firm. Mr. Kessler has received 131 awards for his designs.

Modern is a historic architectural style of which this house is a prime example. The house is divided into fifteen-foot bays with zones for bedrooms, entertaining, and family activity. The house has numerous sky lights and glass window walls that bring the outside in. The garden is mostly original and the original oriental pond in the back garden is self-sustaining.

Historic District Commission

The house has been presented in W. Hawkins Ferry's The Buildings of Detroit 1968, Detroit Free Press Photos September 1960 and House and Gardens, Winter 1991. It received the American Institute of Architects Twenty-Five Years Award in 1995. The Arthur Beckwith House is continually toured by architects and architectural students studying the "Modern Style."



Certificate of Appropriateness 25-3

The Historic District Commission issued a Certification of Appropriateness for demolition of existing detached accessory building (pool house) and construction of a new 192 sq. ft. accessory building based on Secretary of Interior's Standards #9 and #10.

Historic District Site No. 304 – John Pettibone House – 36400 W. 12 Mile Road

Site Overview

Judson Pettibone carved a lot out of his parents' farm and built a house in 1861. In 1867, he sold his property to his brother John B. Pettibone. John added a front section to the house in 1875 in the Gothic style.



The gingerbread-style Victorian house was sold out of the family in 1889 when John and his wife, Kate, moved to another farm.

Both John and Judson were children of Levi and Huldah Pettibone who migrated from Vermont in 1841 to Milford, where they had owned land since 1829. They came to Farmington in 1854.

From the rearview, the first house is evident. Evidence of the two houses can also be seen in the basement where the Michigan and cut stone basement are evident. There are two enclosed stairways in the house; the back one in the older section is steeper.

Certificate of Appropriateness 25-4

The Historic District Commission issued a Certification of Appropriateness for new freestanding monument sign based on Secretary of Interior's Standards #9 and #10.

Historic District Site No. 17 – Orville Botsford House – 24105 Locust Street

Site Overview

Built in 1860 by Orville Botsford of the pioneer Farmington Botsford family, this house has Greek Revival features.

The building is over a three-part basement: a Michigan cellar with cut stone walls on the east-end of the house, a log crawl space foundation is in the center and a cement block basement c. 1930 is on the west-end of the building.



Orville Botsford was 39 when he built this home on one of his properties. There he was a dairy farmer and raised horses. He had been in the business as the Botsfords were involved in community activities and businesses.

Orville had two wives; Mary Ann Eddy, his eighteen year old bride, who died shortly after the birth of their son in 1845 and Sophia Gage, with whom he had three children after they were married in 1849.

Earl Graser, the original radio Lone Ranger, lived in the house in the 1930's and did extensive remodeling. He was killed in an automobile accident in 1941 and Bruce Beemer replaced him on the radio, in the role of the Lone Ranger.

This house is near the border of the City of Farmington yet is very country-like on its one and one-quarter acres. The house is in Farmington Hills and the front yard is in Farmington. Ancient locust trees still exist on the property.

Certificate of Appropriateness 25-5

The Historic District Commission issued a Certification of Appropriateness for replacement of (2) banks of (3) windows and exterior window trim based on Secretary of Interior's Standards #5 and #9.

Certificate of Appropriateness 25-2A

The Historic District Commission issued a Certification of Appropriateness for minor like-for-like repairs to roof soffit and siding damaged from a recent fire through administrative delegation.

Historic District Site No. 504 – Kirby White House – 24200 Farmington Road

Site Overview

Kirby and Alice White and their five children moved into this Federalist Revival House in 1928. Kirby White was general manager, vice-president, and director of the Ferry-Morse Seed Company, which by the 1930's was the largest seed company in the United States.

The estate home was built for the Whites on five acres along Farmington Road and was designed by Marcus Burrowes who was a prominent architect in Detroit and Michigan. He designed public buildings for cities and houses for wealthy clients.

Historic District Commission

The Kirby White House has some unique architectural features. “Windy Hill”, as it was known, was built in the federalist style. The house is supported by steel beams, unusual for houses dating from the 1920’s. The Federalist Revival style features many gables, arches and bays.

Kirby White died in June 1933 and the family moved from their country estate to Birmingham, Michigan. A series of owners for the lovely estate were executives of Ford Motor Company. The Presbyterian Church purchased the property and house in 1956. The needs of the church for religious purposes caused the house to be moved a mile south on Farmington Road in 1993.



It has been adapted to its new location and carefully maintained.

Certificate of Appropriateness 25-6

The Historic District Commission issued a Certification of Appropriateness to install a 100 ft. wrought iron fence along the east lot line. The proposed fence will be 6 ft. in height in the side and rear yard and 3 ft. in height in the front yard. Work is consistent with Secretary of Interior’s Standards #2 and #10.

Certificate of Appropriateness 25-1A

The Historic District Commission issued a Certification of Appropriateness to install a generator in the side yard behind the fence, behind the house through admirative delegation.

Historic District Site No. 207 – Nehemiah Hoyt House – 36668 Howard Road

Site Overview

Built ca. 1851 as the residence of Nehemiah Hoyt, one of the early millers at the grist mill in Pernambuco or Sleepy Hollow.



This is a clapboard Michigan farmhouse over a stone foundation. It has a root cellar and narrow interior stairway. Some of the original windows are in the front of the house.

