

AGENDA
PLANNING COMMISSION SPECIAL MEETING
CITY OF FARMINGTON HILLS
FEBRUARY 15, 2024 @ 6:00 P.M.
FARMINGTON HILLS CITY HALL – COMMUNITY ROOM
31555 W. ELEVEN MILE ROAD, FARMINGTON HILLS, MICHIGAN 48336
www.fhgov.com
(248) 871-2540

REGULAR MEETING BEGINS AT 7:30 P.M. IN CITY COUNCIL CHAMBER

- 1. Call Meeting to Order**
- 2. Roll Call**
- 3. Approval of Agenda**
- 4. Master Plan Study**
 - A. Review Draft Master Plan**
- 5. Public Comment**
- 6. Commissioner Comments**
- 7. Adjournment**

Respectfully Submitted,

Marisa Varga, Planning Commission Secretary

Staff Contact
Erik Perdonik, AICP
City Planner, Planning and Community Development Department
(248) 871-2540
eperdonik@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.

AGENDA
PLANNING COMMISSION PUBLIC HEARING/REGULAR MEETING
CITY OF FARMINGTON HILLS
FEBRUARY 15, 2024 @ 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. [ONE-FAMILY CLUSTER OPTION QUALIFICATION 1, 2023](#)

LOCATION: South side of Folsom Road, between Parker Avenue and Lundy Drive
PARCEL I.D.: 22-23-34-252-019, 020, 021, 022, 023, 024, 025, 026, 027, 028, 030, 031, 032, 033, 034, and 043
PROPOSAL: Qualification of sixteen (16) parcels for construction of single-family homes within RA-3, One Family Residential zoning district via One-Family Cluster Option
ACTION REQUESTED: Qualification of One-Family Cluster Option
APPLICANT: Forest at Riverwalk Development, LLC
OWNER: Forest at Riverwalk Development, LLC

B. [2024/2025 THROUGH 2029/2030 CAPITAL IMPROVEMENTS PLAN](#)

ACTION REQUESTED: Adoption of plan

5. Regular Meeting

A. [REZONING REQUEST ZR 1-1-2024](#)

LOCATION: 31118 Orchard Lake Road
PARCEL I.D.: 22-23-02-103-025
PROPOSAL: Rezone eastern portion of one (1) parcel from P-1, Vehicular Parking to B-3, General Business zoning district
ACTION REQUESTED: Set for Public Hearing
APPLICANT: Mannik & Smith Group, LLC
OWNER: Hannawa-Lahser Rd Development, LLC

B. [HISTORIC DISTRICT COMMISSION 2023 ANNUAL REPORT](#)

ACTION REQUESTED: Acceptance of report

C. [PLANNING COMMISSION 2023 ANNUAL REPORT](#)

ACTION REQUESTED: Adoption of report

6. Approval of Minutes

January 18, 2024, Special Meeting, January 18, 2024, Regular Meeting, and January 25, 2024, Regular Meeting (CIP)

7. Public Comment

8. Commissioner/Staff Comments

9. Adjournment

Respectfully Submitted,

Marisa Varga, Planning Commission Secretary

Staff Contact

Erik Perdonik, AICP

City Planner, Planning and Community Development Department

(248) 871-2540

eperdonik@fhgov.com

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One-Family Cluster Option Qualification 1, 2023

Suggested motion for APPROVAL:

I move to make a preliminary determination that One-Family Cluster Option 1, 2023, dated October 13, 2023, submitted by Forest at Riverwalk Development, LLC, meets the following qualification standard(s) as set forth in Section 34-3.17.2.B. of the Zoning Ordinance (***state which standards are met in motion***), permitting a maximum density of 2.6 units per acre, and that it be made clear to the applicant that final granting of the One-Family Cluster Option is dependent upon a site plan to be approved by the City Council following review and recommendation by the Planning Commission.

If a determination is made to permit a maximum density of 3.9 units per acre, add the following to the motion:

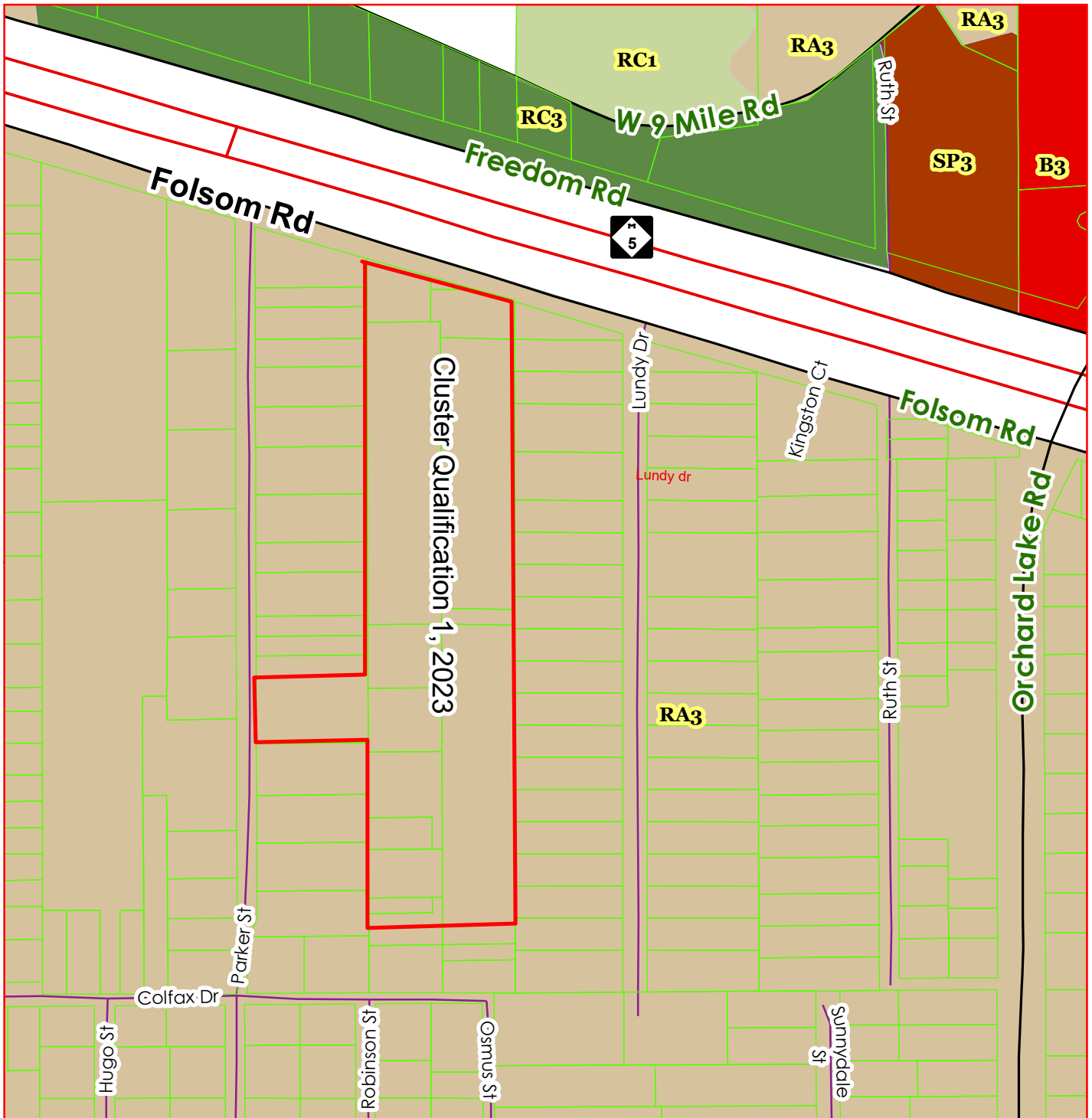
I further move that the site meets the following standard(s) of Section 34-3.17.2.A.ii.: (1) the parcel is located in a transition area, (2) impacted by nonresidential uses, (3) impacted by traffic on a major or secondary thoroughfare, or (4) other similar conditions, (***state which of the four (4) standards are met in motion***) and qualifies for a maximum density of 3.9 units per acre permitted under Section 34-3.17.2.A.ii, and that it be made clear to the petitioner that final granting of the One-Family Cluster Option is dependent upon a site plan to be approved by the City Council following review and recommendation by the Planning Commission.

Suggested motion for DENIAL:

I move to make a preliminary determination that One-Family Cluster Option 1, 2023, dated October 13, 2023, submitted by Forest at Riverwalk Development, LLC, does NOT meet the One-Family Cluster Option qualification standards set forth in Section 34-3.17.2.B.i. – viii. of the Zoning Ordinance.

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**Cluster Q 1, 2023, S. side of Folsom Rd.,
between Parker and Lundy Dr. 34-252-019 thru 034 and 043
Qualification of 16 parcels in RA-3**



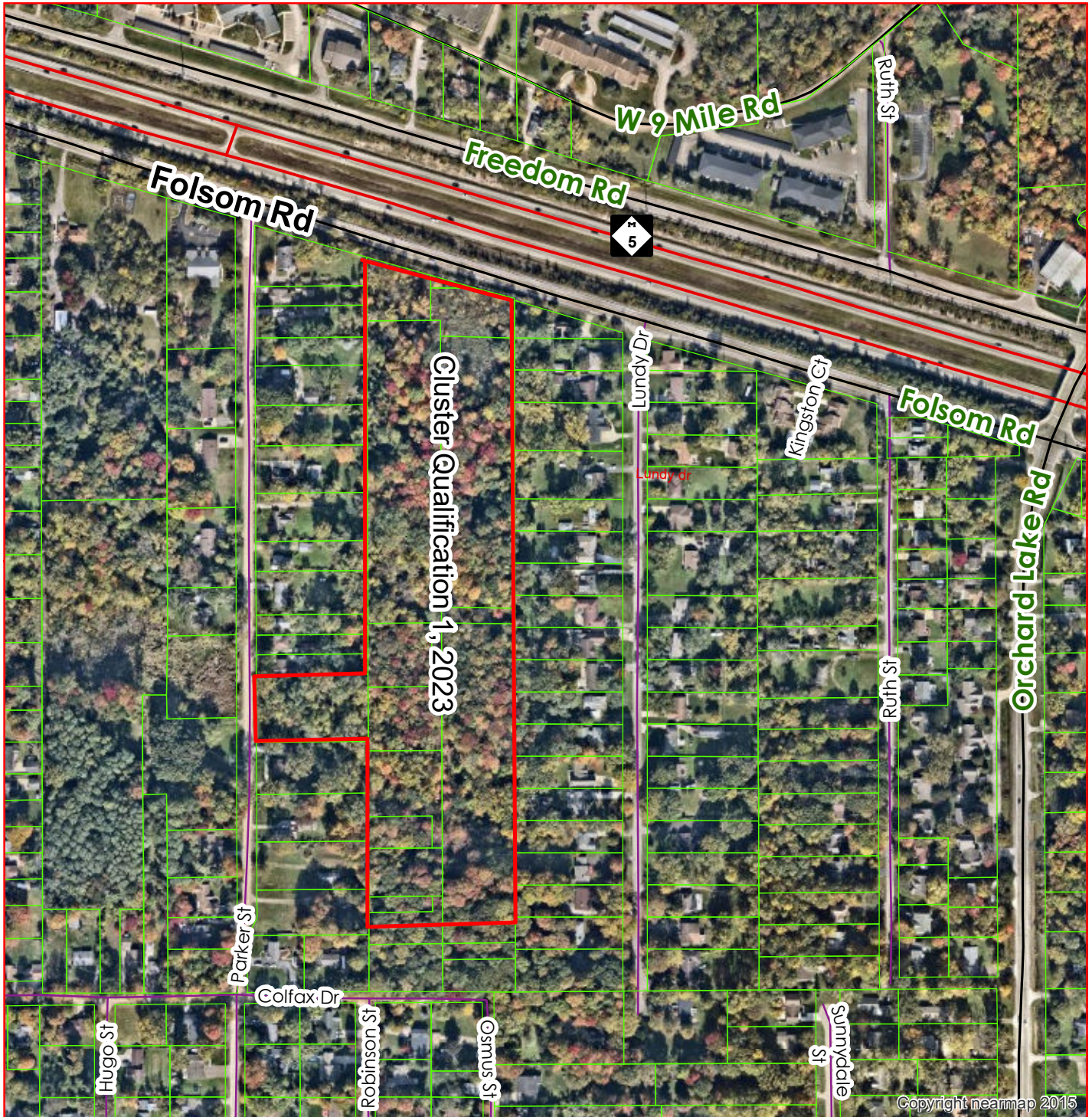
Tax parcel	RA-3 One Family Residential District
Minor roads	RC-1 Multiple Family Residential
Zoning Districts	RC-3 Multiple Family Residential
Zoning Districts	SP-3 Special Purpose District
B-3 General Business District	