Certificate of Appropriateness 25-7

The Historic District Commission issued a Certification of Appropriateness to construct a 2nd floor (approximately 5 ft x 12 ft) addition on rear flush with back of house; to replace rotted exterior walls and roof materials to repair structural damage as needed; and to install new exterior trim and siding around entire house (existing siding to remain beneath). Approved LP Smartside cedar texture 38 series lap siding with overlap to match reveal or exposure of existing siding as much as possible. Work consistent with Secretary of Interior’s Standards #2, #5, and #10.

Certificate of Appropriateness 25-3A

The Historic District Commission issued a Certificate of Appropriateness for the installation of new shingle roof (IKO Cambridge Architectural Shingles), color “Dual Grey” through administrative delegation.

SELECTED HISTORIC DISTRICT COMMISSION ACTIVITIES IN 2025

Cemetery Monument Restoration

In Year 5 of the campaign to restore and preserve the City-owned Utley and West Cemeteries made significant progress in 2025. Restoration efforts focused on cleaning, releveling, and carefully excavating fallen grave markers to stabilize and protect these historic resources.

The West Cemetery now presents with virtually all the restorable markers repaired and upright. The historic storage building sports a new, secure roof.

Focus in 2025 moved to the Utley Cemetery with broken marker restoration executed by Carter Cemetery Preservation professionals and a Spring Work Day.

Carter professionals repaired eleven broken markers in July and August 2025.



On May 10, 2025, Boy Scout Troops 45 and 179 along with HDC Commissioners Emily Howard, Steve Olson, James Paulson, John Trafelet and City Council HDC Liaison Valerie Knol participated in a Spring Work Day at Farmington East and Utley Cemeteries. Troop 45 lifted and relevelled five tombstones, cleaned the wood shake roof of the cemetery shed, and treated with DR biologic. Troop 179 lifted and relevelled thirteen tombstones. These volunteer efforts contributed meaningfully to the ongoing preservation of the City’s historic cemeteries.



The transition to less frequent and more gentle hand-mowing of the turf has been an unqualified success, resulting in less damage to markers and turf. Under DPW management, a refined purchasing process – for the professional repair of broken & damaged markers – has been undertaken.

In 2026, we will host workdays in Spring and Fall with the Boy Scout Troops continuing to work on releveling tilted and fallen markers. Ongoing repair of broken markers (some 30+ have been identified for repair in Utley over the next couple of years) by professionals. We will also continue our focus on restoration of turf to correct earlier damage.

Spicer House – Community Open House and Tour

On May 20, 2025, the Historic District Commission hosted a public open house and tour of the Spicer House (Site No. 508), offering a “preservation-in-progress” experience at this English country-style residence built in 1926. The event highlighted ongoing and future preservation efforts, including the demonstration of an alternative wood shake roof



product and a preview of plans to relocate the Heritage and History Center to the Spicer House. Designed as an informal, presentation-free gathering, the open house provided attendees with the opportunity to engage directly with current volunteer HDC Commissioners and discuss the property’s plans and significance. The event was well received, with attendance exceeding 30 community members.

Oakewood Cottage – 100th Anniversary Open House and Tour

On August 2, 2025, Historic District Commission Commissioner Ken Klemmer hosted a public celebration marking the 100th anniversary of Oakewood Cottage / Edward Beals House (Site No. 511) and the Oaklands Subdivision. The event highlighted the architectural significance of the property and honored noted architect Emily Butterfield (1884–1958). More than 120 community members attended throughout the day, with several small-group tours offered to provide insight into the home’s history and design. The informal celebration included ice cream and fostered strong community engagement in the appreciation of local historic resources.

**CITY OF FARMINGTON HILLS
PLANNING COMMISSION MEETING
31555 W ELEVEN MILE ROAD
FARMINGTON HILLS, MICHIGAN
JANUARY 15, 2026, 7:30 P.M.**

CALL MEETING TO ORDER

The Planning Commission Regular Meeting was called to order by Chair Trafelet at 7:30 p.m.

ROLL CALL

Commissioners present: Aspinall, Brickner, Countegan, Lindquist, Mantey, Stimson, Trafelet, Ware

Commissioners Absent: Grant

Others Present: City Planner Mulville-Friel, Staff Planner Mellem, Planning Consultant Tangari (Giffels Webster), Staff Engineer Alexander, City Attorney Schultz

APPROVAL OF AGENDA

MOTION by Aspinall, support by Stimson, to approve the agenda as published.

Motion passed unanimously by voice vote.

REGULAR MEETING

A. LOT SPLIT 3 AND 4, 2025 (FINAL)

LOCATION: 28500 Oak Crest Dr. and 0 Rockridge Lane
PARCEL I.D.: 22-23-01-177-025 & 027
PROPOSAL: Combining two parcels then split into four parcels within RA-1, One Family Residential District
ACTION REQUESTED: Lot split approval (final)
APPLICANT: Jason M. and Lauryn M. Curis
OWNER: Jason M. and Lauryn M. Curis

City Planner Mulville-Friel introduced this request for a lot split, explaining that the subject properties consist of two existing lots, which the applicants propose to combine and then split into four parcels within the RA-1, One Family Residential District. The proposal had previously been reviewed by the Planning Commission at the October 16, 2025 meeting and was denied, based on the proposed parcels not meeting the minimum lot width requirements of the zoning ordinance. Three of the four proposed parcels did not meet the required minimum width of 100 feet.