FEET

SOURCE: City of Farmington Hills, 2022
Oakland County GIS, 2022

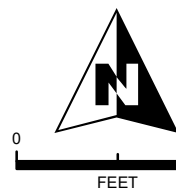
DISCLAIMER: Although the information provided by this map is believed to be reliable, its accuracy is not warranted in any way. The City of Farmington Hills assumes no liability for any claims arising from the use of this map.

Cluster Q 1, 2023, S. side of Folsom Rd.,
between Parker and Lundy Dr. 34-252-019 thru 034 and 043
Qualification of 16 parcels in RA-3



Planning Division

- Tax parcel
- Minor roads



SOURCE: City of Farmington Hills, 2022
Oakland County GIS, 2022

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.

February 6, 2024

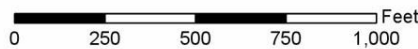
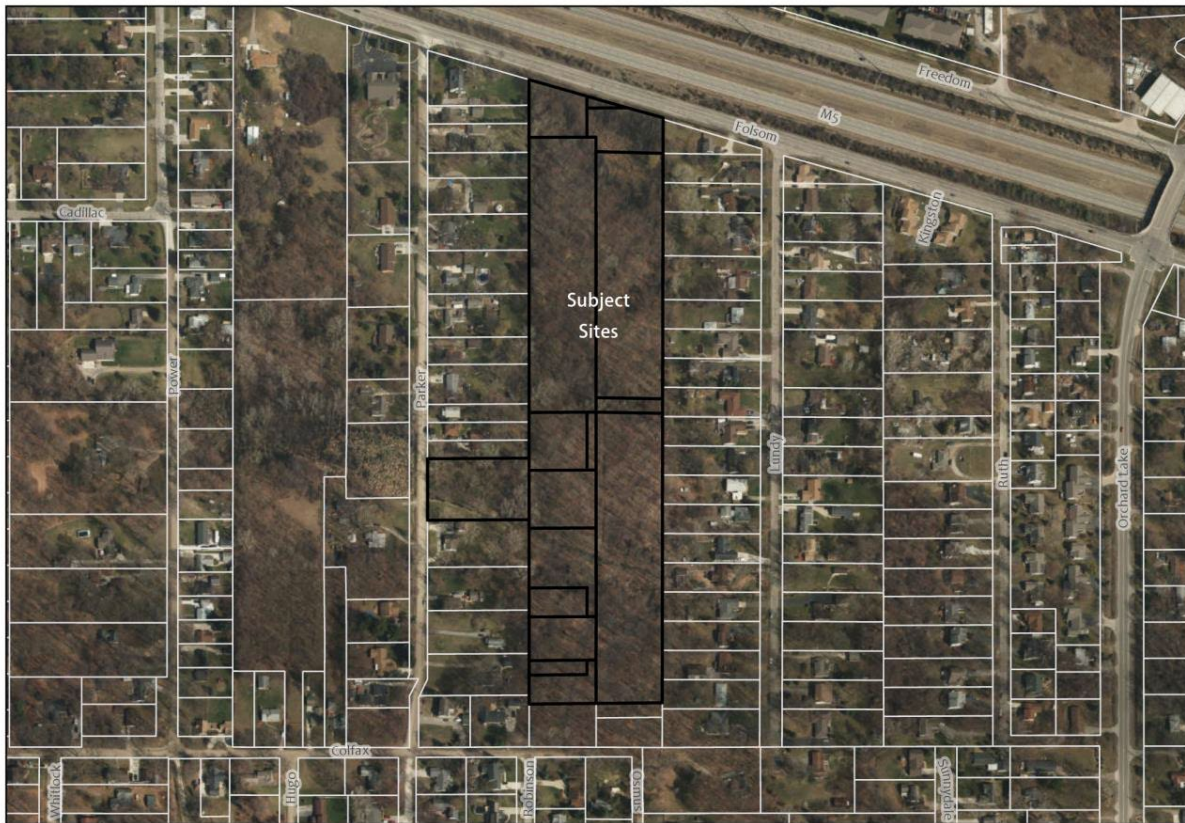
Farmington Hills Planning Commission
31555 W 11 Mile Rd
Farmington Hills, MI 48336



Preliminary Cluster Qualification

Case: Cluster Qualification 1, 2023
Site: Vacant Folsom Rd; 16.3 acres (all or parts of 16 parcels)
Applicant: Forest at Riverwalk Development
Application Date: 1/18/2024
Zoning: RA-3 Single Family

We have completed a review of the application for cluster qualification referenced above and a summary of our findings is below. Items in **bold** require specific action by the Applicant.



SUMMARY OF FINDINGS

Existing Conditions

1. **Zoning.** The parcel is zoned RA-3 Single Family Residential.

2. **Existing site.** The subject property is located south of M-5 between Farmington Road and Orchard Lake Road. The property runs from M-5 south to Colfax Road, which is 8 ½ Mile. The existing site is entirely undeveloped and heavily wooded, with several areas of wetland. It consists of all or part of 16 separate parcels. Generally, it is a trapezoid connecting Folsom to Colfax, though one small portion juts westward and fronts on Parker Street, and the lots connecting the site to Colfax are kept as outlots and not part of the proposed cluster. The total acreage of the site is 16.29 acres. 2.47 acres is right-of-way, leaving 13.83 net acres.
3. **Adjacent properties.**

Direction	Zoning	Land Use
North	M-5	M-5
East	RA-3	Single Family Homes
South	RA-3	Single Family Homes
West	RA-3	Single Family Homes

4. **Site configuration and access.** The site is accessible from Folsom Road and Parker St.

Cluster Qualification:

Under Section 34-3.17 One Family Cluster Option, the Planning Commission may make a determination that the site qualifies for a One Family Cluster based on the following criteria and procedures.

2. Conditions for qualification:

- A. Qualification for the cluster option shall be based on two (2) findings by the planning commission with final density dependent upon whether or not the site qualifies under both findings:
- i. First, the planning commission shall find that the parcel will qualify for the cluster development option as defined in Section 34-3.17.2.B.i-viii. Development would be at the single family densities permitted in subsection 34-3.17.3.A. This finding must be made in all cases.
Section 34-3.17.2.B.i-viii is addressed below. Section 34-3.17.3.A permits 2.6 units per acre for a One Family Cluster in the RA-3 district under this item.
 - ii. Second, the planning commission may additionally find that the parcel is located in a transition area or is impacted by nonresidential uses or traffic on major or secondary thoroughfares or other similar conditions. If the planning commission makes such a finding, it may permit an increase in density up to the maximum densities established in subsection 34-3.17.3.B.
Subsection 34-3.17.3.B. permits up to 3.9 units per acre in the RA-3 district under this item. The parcel is surrounded by single family development.

The applicant has shared basic plans showing the subdivision of the land for a cluster development. Under standard i. above, 42 units are available on 16.3 acres. Standard ii. would permit up to 63 units. The plans show 38 units. As noted above, the site contains extensive woodland and wetland; some lots impact wetlands; EGLE permits and off-site mitigation may be required. The planning commission may wish to postpone a determination on qualification until EGLE review can be completed if this is the case.

Section 34-3.17.2.B.i-viii. "The planning commission may approve the clustering or attaching of buildings on parcels of land under single ownership and control which, in the opinion of the planning commission, have characteristics that would make sound physical development under the normal subdivision approach impractical because of parcel size, shape or dimension or because the site is located in a transitional use area or the site has natural characteristics which are worth preserving or which make platting difficult. In approving a parcel for cluster development, the planning commission shall find at least one of the following conditions to exist:"

- i. The parcel to be developed has frontage on a major or secondary thoroughfare and is generally parallel to such thoroughfare and is of shallow depth as measured from the thoroughfare.
- ii. **The parcel has frontage on a major or secondary thoroughfare and is of a narrow width, as measured along the thoroughfare, which makes platting difficult.**
- iii. The parcel is shaped in such a way that the angles formed by its boundaries make a subdivision difficult to achieve and the parcel has frontage on a major or secondary thoroughfare.
- iv. A substantial portion of the parcel's perimeter is bordered by a major thoroughfare which would result in a substantial proportion of the lots of the development abutting the major thoroughfare.
- v. A substantial portion of the parcel's perimeter is bordered by land that is located in other than an RA district or is developed for a use other than single-family homes.
- vi. **The parcel contains a floodplain or poor soil conditions which result in a substantial portion of the total area of the parcel being unbuildable.**
- vii. The parcel contains natural land forms which are so arranged that the change of elevation within the site includes slopes in excess of ten (10) percent between these elevations. These elevation changes and slopes shall appear as the typical feature of the site rather than the exceptional or infrequent features of the site. The topography is such that achieving road grades of less than that permitted by the city would be impossible unless the site were mass graded. The providing of one-family clusters will, in the opinion of the planning commission, allow a greater preservation of the natural setting.
- viii. **The parcel contains natural assets which would be preserved through the use of cluster development. Such assets may include natural stands of large trees, land which serves as a natural habitat for wildlife, unusual topographic features or other natural assets which should be preserved.**

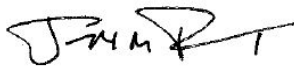
We have bolded the items of this subsection that may apply to this parcel; determinations on vi. and viii. must be based on written documentation and plan illustrations. The Planning Commission must find that at least one of these conditions exists in order to qualify the property for the One Family Cluster Option. Notably, the design of the plan does not appear to preserve two areas of wetland. Note that preliminary qualification is not a guarantee of approval of the cluster site plan.

Conceptual Plan:

1. **Summary of Concept Plan.** A concept plan showing 38 lots was submitted with the application; this number of units is permitted on 16.3 acres under the cluster option. The plan shows road connections to Folsom Road and Parker Street. A large area of wetland is shown at the southern end of the property; a portion of this enters lots 18-21. Lots 13-15 and 24-26 also include portions of a second wetland area. Conceptual plans show street trees and screening trees at the margins of the project, as well as some landscaping of the retention basin. Full review of a cluster site plan will occur during the next stage of the approval.
2. **Master Plan.** The property is designated Single Family Residential on the Future Land Use Map. It does not fall into any Special Residential Planning Areas, nor any other special study areas. Surrounding properties have the same designation.
3. **Residential Densities Map.** The residential densities map designates this land as medium density. This category includes the RA-3 and RA-4 districts.

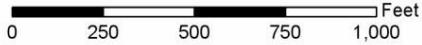
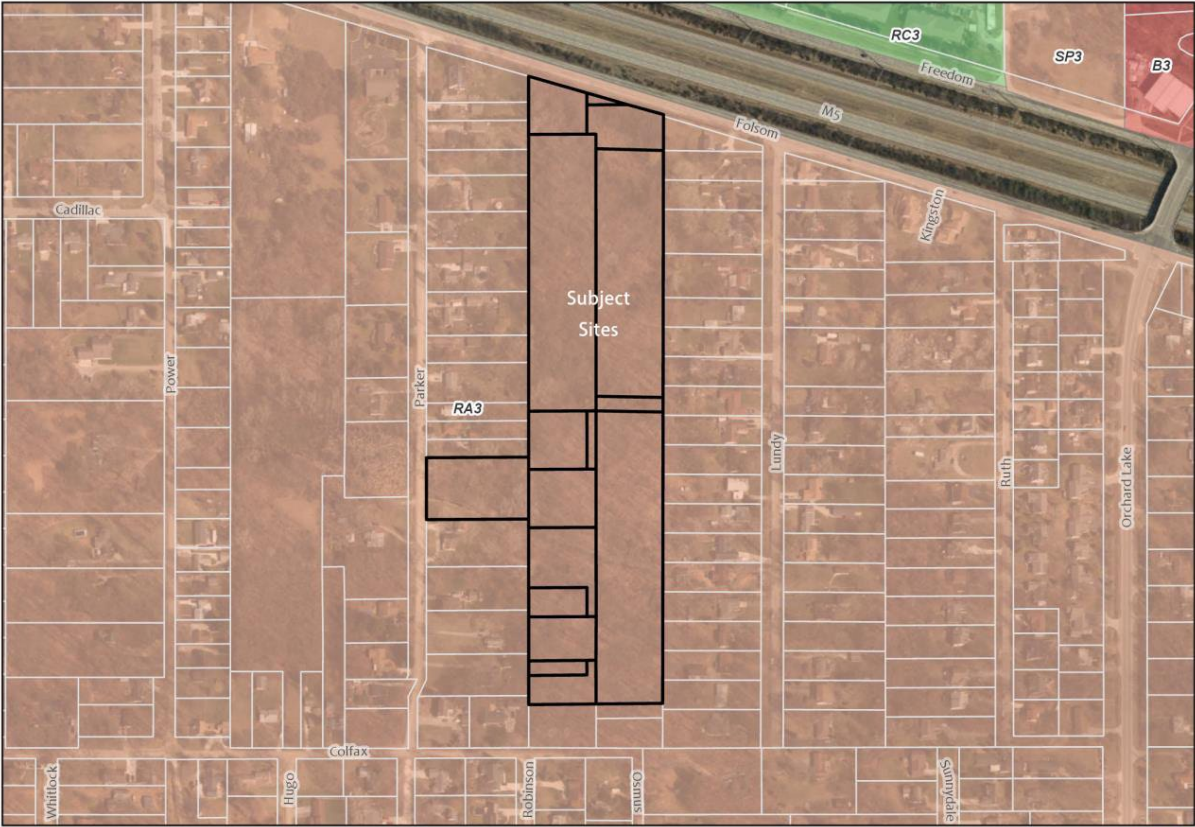
We are available to answer questions.

Respectfully,
Giffels Webster

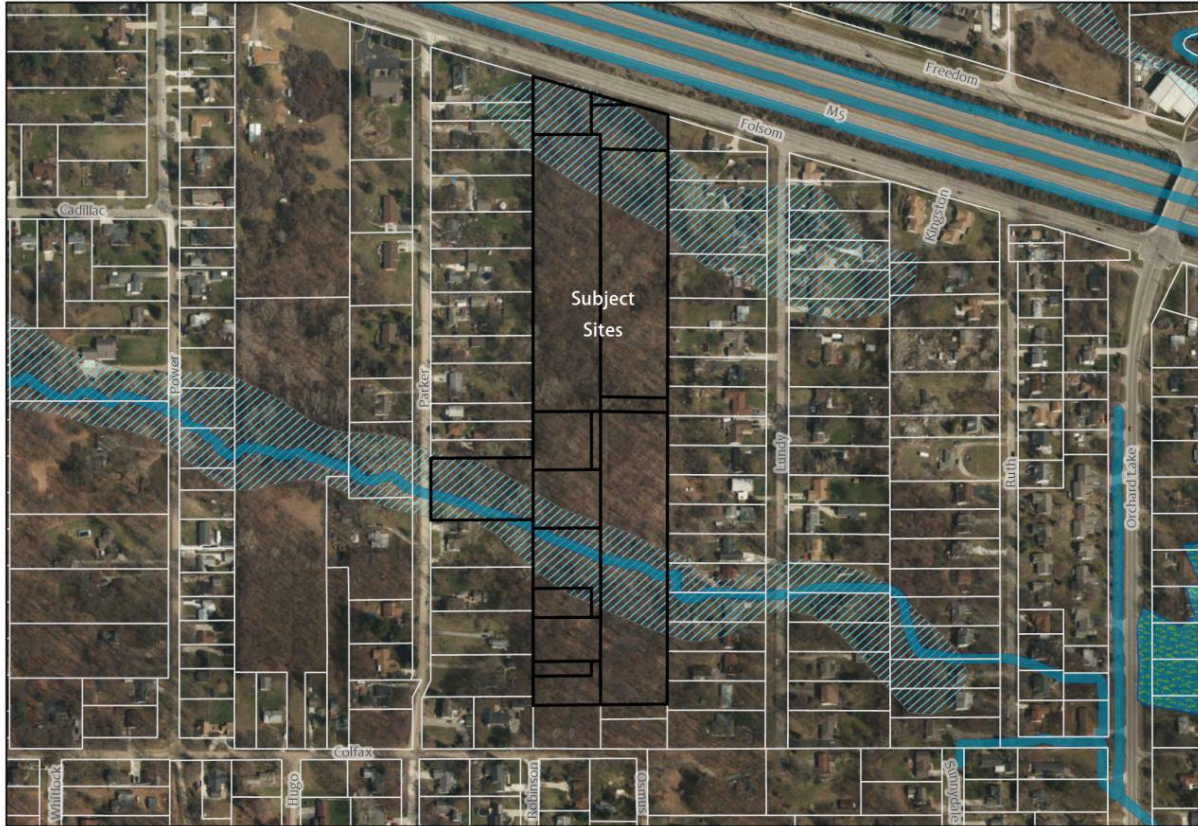


Joe Tangari, AICP
Principal Planner

Zoning



giffels
webster
May 28, 2019



- HYDRIC SOILS
- WETLANDS
- SURFACE WATER



giffels
webster
June 04, 2019

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DEPARTMENT OF PUBLIC SERVICES
KAREN MONDORA, P.E., DIRECTOR

INTEROFFICE CORRESPONDENCE

DATE: January 30, 2024
TO: Planning Commission
FROM: James Cubera, City Engineer
SUBJECT: SP Cluster Q 1-2024
The Forest at Riverwalk
Part of N.E. ¼ of Section 34
PJ#34-19-58, 22-23-34-252-019-036 & 043

This office has performed a preliminary review of the above referenced site plan submitted to the Planning Department on January 18, 2024. Our preliminary comments are as follows:

1. A 10-inch sanitary sewer with a manhole exists at the south end of Lundy and can provide ultimate sanitary sewer service for this development. The proponent must extend an 8-inch line thru the vacated Colfax right of way and continue thru the existing street portion of Colfax and extend it northward to service the site. This is shown on the preliminary plan. Within the site an 8-inch public stub must be provided to Parker Street approximately 180 feet west of the northwest property corner of unit 21. Throughout the design basement gravity service must be provided for.
2. A 16-inch water main exists on the south side of Folsom Road and an 8-inch water main exists on the west side of Parker Street. In addition, an 8-inch water main exists along the north side of Colfax Street between Osmus and Robinson. The proponent has identified a looped water main connection to the 16-inch water main and a connection into the 8-inch line on Parker Street. This is appropriate.
3. A public sidewalk must be provided along the Folsom Road frontage of this site. This walk shall be placed such that the south walk line is 1 foot north of the ultimate right of way. The plans need to identify this.

Along with the above we note that the proponent is proposing a public sidewalk within the development's internal right of way for portions of the proposed development. Should this walkway be provided, it must be extended and tied into the required walk on Folsom Road.

4. Acceleration and deceleration tapers will be required for the curb cut to Folsom Road. The plans need to identify this. This will require a minimum 100-foot accel taper and a 100-foot deceleration taper. The geometrics of these can be discussed

and finalized by the City traffic engineer at the time of construction plan submittal for permits.

5. The plans identify a north/south road which ultimately extends westward with a 90-degree bend tying into Parker Street. This is appropriate. It must be a public roadway. The plans do identify a 60 foot right of way. This is appropriate. In addition, we note that the plans identify the connection to Parker Street. This is a required permanent access and will necessitate that the apron tying into the gravel Parker Street be a paved apron per City standards.
6. With the road system being provided for this development, we note that it will be a public road and it must be built to public road standards. This includes a 27-foot-wide pavement section with 24-inch concrete curb and gutter and continuous edge drain along both sides of the curb. The plans must also include, as a minimum, catch basins every 350 feet along the road system. The pavement must be designed with a minimum of 5 inches of asphalt and 8 inches of 21AA limestone as a base. Note that a geo tech report must be provided substantiating that this site will meet minimum engineering requirements for road design. The proponent must address how much undercut is anticipated and how it will be addressed.
7. The plans identify an unnamed stream running through the southern portion of the site. It is our understanding this is a regulated wetland and that the stream itself may be regulated by EGLE. The plans indicate that a consultant has preliminary identified the wetlands. The plans need to further identify the limits of the flood plain and obtain EGLE approval prior to moving forward with the development with the City. It appears that the southern section of this development including units 16-22 as well as the detention area may be impacted by the wetlands/100-year flood plain. The proponent will need to verify how this will be addressed.
8. The plans identify a detention basin with a forebay at the southeast corner of the site. A detailed design has not been provided. Our office notes that storm water detention and discharge restriction must be provided for in accordance with the City of Farmington Hills Engineering standards. The City requires a minimum of 1.65 of detention over the gross are of the site as well as discharge being restricted to 0.2 cfs per acre.