Referencing the September 23, 2025 Giffels Webster review memorandum, Planning Consultant Tangari explained that after being denied by the Planning Commission on October 16, the applicants sought and obtained the required variances from the Zoning Board of Appeals at its December 9 2025 meeting. The variances addressed lot width only; there were no lot area deficiencies.

City Attorney Schultz explained that lot splits are governed by the Michigan Land Division Act rather than the zoning ordinance. Under the Act, the Planning Commission is required to approve land divisions that meet statutory and ordinance requirements. With the granted variances, the

requested parcels now conform to zoning standards. The remaining discretionary issue for the Planning Commission involves the depth-to-width ratio of the proposed parcels. While the parcels are narrow at the road frontage, they widen toward the rear and function more like standard lots rather than traditional flag lots. The Commission is permitted to exercise discretion in determining whether this configuration is acceptable.

Attorney Schultz further explained that issues discussed at the Zoning Board of Appeals related to a pedestrian pathway were not relevant to the Planning Commission's decision on the lot split. Matters concerning the pathway and any related easements fall under agreements between the City Council and the original landowner – the school district – and are not criteria for discussion under the Land Division Act or the City's land division ordinance.

Commissioner Mantey stated that from a planning perspective, City Council should evaluate the current public use of the pathway before vacating any easement. He also asked how the continued existence of the footpath easement would affect the building envelope.

Planning Consultant Tangari explained that setbacks are measured from property lines, not easement boundaries. However, for the sake of privacy, a builder or property owner would most likely voluntarily choose to locate a home a distance from the pathway.

Planning Consultant Tangari noted that the building envelopes shown on the plan were incorrect. However, building envelope compliance would be reviewed during future zoning review when homes are proposed. Again, this did not affect the Planning Commission's authority to approve the lot split.

Referencing p. 4 of the Giffels Webster letter, Planning Consultant Tangari addressed compatibility with surrounding parcels, which is a required consideration for lot split approval. This proposal results in lots that exceed the 3:1 depth to width ratio and may only be approved if relief is granted by the Planning Commission. The configuration of the proposed wedge-shaped lots, located on a cul-de-sac, is typical for cul-de-sac frontage. The proposed parcel sizes range from approximately 2.53 acres to 3.97 acres, which is consistent with surrounding properties that range from approximately 2.65 acres to 11 acres. The relative closeness of proposed driveways is a consideration due to the narrow frontage, but each parcel has more than 50 feet of frontage, which provides adequate space for driveway placement despite being less than the standard 100-foot width.

Motion by Brickner, support by Countegan, that Lot Split 3 and 4, 2025 (Final), dated October 24, 2024, submitted by Jason M. and Lauryn M. Curis, BE APPROVED, because it appears to meet the applicable provisions of Chapter 34, "Zoning," and Chapter 27, "Subdivision of Land" of the City Code and will result in land parcels generally compatible with surrounding parcels in the vicinity; and that the City Assessor be so notified. The approval is SUBJECT TO THE FOLLOWING CONDITIONS AND DETERMINATIONS:

- 1. A variance from the required minimum lot widths for parcels 1, 2, and 3 that was approved by the Zoning Board of Appeals at their meeting held December 9, 2025, and therefore the proposed lots conform to the Zoning Ordinance.**

2. The Planning Commission finds that the parcels are generally consistent with surrounding lots on the cul-de-sac as to area, width, and depth-to-width ratio.
3. Taking into account the nature of the proposed residential use of the land and the existing use of land in the vicinity, and the Commission's finding that the parcels are consistent with surrounding lots and the fact that the parcels front on a cul-de-sac but are otherwise of significant size and proportionate shape, the Commission grants relief from Section 27-59 of the General Code, which indicates a typical standard of a 3:1 depth-to-width ratio.
4. The Commission finds that since the properties will be used for single-family residential, traffic from these properties will be minimal, and that the potential for vehicular conflicts from the placement of the driveway is minimal.
5. Revisions to the proposed parcel split (Certificate of Survey, dated October 24, 2024), to address all outstanding issues identified in Giffels Webster's September 23, 2025 review, to the reasonable satisfaction of the City Planner, and all outstanding issues identified in the City Engineer's September 24, 2025 interoffice correspondence, to the reasonable satisfaction of the City Engineer.

Motion passed unanimously by voice vote.

B. PLANNING COMMISSION 2025 ANNUAL REPORT

ACTION REQUESTED: Adoption of report

After discussion, and to provide greater consistency with the summary narrative statement in the second paragraph on p. 6 that "*Parking amendments focused on reducing overall requirements for many uses while also providing additional mechanisms for reducing or waiving requirements as part of the plan approval process,*" the Commission reached consensus to add clarifying language to the description of ZTA 3, 2025, to describe the scope of the parking amendments contained within the text amendment, including reductions in parking for multifamily and office uses, greater flexibility to waive parking requirements based on demonstrated need, and other parking changes as adopted.

MOTION by Countegan, support by Aspinall, that the draft 2025 Planning Commission Annual Report be adopted, with the following change:

- To add clarifying language to the description of ZTA 3, 2025 (p. 7), to more fully describe the scope of the parking amendments in the OS-4 District contained within the text amendment, as discussed above.

Motion passed unanimously by voice vote.

APPROVAL OF MINUTES December 18, 2025, Regular Meeting

MOTION by Stimson, support by Ware, to approve the December 18, 2025 Regular Meeting minutes as submitted.

Motion passed unanimously by voice vote.

PUBLIC COMMENT

Eugene Greenstein, Olde Franklin Drive, spoke regarding pedestrian connectivity within the neighborhoods surrounding the land split discussed this evening. He described the long-standing ability

for residents to walk and bicycle through multiple adjoining subdivisions using internal pedestrian connections rather than main roads, due to the easements provided by the school through the subject parcel. Mr. Greenstein referenced Planning Commission discussion from the October 16 meeting in which the importance of maintaining or reconfiguring pedestrian connections between cul-de-sacs to enhance walkability and neighborhood connectivity was identified as a sound planning practice, and he identified two pedestrian easements affected by the current request: a partially obstructed pedestrian and bicycle easement between Oakcrest Court and Franklin Fairway, and a proposed pedestrian easement connecting the Rockridge Lane cul-de-sac to the existing pathway system.

Mr. Greenstein stated that the Franklin Fairway easement is obstructed by a large tree and brush, and that the Rockridge Lane easement has not been constructed and contains large mature trees. Removal of mature trees would be inappropriate and rerouting a path around the trees would exceed the width of the recorded easement. Mr. Greenstein noted that the easement area is intended to remain wooded under prior agreements and suggested an alternative pedestrian route along the outer edge of the existing parking lot adjacent to the wooded area, which would be more visible, safer, and would avoid impacts to the wooded area. He also noted that construction of any pedestrian connection would require City involvement.

Mr. Greenstein again referenced the prior planning discussion in 2024 identifying the importance of a functional pedestrian easement and stated that neighboring residents raised similar concerns at the December 9, 2025 Zoning Board of Appeals meeting.

He requested that neighborhood connectivity concerns be addressed and a workable pedestrian solution be identified in conjunction with consideration of the current request. He also requested clarification regarding the appropriate forum for residents to raise planning-related concerns involving pedestrian connectivity.

Commissioners discussed Mr. Greenstein's remarks:

- The existing pedestrian easement is a public easement held by the City across private property and has never been formally improved. There is no obligation for the City to improve or maintain it, and any decision to do so would be a City Council matter through the capital improvement process.
- Any decisions regarding modification, relocation, or vacation of the pedestrian easement would fall under the authority of City Council and City Administration, not the Planning Commission or Zoning Board of Appeals.
- Future development on the affected parcels must respect the recorded easement, and structures or improvements cannot encroach upon it.

COMMISSIONER/STAFF COMMENTS

- Commissioner Brickner wished Jeri Labelle well in her retirement. Jeri has been the Planning Commission's guide for many years, and she will be missed.
- City Planner Mulville-Friel introduced Staff Planner Kirsten Mellen.

ADJOURNMENT

**MOTION by Stimson, support by Mantey, to adjourn the meeting.
Motion passed unanimously by voice vote.**

The meeting ended at 8:20pm.

Respectfully submitted,
Kristen Aspinall,
Planning Commission Secretary

/cem

**MINUTES
CITY OF FARMINGTON HILLS
PLANNING COMMISSION REGULAR MEETING
31555 W ELEVEN MILE ROAD
FARMINGTON HILLS, MICHIGAN
JANUARY 22, 2026, 6:00 P.M.**

CALL MEETING TO ORDER

Chair Trafelet called the meeting to order at 6:00 p.m.

ROLL CALL

Commissioners Present: Brickner, Countegan, Lindquist, Mantey, Stimson, Trafelet

Commissioners Absent: Aspinall, Grant, Ware

Others Present: City Planner Mulville-Friel, Staff Planner Mellem; Police Chief Piggot, Assistant Police Chief Moore, Police Captains Gloria and Kelly; Fire Chief Unruh, Fire Marshall Baloga, Deputy Fire Chief Olszewski; Director of Central Services Aranowski, IT Manager Lee, Senior System Analyst Barth, Senior Buyer Lumpkin; Director of Special Services Schnackel; Director of Public Services Rushlow, City Engineer Saksewski, DPW Superintendent Schueller

APPROVAL OF AGENDA

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

Motion passed unanimously by voice vote.

REGULAR MEETING:

A. CAPITAL IMPROVEMENTS PLAN (CIP) 2026/2027 THROUGH 2031 – 2032

ACTION REQUESTED: Set for Public Hearing

The Capital Improvements Plan (CIP) is a strategic planning tool for the City’s capital needs over a 5 year period. The CIP is not a budget but rather is a comprehensive document that includes the major programs and projects the various departments would like to accomplish over the next five years. The CIP is updated annually and is provided to City Council to use as a guide during the budget process.

Department Directors reviewed the capital improvement accomplishments of the 2025/2026 year and laid out their desired capital projects for 2026/2027. A complete detail of the information is provided in the Capital Improvements Plan 2026/2027 - 2031/2032, which after approval and adoption will be available at the City Manager’s Office.

The following minutes provide a short summary of 2026/2027 requests by department.

POLICE DEPARTMENT

Police Chief Piggot, Assistant Police Chief Moore, and Police Captains Gloria and Kelly were present on behalf of the Police Department.

Chief Piggott reviewed the accomplishments of the past year, highlighting that all required computer equipment for CLEMIS upgrades was successfully purchased, and that project has been completed.