In addition, it should be noted that the City has recently adopted the County storm water standards that address detention restriction, and storm water quality. These too must be addressed. We suggest that the proponent contact Tyler Sonoga, City's Environmental Engineer at 248-871-2533 to discuss specifics on how to best accommodate this and still meet EGLE requirements.

Storm water discharge appears to be directed to the stream at the southeast corner of the site. Calculations must be provided identifying how the discharge will not negatively impact the downstream area.

9. We have previously met with the developer of this site. Many of our concerns have been discussed. We suggest that once a more detailed plan is designed, we sit down and go over the plan together in further detail.

10. Our office notes that the developer currently owns property abutting the south development line and which extends to Colfax. This property may be developed in the future. It should be noted that in any development of that property, the lot split ordinance will require dedication of the ultimate right of way and extending of utilities across and thru the parent parcels. The proponent needs to ensure that the off-site acreage is sufficient in size to be developed without the need for any variances that may be impacted by right-of-way dedication. They need to also be aware of addressing utility requirements.

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INTEROFFICE CORRESPONDENCE

DATE: February 5, 2024
TO: Planning Commission
FROM: Jason Baloga, Fire Marshal
SUBJECT: Cluster Qualification 1-2023; for Public Hearing
(The Forest at Riverwalk)

The Fire Department has no objection to approval of this proposed plan contingent upon compliance with the following requirements:

1. A hydrant shall be added on the East side of Parker Road near the entrance to the Subdivision.
2. Roads shall be constructed pursuant to Engineering and Site Plan ordinance requirements.

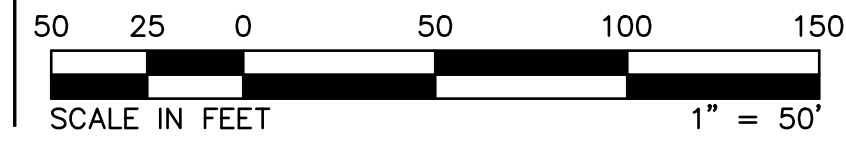
A handwritten signature in blue ink, appearing to read 'Jason Baloga', is positioned above the printed name.

Jason Baloga, Fire Marshal

JB/al

THE FOREST AT RIVERWALK

PART OF THE NORTHEAST 1/4 OF SECTION 34
TOWN 1 NORTH, RANGE 9 EAST
CITY OF FARMINGTON HILLS, OAKLAND COUNTY, MICHIGAN



PROPERTY DESCRIPTION:

COMMENCING AT THE EAST 1/4 CORNER OF SECTION 34, TOWN 1 NORTH, RANGE 9 EAST; THENCE ALONG THE EAST AND WEST 1/4 LINE OF SAID SECTION 34 S89°51'30"W 1267.44 FEET TO THE SOUTHWEST CORNER OF "FARMINGTON VIEW SUBDIVISION" AS RECORDED IN LIBER 63 OF PLATS, PAGE 2, OAKLAND COUNTY RECORDS, THENCE CONTINUING ALONG SAID EAST AND WEST 1/4 LINE S89°51'30"W 368.85 FEET TO THE SOUTHEAST CORNER OF "SUPERVISOR'S SUBDIVISION NO. 6, OF THE J.D. PARKER'S ALLOTMENT" AS RECORDED IN LIBER 58 OF PLATS, PAGE 14, OAKLAND COUNTY RECORDS; THENCE ALONG THE EAST LINE OF SAID SUBDIVISION N00°03'03"E 166.00 FEET TO THE POINT OF BEGINNING, THENCE CONTINUING ALONG SAID LINE N00°03'03"E 463.81 FEET TO THE SOUTH LINE OF THE NORTH 170 FEET OF LOT 126 OF SAID SUPERVISOR'S SUBDIVISION NO. 6; THENCE ALONG SAID LINE S89°51'43"W 279.81 FEET TO THE EAST LINE OF PARKER STREET (50 FEET WIDE); THENCE ALONG SAID LINE N00°04'16"E 170.00 FEET TO THE NORTH LINE OF SAID LOT 126; THENCE ALONG SAID LINE N89°51'43"E 279.75 FEET TO THE EAST LINE OF SAID SUPERVISOR'S SUBDIVISION NO. 6; THENCE ALONG SAID LINE N00°03'03"E 1045.57 FEET TO THE SOUTH LINE OF FOLSOM ROAD (WIDTH VARIES); THENCE ALONG SAID LINE S73°36'50"E 385.04 FEET TO THE WEST LINE OF SAID "FARMINGTON VIEW SUBDIVISION"; THENCE ALONG SAID LINE S00°04'20"W 1569.85 FEET; THENCE S89°51'30"W 368.91 TO THE POINT OF BEGINNING CONTAINING 14.8621 ACRES OF LAND AND BEING SUBJECT TO EASEMENTS AND RESTRICTIONS OF RECORD AS THEY MAY AFFECT SAID LAND.

SITE DATA

ZONING: RA-3
MINIMUM LOT AREA: 10,000 SF
MINIMUM AVERAGE PER SUBDIVISION: 12,500 SF
MINIMUM LOT WIDTH: 80 FT.
LOT COVERAGE: 35% MAX.

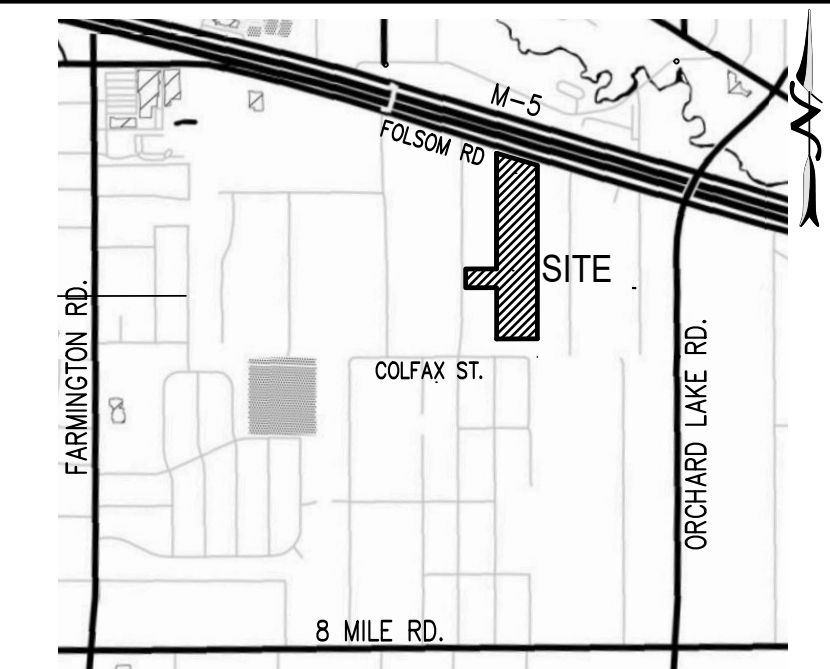
EXISTING: RA-3
10,000 SF
12,500 SF
80 FT.
35% MAX.

PROPOSED: RA-3, CLUSTER OPTION
6,600 SF
8,857 SF
55 FT.
35% MAX.

MINIMUM YARD SETBACKS:
FRONT: 30 FT.
REAR: 35 FT.
SIDE: 8' ONE SIDE
20' TOTAL TWO

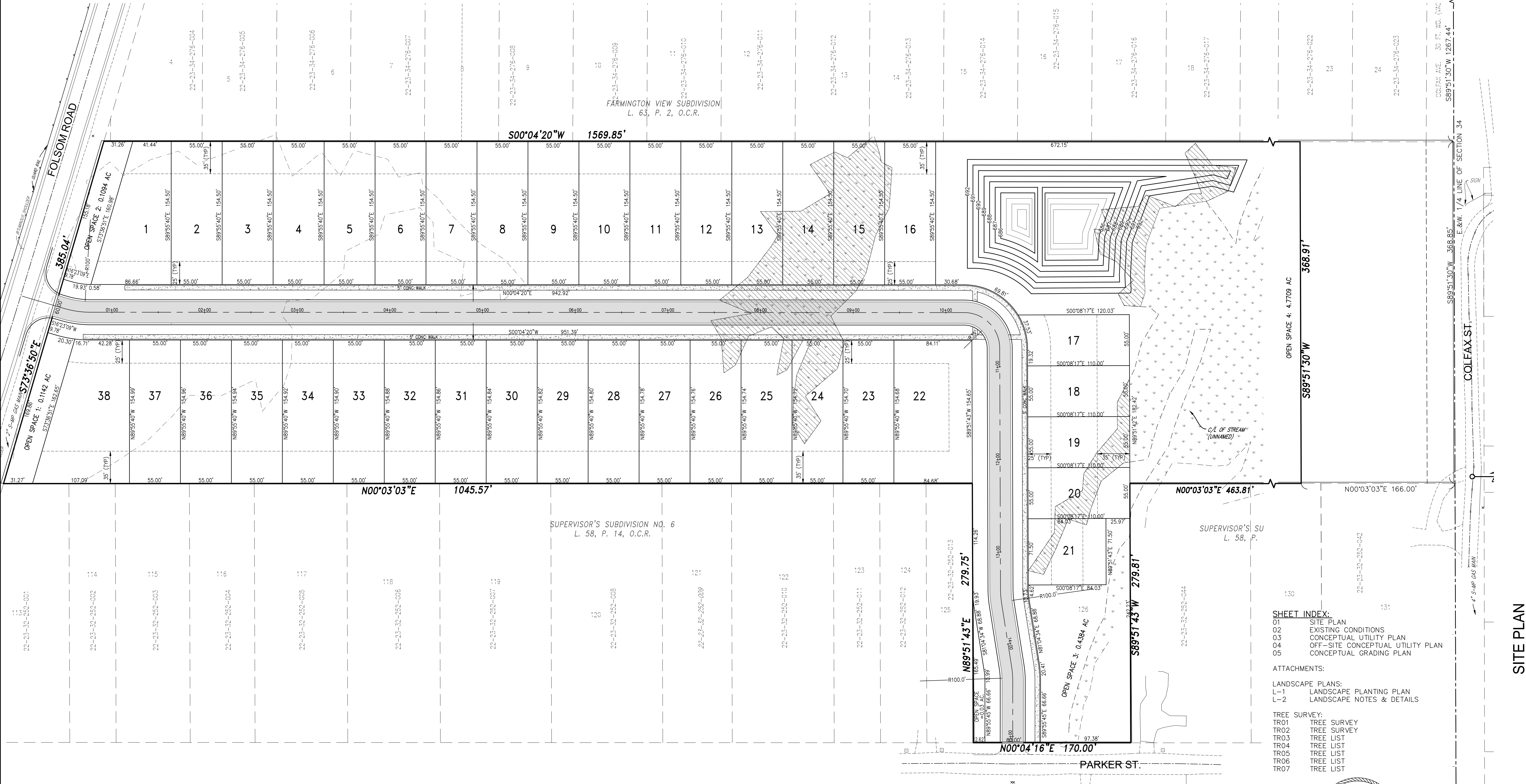
SITE AREA: 14.8621 ACRES
UNITS PROPOSED: 38 UNITS
DENSITY: 2.56 UNITS/ACRE

OPEN SPACE: 5.43 ACRES
5.43 / 14.8621 = .366 ~ 36.6%



VICINITY MAP
NOT TO SCALE

E. 1/4 CORNER
SEC. 34,
T.1N., R.9E.



- SHEET INDEX:**
- 01 SITE PLAN
 - 02 EXISTING CONDITIONS
 - 03 CONCEPTUAL UTILITY PLAN
 - 04 OFF-SITE CONCEPTUAL UTILITY PLAN
 - 05 CONCEPTUAL GRADING PLAN

- ATTACHMENTS:**
- LANDSCAPE PLANS:
L-1 LANDSCAPE PLANTING PLAN
L-2 LANDSCAPE NOTES & DETAILS

- TREE SURVEY:**
- TR01 TREE SURVEY
 - TR02 TREE SURVEY
 - TR03 TREE LIST
 - TR04 TREE LIST
 - TR05 TREE LIST
 - TR06 TREE LIST
 - TR07 TREE LIST



CENTER OF
SEC. 34,
T.1N., R.9E.