Current CIP Requests include:

- Replacement Body Armor: Police officer ballistic vests have a five-year life expectancy, and over 54 officers have body armor that will expire this year, at a cost of approximately \$64,800. The department intends to pursue available federal grants to potentially offset a portion of the cost.
- Workstations/Office Furniture: Workstation office furniture and a mobile command post have appeared in prior CIP requests, but have not yet been approved at the city manager level. Last year, the department explored replacing carpeting, desks, and office furniture. However, after a space assessment it was determined that facility space limitations would not allow for additional workstations to accommodate new personnel. As a result, the department chose to pause the purchase and conduct building studies to determine whether future investment would be prudent before proceeding with the purchase of the replacement items. The office furniture request is therefore rolled into the 2026/2027 year, with an estimated cost of \$173,000.
- Mobile Command Post: The Mobile Command Post vehicle has been in service for 24 years and needs replacement. The estimated total for this project is \$450,000.
- Next Generation 911 System: The current system, Emergency Call Works (ECW), has been in use for over five years, has reached end-of-life status, and will no longer be supported by Motorola after the end of 2026. Oakland County is transitioning to a new system known as Carbyne. The upgrade will require significant investment in the dispatch center, with a total project cost of \$423,996.38. The first year payment will be \$150,637.76, with annual payments of \$68,339.65 for years two through five.
- Motorola P25 Radio System Dispatch Position Upgrade: The dispatch center was previously remodeled and built to support six workstations, but only five workstations were fully equipped due to budget constraints. Increased dispatch activity levels involving police, fire, Farmington Public Safety, and special events justify the need for a sixth fully equipped workstation. The estimated cost for this upgrade is \$146,995.
- Grappler Vehicle Apprehension System: Vehicle pursuits are increasing, and PIT maneuvers can result in damage and liability. The Grappler system uses a nylon band deployed to stop fleeing vehicles by capturing a wheel, which brings the vehicle to a safe and controlled stop. The system can only be installed on full-frame vehicles, and the department is proposing equipping 12 full-framed vehicles to evaluate effectiveness and liability reduction. Cost would be \$85,000.

Commission Questions and Discussion

Commissioner Trafelet asked about dispatch call volume. Chief Piggott stated that the combined dispatch center handles over 78,000 calls for service annually, including police, fire, and Farmington Public Safety. Police calls average approximately 51,000 annually, fire calls range from approximately 17,000 to 18,000, and Farmington Public Safety averages approximately 11,000 calls per year. The department no longer provides dispatch for Franklin or Bingham Township.

Chief Piggott discussed future planning considerations related to Oakland Community College (OCC). Significant investment is occurring at the OCC Farmington Hills campus, which may become a 24-hour campus. OCC currently contracts with the Oakland County Sheriff's Department for dispatch services. However, 911 calls originating at OCC are routed to the city's dispatch center, creating potential

coordination challenges due to different radio systems. OCC's dispatch contract expires in 2027, and discussions are anticipated in the 2026 budget year regarding the possibility of the city providing dispatch services to OCC, which would increase call volume and further justify the sixth workstation.

In response to questions about new facilities being proposed at the OCC campus, Chief Piggott stated that plans include a three-sheet ice rink, a field house, relocation of athletic services to the Farmington Hills campus, potential on-campus housing, and related commercial uses such as a restaurant and hotel. The city already provides after-hours law enforcement backup due to OCC's limited overnight police presence.

In response to questions about the asset forfeiture fund. Chief Piggott reported a combined federal and state forfeiture balance of approximately \$2.5 million. Forfeiture funds are limited to law enforcement purposes and cannot be used to supplant the regular operating budget. The department attempts to spend these funds prudently and views them as a resource for items that cannot be accomplished through the normal budget process.

FIRE DEPARTMENT

Fire Chief Unruh, Fire Marshall Baloga, and Deputy Fire Chief Olszewski were present on behalf of the Fire Department.

The department experienced the busiest year in its history, with 14,121 total runs. The department also recorded its busiest year for fires, responding to 137 fires of varying intensity.

Chief Unruh provided a recap of approved projects, current status, and upcoming requests:

- A state-funded Emergency Operations Center (EOC) was constructed as an addition to Fire Headquarters. The EOC is designed to manage both man-made and natural disasters affecting the city.
- The department is exploring plans for the EOC to serve as a backup facility for Oakland County, as well as several smaller surrounding communities that have expressed interest due to logistical challenges associated with using the county facility in Waterford.
- One ambulance is currently under construction in Columbus, Ohio. Delivery is anticipated in late February, with deployment shortly thereafter. This unit will be designated as Squad 3 and assigned to Station 3 at Grand River and Middlebelt.
- One fleet vehicle is pending delivery.
- The department is in the process of placing 21 new mobile data computers into service. The project was originally budgeted at \$170,000 and was completed approximately \$30,000 under budget. The mobile data computers integrate directly into fire department vehicles and provide access to computer-aided dispatch and mapping systems. The devices are used on scene, including during ambulance runs, for patient care reporting. Reports are transmitted to the cloud and received by emergency room staff while care is still being provided. The units eliminate the need for paper reporting, allow patients to sign waivers electronically, support insurance billing, and are designed to be water resistant and durable.
- Bay floor refurbishment at all five fire stations is planned once weather conditions allow, with completion expected by June.
- An engine purchased in the 2024–2025 budget year is expected to be completed and placed into service around September or October.

Current CIP requests include:

- Replacement of the current battalion chief vehicle, which is several years old and nearing 100,000 miles.
- Purchase of two replacement squads.
- Purchase two utility vehicles to replace existing fleet vehicles.
- Refurbishment and replacement of all turnout gear extractors and washers.

Commission Questions and Discussion

In response to questions, Chief Unruh provided the following information:

- Chief Unruh confirmed that the aging population, growth in assisted living facilities, and broader demographic changes are contributing factors to the increased runs. He explained that an increasing number of residents do not have primary care physicians and rely on emergency rooms for healthcare, resulting in increased demand for emergency medical transportation.
- One EMT unit is being added in the current year, and two additional units are being requested for the coming year. He explained that some existing squads, such as Squad 7 and Squad 8, are not currently staffed and serve as reserve units.

Chief Unruh also discussed challenges associated with diesel-powered ambulances, noting issues related to emissions systems and sensor failures that can lead to extended downtime. The department plans to try gasoline-powered engines in future ambulance purchases.

CENTRAL SERVICES (TECHNOLOGY)

Director of Central Services Aranowski, IT Manager Lee, Senior System Analyst Barth, and Senior Buyer Lumpkin were present on behalf of the Department of Central Services.

Director Aranowski reviewed in detail the accomplishments of the 2026/2027 year as listed in the CIP document.

Current CIP requests include:

- Infrastructure and software enhancements to support various departmental initiatives
- Upgrade more than 25 servers and associated software licenses to improve performance, compliance, scalability, and support.
- Upgrade primary file storage
- Complete a full city website redesign; the last major update occurred in 2021.
- Evaluate replacement of outdated POTS telephone lines and hardwired alarm systems.
- Paging system (emergency alert and general paging) will alert employees and residents in and around the buildings.
- Assess upgrading on-premise LaserFiche software versus migrating to a cloud-based platform.
- Implement a comprehensive paging and notification system in public-facing city buildings for emergency alerts.
- Explore acquisition of new financial reporting, performance management, and transparency software in coordination with the Finance Department.
- Continue evaluating potential smart city initiatives, including wayfinding, electronic signage, and smart pole deployments.

- Continue the ongoing installation of video cameras at strategic locations to enhance public safety and situational awareness.

Commission Questions and Discussion

In response to questions, Director Aranowski said that:

- Budget preparation is underway. The department enjoys strong support from City Council, the Mayor, and the City Manager for technology investments.
- Video camera feeds for 13 city facilities are transmitted and stored via connected fiber through AT&T Fibernet.

SPECIAL SERVICES (PARKS AND RECREATION)

Director of Special Services Schnackel was present on behalf of the Special Services Department.

Director Schnackel explained that City Council had approved an interlocal agreement with Oakland County Parks related to Heritage Park recreation. The agreement is potentially a 30-year renewable agreement and includes a one-time \$4 million payment to the City following a six-month planning period.

The City is currently in the planning phase, developing a Park Operations and Maintenance Plan to define City and County responsibilities, capital investment roles, and long-term operations. The City will retain ownership of Heritage Park, with consideration of a name change to “Heritage Oaks.”

The interlocal agreement could result in more than \$10 million in long-term capital investment at Heritage Park, allowing City park millage funds to be redirected to other parks. The agreement is expected to return to City Council for review and approval by the end of March, with a transition period to follow.

The department continues efforts to reduce its nearly \$6 million annual draw from the general fund by pursuing partnerships, sponsorships, fee adjustments, and cost reductions. For instance, the City received a \$500,000 State of Michigan grant for the Heritage Park playground project, which was previously included in the capital plan. The playground project is the first phase and includes improved parking and other improved accessibility features.

The Heritage Park splash pad is beyond its useful life and is anticipated to be addressed as part of the Oakland County partnership.

All previously approved capital projects and equipment purchases for the fiscal year are either completed or in progress and expected to be completed before year end.

Current CIP requests are listed in the CIP document, and include:

- Vehicles, equipment and infrastructure for parks, golf, and ice arena: \$1,904,000
- Acquisition of park land: \$1,500,000
- Costick Center/Senior Center: \$30,000,000
- Continued updates to the HAWK

Commission Questions and Discussion

In response to questions, Director Schnackel provided the following:

- Heritage “Oaks” Park will continue to be owned by the City.
- Regarding the proposed new Oakland Community College ice arena, the City does not anticipate negative impacts to the City’s ice arena, due to the different levels of hockey programming and the ongoing collaboration with OCC.
- Regarding the Costick Activity Center, the Sports Facilities Company was contracted by the City beginning in March 2022 to analyze Special Services operations including the Costick Activity Center. A 60-page report was provided to City Council outlining strategic recommendations. The Costick Activity Center, constructed in 1963, is no longer receiving capital investment and is being maintained to continue operations while future options are evaluated. City Council approved moving forward with architectural and engineering analysis and issuance of an RFP to study the Hawk campus for a potential location for the replacement of the Costick Activity Center. Two potential locations on the Hawk campus are under consideration: the former baseball field area and the existing softball field. The study will evaluate feasibility, cost, site impacts, and design considerations for a new activity center of approximately 30,000 to 40,000 square feet. The new facility would be smaller, more efficient, and fully modernized, and would continue to support meetings, exercise classes, swimming, pickleball, and group programming.
- The Meals on Wheels kitchen would be included in the new facility. The program currently serves more than 300 meals per day and supports identification of vulnerable, homebound seniors during emergencies. Both Meals on Wheels and congregate meal programs have continued to grow since the pandemic.
- Discussions are occurring between Oakland County and the developer of the Boys and Girls Club site, involving approximately 14 to 15 acres on the northern portion of the site being utilized as a park.
- The City participates in the Nine Line corridor initiative, a non-motorized mobility network connecting multiple communities. Oakland County is providing planning assistance and funding to explore park access and trail connections along the corridor. Farmington Hills participates in quarterly meetings related to the Nine Line and has a limited but strategic segment connected near I-275. The project focuses on improving connections between cities and parks by creating continuous, safe routes for bicycles, strollers, and pedestrians. Enhancements address gaps where sidewalks or bike paths previously ended, improving overall corridor continuity.