SITE PLAN

THE FOREST AT RIVERWALK

SITE PLAN
PART OF THE N.E. 1/4 OF SECTION 34, T.1N., R.9E.
CITY OF FARMINGTON HILLS, OAKLAND COUNTY, MICHIGAN

ENGINEERS, SURVEYORS
MLP
AND ASSOCIATES, INC.

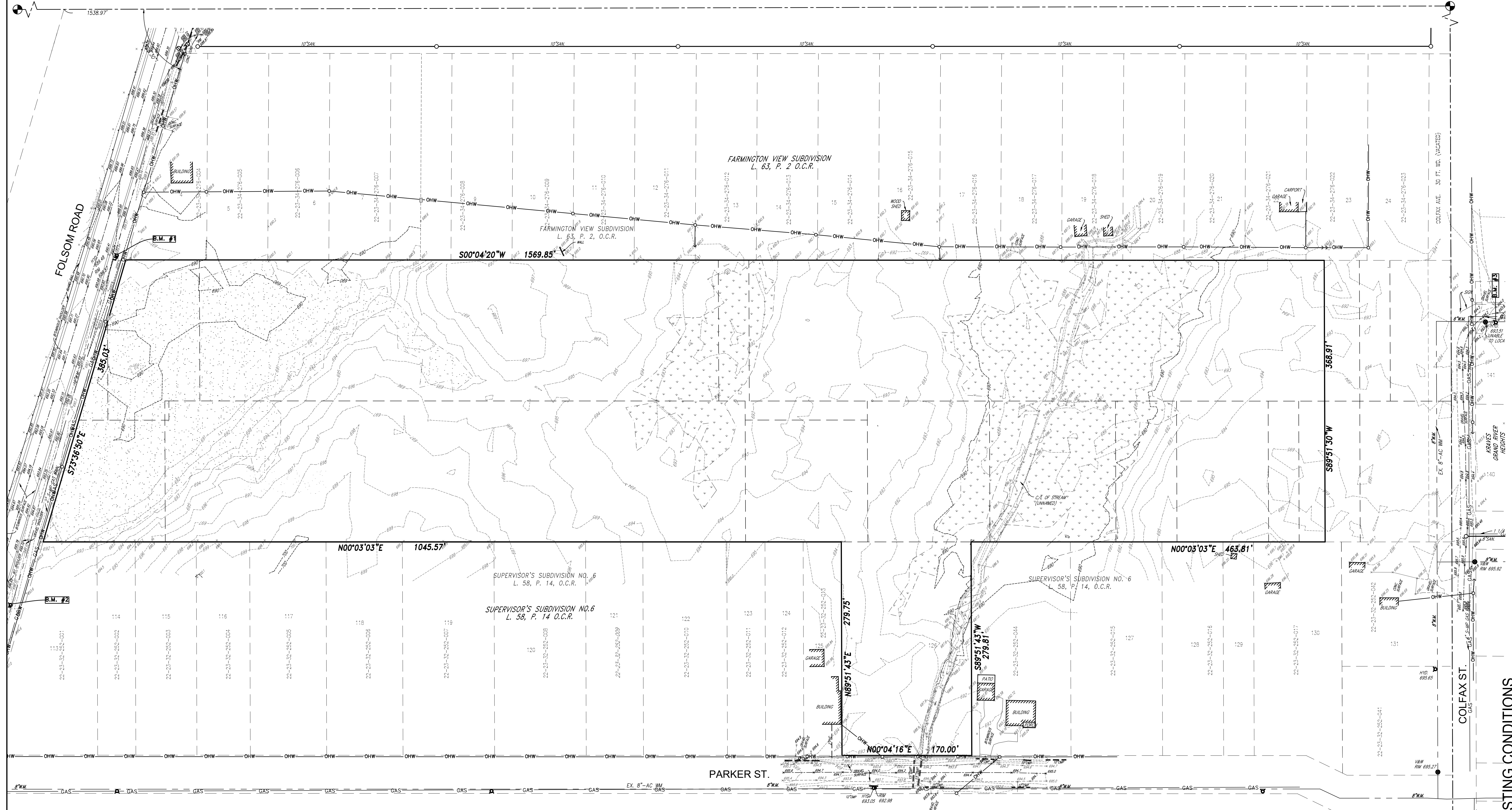
Michael L. Priest & Associates, Inc.
40655 Koppemick Road, Canton, MI 48187
phone: (734) 459-8560
fax: (734) 459-2585

STATUS:
DATE: 12-19-2023
JOB NO. 2023.02

PROPRIETOR
MR. STUART MICHAELSON
WINDMILL KRE NEW DEVELOPMENTS
31333 W. THIRTEEN MILE ROAD,
SUITE 200
WATKINS, MI 48850
SCALE: 1" = 50'

NORTHEAST CORNER
SECTION 34
T.1N., R.9E.
I-11, L.16848, P.772

EAST 1/4 CORNER
SECTION 34
T.1N., R.9E.
I-12, L.16848, P.773



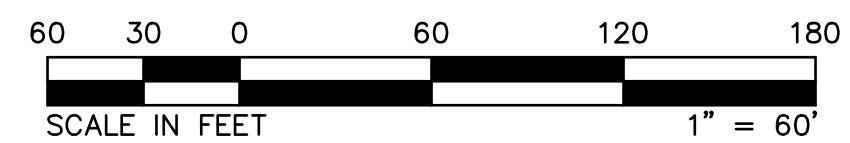
BENCHMARKS:
B.M. #1 HYDRANT ARROW ON SOUTH SIDE OF FOLSOM, 2ND EAST OF PARKER AT NORTHEAST CORNER OF SITE: ELEV: 692.64
B.M. #2 HYDRANT ARROW ON SOUTH SIDE OF FOLSOM, 1ST EAST OF PARKER AT NORTHWEST CORNER OF SITE: ELEV: 699.49
B.M. #3 HYDRANT ARROW AT SOUTHWEST CORNER OF OSMUS AND COLFAX: ELEV: 696.48

TOPOGRAPHIC SURVEY DISCLAIMER:
EXISTING ELEVATIONS SHOWN WERE PROVIDED BY OWNER. MLP & ASSOC. WILL NOT BE HELD RESPONSIBLE FOR THE ACCURACY OF THE SURVEY OR FOR DESIGN ERRORS OR OMISSIONS RESULTING FROM SURVEY INACCURACIES.

LEGEND:
PROPERTY BOUNDARY
PARCEL LINES
OFF-SITE PARCEL LINES
EXISTING SANITARY
EXISTING STORM
EXISTING WATER MAIN
EX. OVERHEAD WIRE
EX. GAS
CATCH BASIN
MANHOLE
GATE VALVE
HYDRANT

EXISTING WETLANDS
PRELIMINARY
CONSULTANT OPINION:
STATE REGULATED

EXISTING WETLANDS:
PRELIMINARY
CONSULTANT OPINION:
NOT STATE REGULATED



EXISTING CONDITIONS

THE FOREST AT RIVERWALK

SITE PLAN
PART OF THE N.E. 1/4 OF SECTION 34, T.1N., R.9E.
CITY OF FARMINGTON HILLS, OAKLAND COUNTY, MICHIGAN

ENGINEERS, SURVEYORS
MLP
AND ASSOCIATES, INC.
Michael L. Priest & Associates, Inc.
40655 Koppemick Road, Canton, MI 48187
phone: (734) 459-8560
fax: (734) 459-2585

STATUS:

DATE: 12-19-2023

PROPRIETOR

MR. STUART MICHAELSON
WINDMILL KRE NEW DEVELOPMENTS
31333 W. THIRTEEN MILE ROAD,
SUITE 200
FARMINGTON HILLS, MI 48334

SHEET
02

CENTER 1/4 CORNER
SECTION 34
T.1N., R.9E.
H-12, L.55395, P.116



Know what's below.
Call before you dig.

BENCHMARKS:

B.M. #1 HYDRANT ARROW ON SOUTH SIDE OF FOLSOM, 2ND EAST OF PARKER AT NORTHEAST CORNER OF SITE: ELEV: 692.64
 B.M. #2 HYDRANT ARROW ON SOUTH SIDE OF FOLSOM, 1ST EAST OF PARKER AT NORTHWEST CORNER OF SITE: ELEV: 699.49
 B.M. #3 HYDRANT ARROW AT SOUTHWEST CORNER OF OSMUS AND COLFAX: ELEV: 696.48

LEGEND:

PROPERTY BOUNDARY
 PARCEL LINE
 OFF-SITE PARCEL
 EX. SANITARY SEWER
 PR. SANITARY SEWER
 EX. STORM SEWER
 PR. STORM SEWER
 EX. WATER MAIN
 PR. WATER MAIN
 REG. WETLANDS

MANHOLE
 HYDRANT
 GATE VALVE
 CATCH BASIN

SUPERVISOR'S SUBDIVISION NO. 6
 L. 58, P. 14, O.C.R.

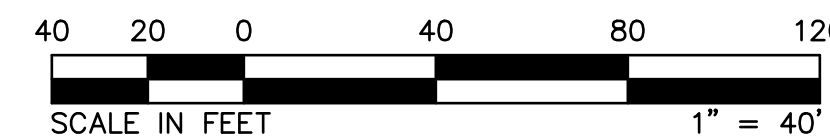
FARMINGTON VIEW SUBDIVISION
 L. 63, P. 2, O.C.R.