PUBLIC SERVICES (Sidewalks, Transportation, Sewer/Water/Drainage, and DPW Equipment)

Director of Public Services Rushlow, City Engineer Saksewski, and DPW Superintendent Schueller were present on behalf of the Public Services Department.

Director Rushlow reviewed significant accomplishments/completed projects of the 2025/2026 year as listed in the CIP document. He pointed out ongoing construction of the Gateway Interchange Project at I-696 and Orchard Lake Road, including landscaping and signage. Foundations for the signage were installed in late November, with work now paused due to winter conditions. The project includes large LED-backlit letters spelling “Farmington Hills,” mounted on architectural walls, programmable for color changes.

Also in progress:

- Repairs and resurfacing of exterior wood soffits at city facilities where needed.

- Trailer-mounted emergency generator that can be transported to facilities that don't have a standby on-site emergency power generator.
- Replacement of the permanent on-site generator at the DPW facility due to end of useful life.
- Replacement of deteriorating permeable brick pavers in City Hall parking areas; replacement will maintain permeable design consistent with LEED standards.

City Engineer Saksewski provided "before" and "after" photographs of major road projects completed in the 2025/2026 fiscal year.

Current CIP requests are listed in the CIP document, and include:

Citywide Facilities Improvements (32 city buildings)

- Replacement of fire alarm systems in multiple City buildings.
 - Roof repairs and replacements at DPW facilities.
 - HVAC system replacements at various City buildings.
 - Repair or replacement of the City Hall elevator due to frequent breakdowns.
 - Continued implementation of electric vehicle charging stations as previously planned.
- Discussion followed with no consensus reached: Should this line item (\$50K/year) be continued? The City is not using electric vehicles, and the production of EV vehicles is shifting more to hybrid. It is not the City's responsibility to provide free charging to the general public. On the other hand, only 3 charging locations are proposed for the City Hall campus. Perhaps the line item should remain but be zeroed out in some years.

Sanitary Sewer

- Continuing pipeline rehabilitation program
- New lift stations, including adjacent to the new Robertson Brothers development (Sarah Fisher property). The new pump station will include a permanent on-site backup generator.

Water Main: Westbrooke Manor No. 2, 3, 4 subdivisions water main replacement

Sidewalks:

- Sidewalk installations in conjunction with road construction projects.
- Farmington Road east side from Glen Muer to 14 Mile.

Old Franklin Walkway Discussion:

Commissioner Mantey spoke regarding a resident request related to an unimproved walkway easement through wooded property near the former Old Franklin school site. The walkway easement was granted to the City in 2018 when the school property was sold. The property is now proposed for lot split and residential development, raising questions about preservation and improvement of the walkway.

Engineer Saksewski pointed out that the item had been listed in the CIP sidewalk table since 2022 as a future project, without a specific year. Commissioners discussed concerns regarding use of public funds for improvements on private property, long-term maintenance obligations, and potential neighborhood conflicts. No consensus or action was taken regarding this issue.

Engineer Saksewski reviewed planned 2026/2027 major road projects, local road reconstruction projects, and local road rehabilitation project candidates.

Major road projects:

- Farmington Road from 10 Mile to 12 Mile is planned as a preventive maintenance project involving heavy overlay to extend roadway life. The project includes approximately \$2 million in federal funding secured through the Oakland County Federal Aid Committee.
- Farmington Road from 13 Mile to 14 Mile is identified as the worst roadway segment in the City and is scheduled for major reconstruction. Approximately \$2 million in federal funding has also been secured for this segment.

Local road reconstruction projects include Greencastle Subdivision, identified as a high-priority rehabilitation project. Richland Gardens Subdivision Phase 2 is planned following completion of Phase 1 storm sewer improvements. Gravel road conversion is planned for Rockshire, and reconstruction is planned for the Rhonswood/Fendt area.

Local road rehabilitation project candidates include Kimberly Gardens, Reserves at Woodcreek, and Cass Road south of 9 Mile Road. These projects will be bid together, with final selection dependent on bid pricing and available funding.

DPW Superintendent Schueller provided an overview of recent and planned Department of Public Works fleet and equipment purchases, as listed in the CIP document. Proposed 2026/2027 equipment replacement will total approximately \$1,720,000 and includes:

- Two 10-yard dump trucks.
- Refurbish existing equipment
- Replacement of a hydro seeder used for ditch restoration and grading work.
- Replacement of the sign shop truck with a boom for street sign installation.
- Replacement of mechanical and vacuum street sweepers.