CONCEPTUAL UTILITY PLAN

THE FOREST AT RIVERWALK

SITE PLAN

PART OF THE N.E. 1/4 OF SECTION 34, T.1N., R.9E
 CITY OF FARMINGTON HILLS, OAKLAND COUNTY, MICHIGAN



SHEET
 03

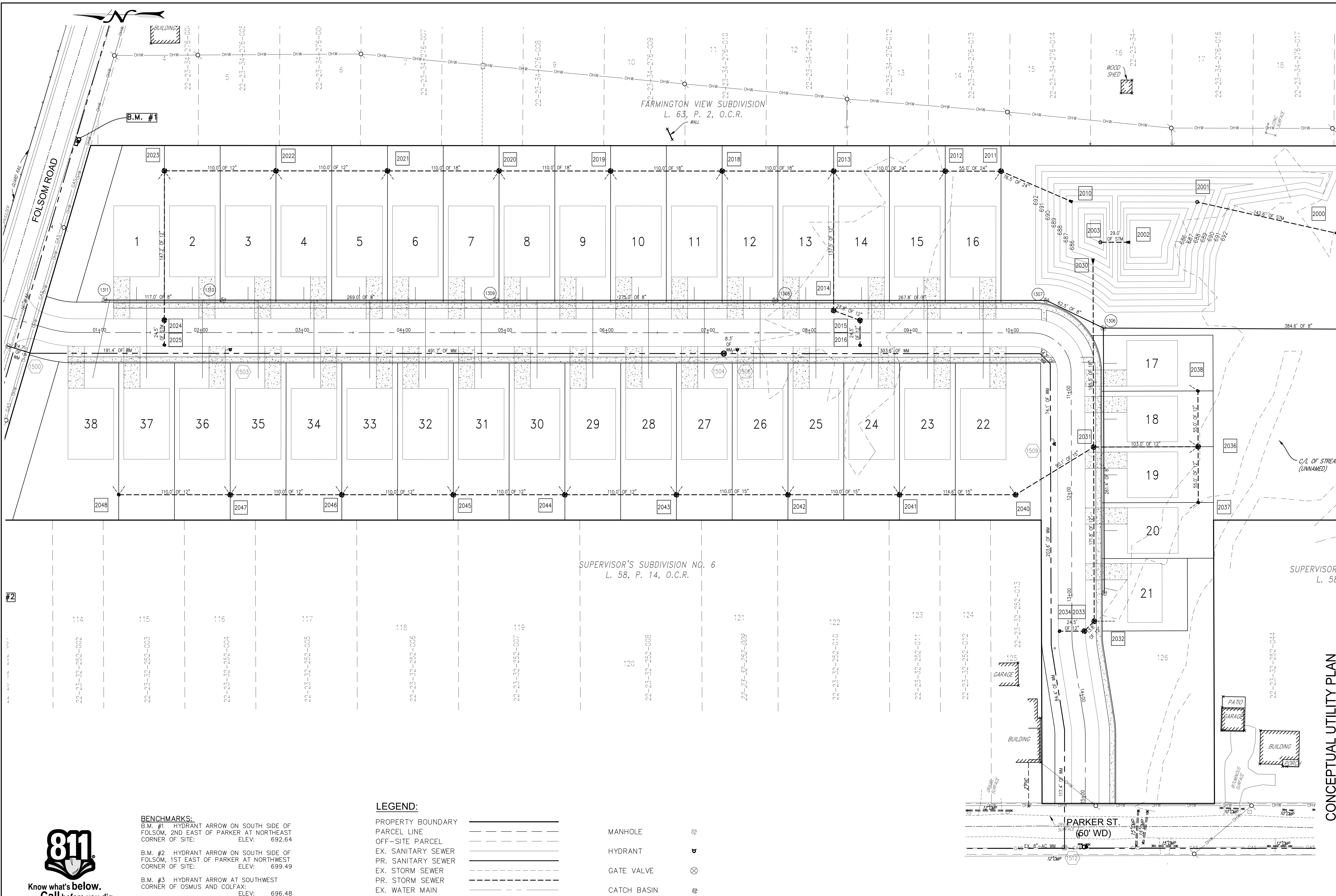
ENGINEERS, SURVEYORS
MLP
 AND ASSOCIATES, INC.

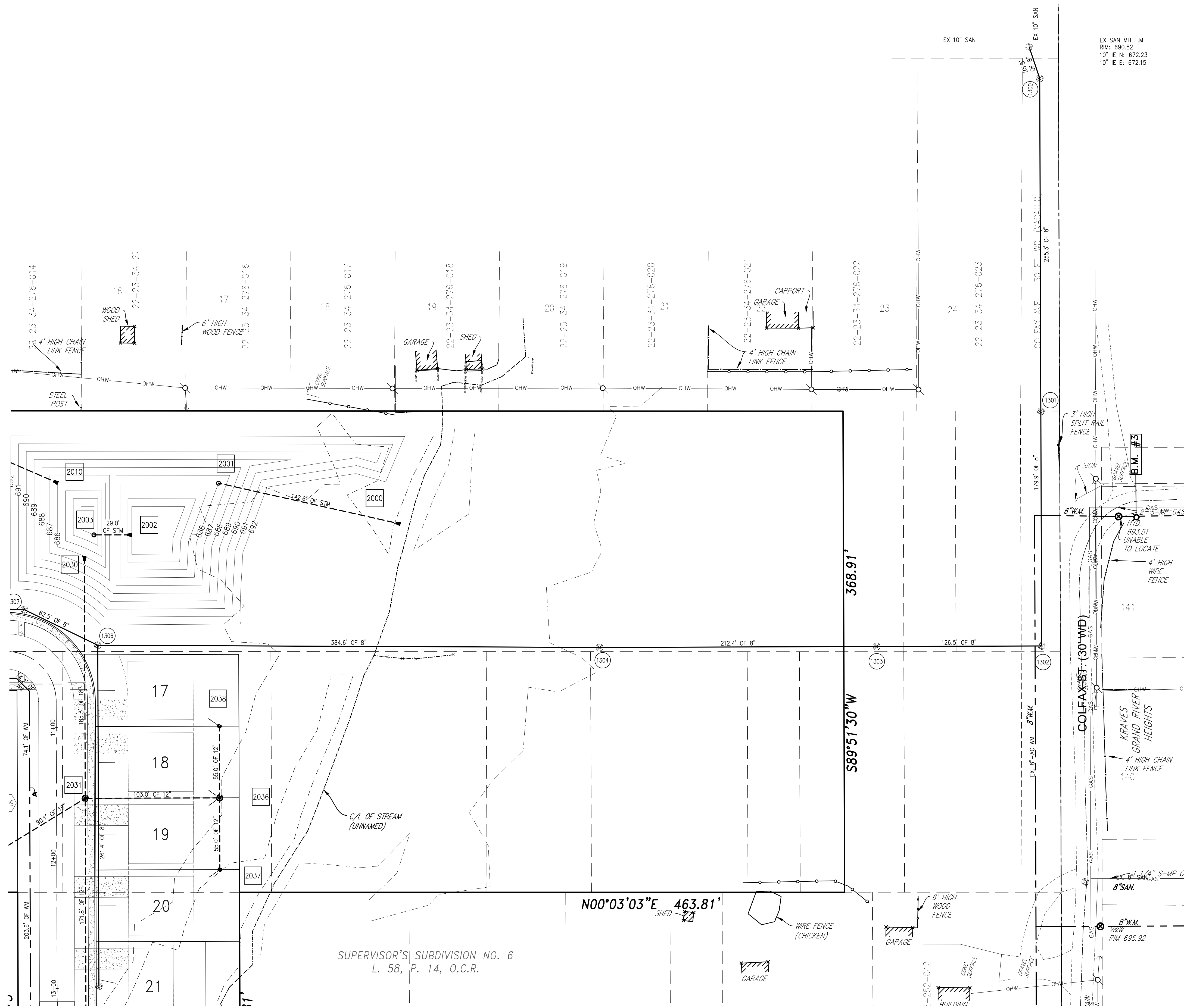
Michael L. Priest & Associates, Inc.
 40655 Koppemick Road, Canton, MI 48187
 phone: (734) 459-8560
 fax: (734) 459-2585

STATUS:
 LOG NO. 2023.02

DATE: 12-19-2023

PROPRIETOR
 MR. STUART MICHELSON
 WINDMILL KRE NEW DEVELOPMENTS
 31333 W. THIRTEEN MILE ROAD,
 SUITE 200
 FARMINGTON HILLS, MI 48334





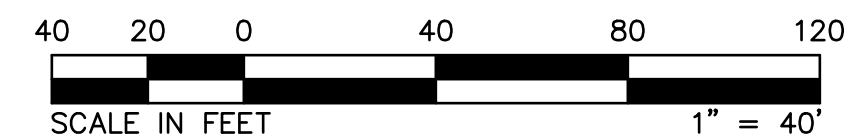
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LEGEND:

PROPERTY BOUNDARY	—————	MANHOLE	⊙
PARCEL LINE	-----	HYDRANT	⊕
OFF-SITE PARCEL	- - - - -	GATE VALVE	⊗
EX. SANITARY SEWER	—————	CATCH BASIN	⊙
PR. SANITARY LEAD	-----		
EX. STORM SEWER	- - - - -		
PR. STORM SEWER	—————		
EX. WATER MAIN	-----		
PR. WATER MAIN	—————		
REG. WETLANDS	~~~~~		

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 B.M. #3 HYDRANT ARROW AT SOUTHWEST CORNER OF OSMUS AND COLFAX: ELEV: 696.48

SUPERVISOR'S SUBDIVISION NO. 6
 L. 58, P. 14, O.C.R.