Additional Commissioner Questions and Discussion:

Commissioner Mantey brought up the following points:

- Why was the Tuck Road bridge project placed within the drainage category? Staff clarified that the structure conveys drainage beneath Tuck Road and is classified as a bridge by the State of Michigan due to span length, despite appearing as a roadway.
- The Commission had discussed the county-owned detention pond at 13 Mile and Farmington Roads during the CIP review last year. The pond is not maintained and is an eyesore, when the area outside the fence could be used as a small recreation area with benches, etc. It had been suggested that installing a stage gauge in the pond area could measure water that is in the basin for any period of time. Staff reported no progress on this installation, noting again that this is a county-owned facility, and the detention basin is currently restricted to drainage purposes only.
- The City recently adopted a public art ordinance requiring certain developments to contribute to an art fund. Public Services should be a part of this effort, as medians and rights-of-way along major corridors such as Orchard Lake Road, Twelve Mile Road, and Grand River Avenue would provide public visibility for art installations. Public art can also be functional, as applied to bus shelters, bicycle racks, and other streetscape elements.

- It was suggested that a line item placeholder or a narrative reference to public art be included in the CIP to acknowledge future expenditures and planning considerations. The CIP could acknowledge the public art ordinance and encourage future coordination among departments without committing funding amounts.
- The Master Plan placed emphasis on enhanced transit amenities, including bus shelters. Commissioner Mantey noted that he had discussions with SMART regarding interest in expanding bus shelters, noting that coordination with the City is necessary to leverage available funding. Commissioners acknowledged that these items are reflected in the Master Plan but are not currently included as funded projects in the CIP. These priorities should be referenced in the CIP narrative as planning considerations/long-term goals.

Sidewalk Snow Removal Policy:

Director Rushlow explained that City policy, based on guidance from the City Attorney and City Council, limits municipal sidewalk snow removal due to increased liability exposure. The City currently contracts for limited sidewalk clearing along Twelve Mile Road, primarily on the north side between Farmington Road and Halsted Road. Sidewalk clearing typically occurs when snowfall exceeds four inches.

Master Plan Transportation Map and CIP Coordination:

- Commissioner Mantey referenced the Transportation Master Plan. Map 7.5 identifies approximately 20 targeted pedestrian and bicycle path improvements. He encouraged stronger alignment between the Master Plan and the CIP, noting that some improvements could be incorporated into future capital planning requests. City Engineer Saksewski said that he used the map as a reference when evaluating road projects and identifying opportunities to close gaps, and several items from the Transportation Master Plan are already addressed through existing or planned CIP projects.
- Commissioners and staff discussed the multi-community Nine Line Corridor project, where the City is exploring replacement of sidewalks with a dedicated asphalt non-motorized path to improve safety and regional connectivity. The proposed path would connect the I-275 trailhead eastward toward downtown Farmington. The project is envisioned as a joint effort between the City of Farmington Hills and the City of Farmington, with plans to pursue state Transportation Improvement Program funding as a regional project, which will also include a connection to Shiawassee Park.

Farmington Road Reconstruction and Sidewalk Scope:

Commissioners discussed sidewalk improvements associated with the Farmington Road reconstruction between Thirteen Mile and Fourteen Mile Roads. The project will focus on filling an existing sidewalk gap from Glenmuer to Fourteen Mile Road with standard five-foot concrete sidewalks. The project does not include widening or conversion to a bike path for this segment.

Further discussion included:

- The potential to connect via a non-motorized pathway Heritage Park to downtown Farmington.
- Prioritizing the needs of seniors, who need to walk in their own neighborhoods (including along Farmington Road), but who also need to have benches available along the way. Could benches be placed in rights-of-way? Or alternatively, could property owners be asked if the City could provide a bench along the sidewalks but outside the right-of-way?
- Could functional art elements be placed within the right-of-way?
- Commissioners Mantey and Stimson advocated for wider sidewalks or multi-use paths to accommodate pedestrians and cyclists, noting that many cyclists currently use sidewalks due to

traffic conditions. Staff clarified that sidewalks narrower than ten feet cannot be designated as multi-use paths under current standards and that widening sidewalks presents challenges including right-of-way limitations and impacts on trees.

- Commissioner Stimson noted that overgrown vegetation make some sidewalks impassable.

Chair Trafelet asked whether federal transportation funds could be rescinded. Staff reported that recent discussions with MDOT and SEMCOG indicated funding remains assumed but uncertain due to changing state and federal revenue streams. Approximately \$4 million in federal funding has been secured for the two major 2026–2027 road projects, and right now the assumption is those funds are in place to go forward.

Chair Trafelet closed discussion and indicated he was ready to entertain a motion.

MOTION by Brickner, support by Stimson, to set Capital Improvements Plan 2026/2027 through 2031/2032 for public hearing at the Planning Commission’s next available meeting.

Motion discussion:

Commissioner Countegan said he opposed the inclusion of Sidewalk project #12, Rock Ridge to Oak Crest Drive, as he believed this represented public funding for a project on private land.

This item will remain part of the CIP draft for consideration at the public hearing.

Motion passed unanimously by voice vote.

PUBLIC COMMENT:

None

COMMISSIONER’S COMMENTS:

None

MOTION by Brickner, support by Lindquist, to adjourn the meeting.

Motion passed unanimously by voice vote.

The meeting adjourned at 8:40pm.

Respectfully submitted,
Kristen Aspinall
Planning Commission Secretary

/cem