OFF-SITE CONCEPTUAL UTILITY PLAN
THE FOREST AT RIVERWALK
 SITE PLAN

PART OF THE N.E. 1/4 OF SECTION 34, T.1N., R.9E
 CITY OF FARMINGTON HILLS, OAKLAND COUNTY, MICHIGAN

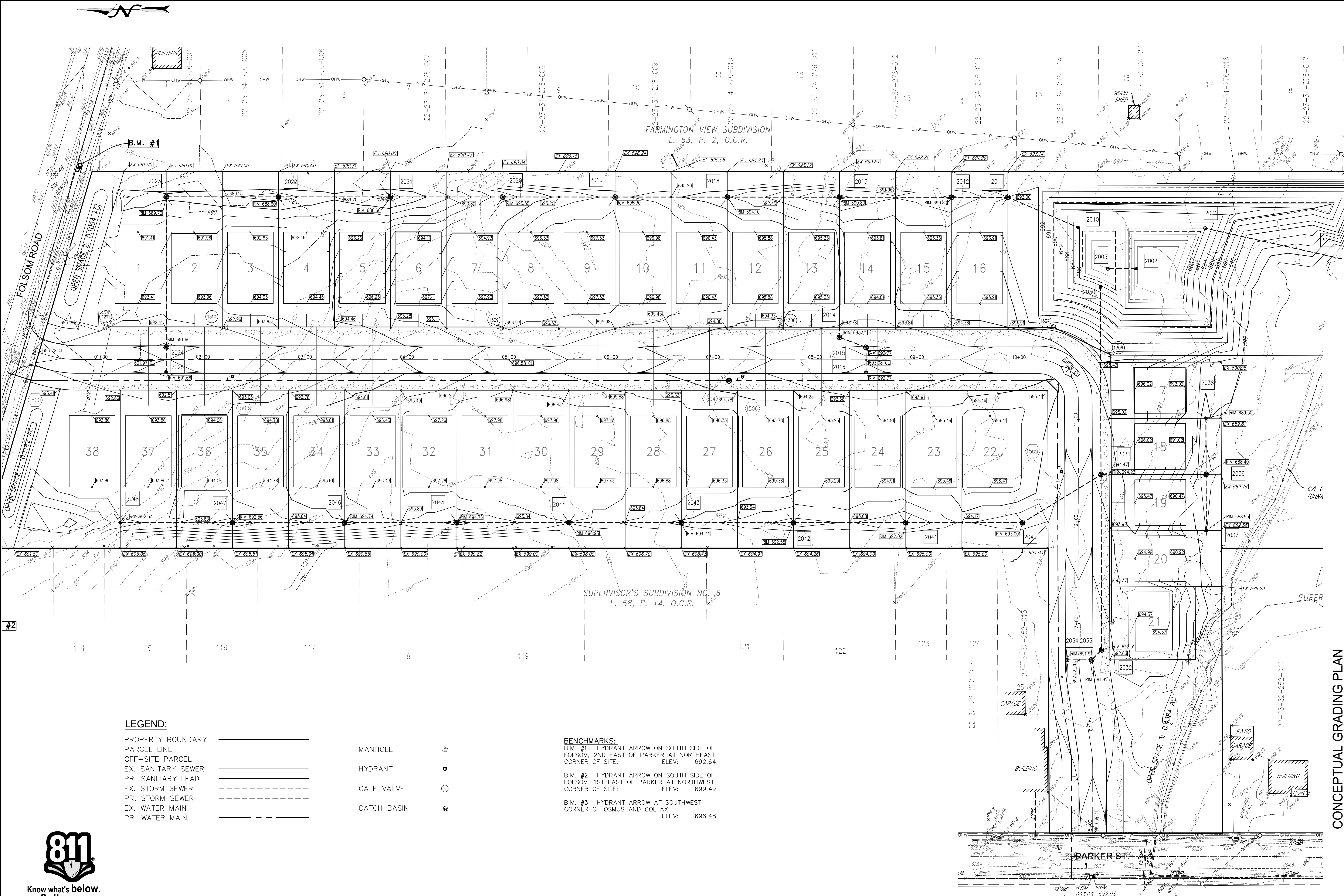
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ENGINEERS, SURVEYORS
MLP
 AND ASSOCIATES, INC.

Michael L. Priest & Associates, Inc.
 40655 Koppemick Road, Canton, MI 48187
 phone: (734) 459-8560
 fax: (734) 459-2585

STATUS:
 DATE: 12-19-2023
 PK: EMP
 ENG: EMP
 SURV: AEC
 CAD: AOB
 VENDOR: S.C. & G.S.
 SCALE: ###

PROPRIETOR
 MR. STUART MICHELSON
 WINDMILL HIRE NEW DEVELOPMENTS
 31333 W. THIRTEEN MILE ROAD,
 SUITE 200
 FARMINGTON HILLS, MI 48334



LEGEND:

PROPERTY BOUNDARY	—————
PARCEL LINE	-----
OFF-SITE PARCEL	- - - - -
EX. SANITARY SEWER	—————
PR. SANITARY LEAD	—————
EX. STORM SEWER	—————
PR. STORM SEWER	—————
EX. WATER MAIN	—————
PR. WATER MAIN	—————

MANHOLE	⊙
HYDRANT	⊕
GATE VALVE	⊗
CATCH BASIN	⊙

BENCHMARKS:
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 B.M. #3 HYDRANT ARROW AT SOUTHWEST CORNER OF OSMUS AND COLFAX: ELEV: 696.48



CONCEPTUAL GRADING PLAN

THE FOREST AT RIVERWALK
 SITE PLAN

PART OF THE N.E. 1/4 OF SECTION 34, T.1N., R.9E.
 CITY OF FARMINGTON HILLS, , OAKLAND COUNTY, MICHIGAN



PROPRIETOR
 DATE: 12-19-2023
 MR. STUART MICHAELSON
 WINDMILL KRE NEW DEVELOPMENTS
 31333 W. THIRTEEN MILE ROAD,
 SUITE 200
 FARMINGTON HILLS, MI 48334

STATUS:
 JOB NO. 2023.02
 ENGINEERS, SURVEYORS
MLP
 AND ASSOCIATES, INC.
 Michael L. Priest & Associates, Inc.
 40655 Koppernick Road, Canton, MI 48187
 phone: (734) 459-8560
 fax: (734) 459-2585

Capital Improvements Plan 2024/2025 – 2029/2030





CAPITAL IMPROVEMENTS PLAN

2024/2025 – 2029/2030

Farmington Hills City Council

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

Farmington Hills Planning Commission

John Trafelet, Chair
Marisa Varga, Vice Chair
Kristen Aspinall, Secretary
Barry Brickner
Dale Countegan
Tanji Grant
Joe Mantey
Steven Stimson
Danielle Ware

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

Gary Mekjian, City Manager
Karen Mondora, Assistant City Manager
Jeffery King, 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
Bryan Farmer, Deputy Director of Special Services
Tammy Gushard, Acting Director of Public Services
James Cubera, 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:

Jeri LaBelle Barbara Smrtka

Capital Improvements Plan Schedule:

Planning Commission Study Session January 25, 2024
Planning Commission Public Hearing February 15, 2024

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CAPITAL IMPROVEMENTS PLAN

2024/2025–2029/2030

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

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 reevaluated 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 January and 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 a physical improvement.
- The project requires the 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 from 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:

- Concrete Pavement and Sidewalk Replacement at Varied Locations
- Security System CCTV Camera Replacement and New Installation at DPW, Police Station, HAWK, and Fire Stations #1, 2, 4 and 5
- Police Station Roof Replacement
- Police Station Automatic Transfer Switch Replacement
- Parks and Golf Maintenance Garage Automated Gate Installation
- Backup Boiler Installation at the Police Station
- Installation of new replacement inground hoist in the DPW mechanic's bay
- Design of new natural gas on-site generator at DPW facility

- Completion of the design and installation of a new fuel island at the City Hall Campus along with the replacement of the parking lot. The fueling system includes a new above-ground tank and

dispensers and will replace the existing fuel island and underground tanks just west of the police station.

- Liquid fill point upgrades made to brine manufacturing and storage garage at the DPW facility.

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.
- During the 22/23 budget year, the police department purchased or replaced body armor for 25 of the 112 sworn members. Most of the body armor purchases were for newly hired police officers.
- The police department completed painting of the Operations Bureau, and Administrative Bureau work areas and offices.
- The police department completed the remodel of the kitchen in the Investigative Bureau.
- The police department purchased 115 ballistic helmets, enough to issue each sworn officer this critical personal safety equipment.
- The police department purchased 125 new patrol rifles, the majority of which will be purchased by officers through a "buy back" program which will return 75% of the project cost to the city.
- The police department replaced the aged drone fleet with new state of the art drone fleet.

Technology

- The City implemented a Disaster Recovery as a Service (DRaaS) Solution to manage emergency loss of important data.
- The City continues to implement Windows 11 upgrades which requires replacement of PC's.
- Implementation continues with a new Human Resource Information System Solution to cover the "life cycle" of each employee of the City:
 - Recruitment
 - Applicant tracking
 - Selection
 - On-boarding
 - Training and development
 - Performance reviews
 - Employee profile management

- Implementation continues with a new Time & Attendance System Solution to include all general employees' units as well as advanced scheduling for Police, Fire and Public Works.
-
- Began discovery for the new Enterprise Resource Planning (ERP) software which will manage accounting, general ledger, reporting and purchasing.

Implemented a new Security Awareness Training combined with simulated phishing attacks.

- Installed four (4) Smart Signs at various locations in the City: tow (2) at City Hall, Founders Sport Park and Heritage Park. Began implementation of Smart Sign at the Farmington Hills Community Center (Hawk). In addition, began Smart Lighting/Poles for Longacre House
- The multi-year Unified Communications & Networking project continued with projects as listed below:
 - The City replaced all analog CCTV recorders throughout City facilities and a portion of the analog cameras with new IP cameras.
- Updates were made to the audio, video & streaming infrastructure in the Community Room at City Hall and throughout the Hawk.
- Replaced City's legacy firewall with AT&T managed cloud based solution for unified protection and secure remote access.
- Implemented a penetration test (PEN test) to test our ability to combat a cyber-attack and evaluate security.
- Implemented social medial archiving solution that helps the City maintain the highest level of compliance and transparency when online across all social media platforms.
- Upgraded and enhanced cell phone service coverage at the Hawk by providing over the air capabilities for multiple carriers.
- As part of our new contract with our copier and printer vendor the City has replaced all network printers.
- Implemented new Wi-Fi service to address the issues with employee Wi-Fi throughout the City.

Parks and Recreation

- Completed Parks and Recreation Master Plan
- Installed interior and exterior cameras at The Hawk, Costick Center, Parks and Golf Maintenance, Ice Arena, Nature Center, FH Golf Club, Grant Center, and Longacre House
- Baseball and soccer field improvements including infield materials, fence repairs, grading, soil and seeding at various baseball and soccer fields.
- Purchased ¾ ton 4 x 4 pickup truck with snowplow for Parks Maintenance.
- Purchased Ford F550 Swap Loader with V Box for Parks Maintenance
- Purchased Utility 60" zero turn mower for Parks Maintenance

- Purchased athletic field painter for Parks Maintenance
- Purchased utility vehicle cart for Parks Maintenance
- Purchased two gators for Parks Maintenance
- Purchased 10 HP electric air compressor for Parks Maintenance
- Installed new sliding gate secured entryway at Parks and Golf Maintenance Buildings
- Replaced worn doors and door frames at Parks and Golf Maintenance Buildings
- Added/replaced signage at multiple parks and facilities.
- Repaired and replaced worn and broken playground equipment in multiple parks
- Started an Invasive Species Plan within parks system
- Removed buckthorn from Bond Park
- Repaired and relocated trail bridge at Woodland Hills
- Restored and updated trails at Woodland Hills
- Mowed four acres of invasive species at Woodland Hills through grant funding
- Installed digital sign at the entrance to Heritage Park
- Replaced roof and concrete pads at North Shelter in Heritage Park
- Resurfaced Trail near Nature Center in Heritage Park
- Replaced roof and repaired chimneys (2) at Spicer House in Heritage Park
- Repaired portions of the Longacre House / Heritage Park stone wall along Farmington Rd
- Started plan to repair porch patio at Longacre House
- Purchased triplex mowers for Farmington Hills Golf Club
- Purchased ProGator HD utility vehicle for Farmington Hills Golf Club
- Extended sidewalks from driving range to clubhouse entrance at Farmington Hills Golf Club
- Added drain trough in basement for golf cart fleet cleaning at Farmington Hills Golf Club
- Purchased tractor with ball cage for Farmington Hills Golf Club Driving Range
- Replaced roof and concrete pads at comfort station/concession stand in Pioneer Park

- Replaced roofs, concrete pads, worn doors and door frames at North and South Concessions in Founders Park
- Refurbished lobby men's and women's restrooms at Farmington Hills Ice Arena
- Replaced worn doors and door frames at Farmington Hills Ice Arena
- Replaced multiple failed LED parking lot lights at Farmington Hills Ice Arena
- Installed digital sign at Founders Park on 8 Mile Rd near Riley Skate Park in Founders Park
- Repaired concrete damage at Riley Skate Park in Founders Park
- Replaced signage on Disc Golf Course in Founders Park
- Milled and resurfaced with asphalt a sixty foot portion of drop-off circle at Costick Center
- Replaced worn door and door frame to pool at Costick Center
- Installed new ADA compliant sliding doors for 'B' entrance at Costick Center
- Replaced ADA pool lift at Costick Center through an Oakland County Grant via the Senior Division
- Purchased 80 tables, 300 chairs, and two room dividers for Costick Center through an Oakland County Grant via the Senior Division
- Purchased ADA compliant aquatic pool transfer chairs for the pools at Costick Center and The Hawk through an Oakland County Grant via the Senior Division
- Replaced parking lot light (1) with solar powered LED head at The Hawk
- Installed shade system in the lobby area for The Hawk
- Installed sound management systems for Black Box and Heritage Hall at The Hawk
- Installed new 85" monitors in Black Box room at The Hawk
- Installed gym curtain dividers for gym at The Hawk
- Installed Tricaster for Video Division at The Hawk
- Installed 11 new diaper changing stations at The Hawk
- Purchased ADA compliant equipment for Fitness Center at The Hawk through an Oakland County Grant via the Senior Division
- Resurfaced and re-lined gymnasium floor at The Hawk through an Oakland County Grant via the Senior Division
- Purchased Rally Master Backboard rebounder for tennis courts at The Hawk

- Purchased shade structure for pickleball and tennis courts at The Hawk
- Purchased wind screens for pickleball courts at The Hawk
- Purchased two AED devices for The Hawk
- Replaced The Hawk Air Handling Unit serving the Theatre (AHU-10)
- Replaced The Hawk Air Handling Unit serving Harrison Hall (AHU-17)
- Replaced The Hawk Air Handling Unit serving Dance Studio and 2D/3D Art (AHU-23)
- Replaced The Hawk Air Handling Unit serving Blackbox, Lesson Rooms, Lesson Studio, Offices and Scene Shop (AHU-24)
- Replaced The Hawk Air Handling Unit serving Makerspace Upper Level, Offices, and Performance Studio (AHU-25)

Equipment, Fire

- Fire Department took delivery of four (4) Squad units. Two (2) from FY 22/23 and Two (2) from FY 23/24.
- Fire Department awaits delivery of Utility Vehicle.

Equipment, DPW

- Replace Forestry Truck.
- Replace two Rotary Vehicle Lifts.
- Replace two 5-yard Swap Loader Dump Trucks.
- Replace Vacuum Street Sweeper.

Fleet & Motor Pool Vehicles

- Replaced two DPW and one Engineering heavy duty pick-up trucks with snowplows.
- Replaced two fleet vehicles.

Drainage

- Construction of a 17'-foot by 10'-foot single span box culvert for the Minnow Pond Drain crossing of Quaker Valley Road west of Braebury Ridge.
- Construction of a 12' by 6' single span box culvert for a tributary of the Minnow Pond Drain on Quaker Valley Road east of Hunters Ridge.
- Constructed lateral storm sewer in Farmington Freeway Industrial Park.

- Constructed lateral storm sewer in Heritage Hills Subdivision (construction Phase 3).
- Construction of lateral storm sewer and crossings on Eleven Mile Road (Farmington Road to Orchard Lake Road).
- Construction of three (3) single span box culverts (17-foot x 7-foot, 17-foot x 9-foot, and 17-foot x 10-foot) and two (2) concrete culverts (60 inch) in the Woodcreek Subdivision.

Sanitary Sewer

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

Water main

- Replaced water main throughout the Kimberley Subdivision.
- Construction of a 12" water main loop through Beechview Elementary School/Beechview Swim Club properties to the Meadow Ridge Condominiums water main.

Sidewalks

- Installed sidewalk on the west side of Inkster Road between Hystone Street and Eleven Mile Road.
- Provided M-5 pedestrian bridge connection improvements.

Transportation

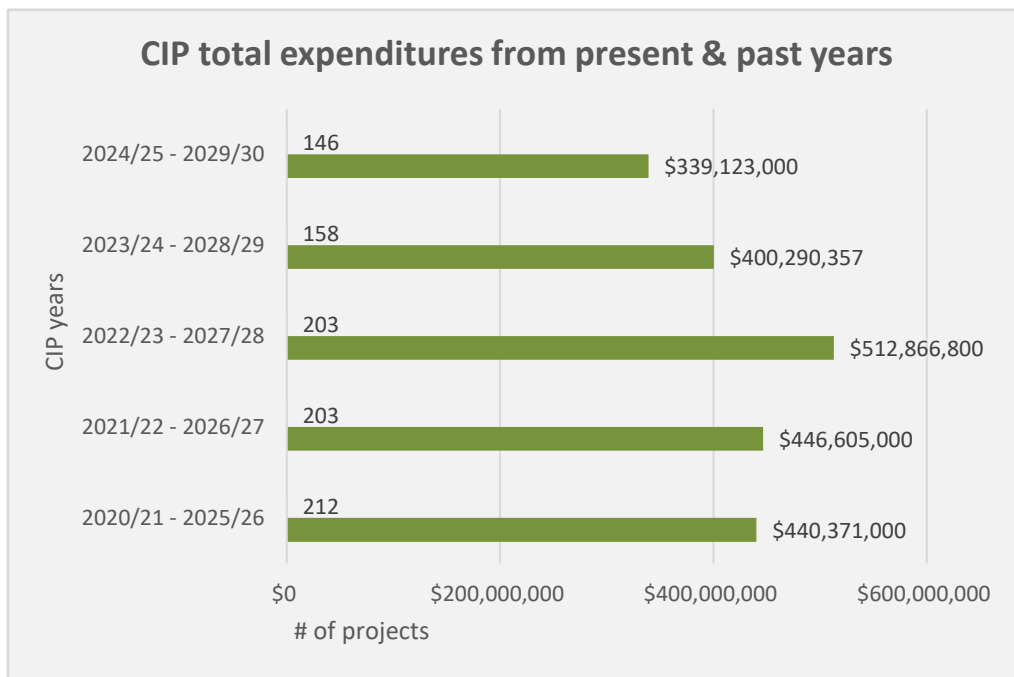
- Reconstructed Farmington Freeway Industrial Park – Phase 3 of 3
- Reconstructed Eleven Mile Road from Farmington Road to Orchard Lake Road.
- 2023 Local Road Reconstruction Projects.
 - Heritage Hills and Wedgewood Commons (Phase 3 of 4)
 - Brittany Drive
 - Thornbrook Drive
 - Chantilly Court
- 2023 Local Road Capital Preventative Maintenance Projects (Mill and Overlay and Rehab Program)
 - Lantern Hill Court, Weathervane Avenue and McKenzie Road
 - Spring Valley Drive
- 2023 Local Road Gravel to Pave Conversion
 - Hull Road
 - Versailles Court
 - Dumas Court

- Designed 2024 Local Road Reconstruction projects.
- Designed 2024 Local Road Gravel Conversion to Hard Surface Pavement project.
- Design of signal improvements at Nine Mile Road at Drake Road, Nine Mile Road at Gill Road, and Fourteen Mile Road at Inkster Road North.

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CIP Summary

Below shows total expenditures from present and past years for totals from departments participating.



The next page table summarizes the proposed capital improvement project expenditures by expenditure type as put forward by the various reporting City Departments. The projects included in each expenditure type are itemized by individual project(s), including project costs, in the corresponding charts contained

CIP SUMMARY TABLE, 2024/2025- 2029/2030

EXPENDITURE TYPE	TOTAL COST	CITY COST	MAINTENANCE COSTS	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	# OF PROJECTS	
										FUTURE	Projects
Public Facilities	10,780,000	10,780,000	NC	4,725	1,555	1,150	1,150	1,100	1,100		10
Police	3,797,000	3,797,000	NC	1,501	574	574	574	574			6
Technology	8,567,000	8,567,000	NC	1,885	1,167	1,169	1,171	1,173	1,175	827	4
Parks & Recreation	44,809,000	44,509,000	470,000	5,603	5,943	5,117	4,840	4,901	5,605	12,500	9
Fire Equipment	5,220,000	5,220,000	NC	1,120	1,000	1,175	1,025	900			5
DPW Equipment	7,145,000	7,145,000	NC	1,075	1,060	1,360	1,150	1,060	1,440		6
Fleet Motor Pool Vehicles	2,040,000	2,040,000	NC	290	310	330	350	370	390		6
Drainage	28,735,000	26,310,000	NC	6,475	4,600	3,395	7,225	3,725	890		31
Sanitary Sewers	23,550,000	23,550,000	NC	3,350	3,750	5,340	3,310	5,300	2,500		7
Watermains	47,090,000	47,090,000	NC	11,410	7,910	10,230	6,460	5,135	5,945		16
Sidewalks	4,135,000	4,135,000	NC	1,105	790	670	100	670	800		12
Transportation, Major Roads	67,105,000	59,400,000	NC	13,775	9,515	11,415	10,965	7,315	6,415		14
Transportation, Local Roads	90,580,000	96,580,000	NC	14,130	12,500	12,500	12,600	12,000	9,200	23,650	20
TOTALS:	\$343,553,000	\$339,123,000		\$66,444	\$50,674	\$54,425	\$50,920	\$44,223	\$35,460	\$36,977	146

PUBLIC FACILITIES

Adequate building space is required to both maintain the City's existing services and to provide for 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, in an attempt 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 the prioritization, the following projects are proposed for FY 2024/2025.

- Concrete Pavement and Sidewalk Replacement at Varied Locations
- Security System CCTV Camera Replacement and New Installation at Varied Locations
- HVAC Upgrades at Fire Station #5 and the Ice Arena
- Brick Paver Patio Replacement at the Longacre House
- Fire Alarm Replacement at Fire Stations #3 and #4
- 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 are in need of 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 is being evaluated.

5. Courthouse Parking Lot

Reconstruction/rehabilitation of the courthouse parking lots.

6. Citygate Signage and Landscaping Enhancement at Orchard Lake Road and I-696

Installation of landscaping and a Citygate sign at the Orchard Lake Road exit ramps from the I-696 expressway.

7. DPW Natural Gas Generator

The existing diesel generator at the DPW has exceeded its device life and requires replacement. This generator powers the majority of the DPW, including the fuel island which services all City emergency vehicles in the event of a power failure.

8. Fire Station #4 Parking Lot Replacement

Reconstruction/rehabilitation of the concrete parking lot at Fire Station #4.

9. Police Station Parking Lot Access Management

Installation of fencing and automated gates around the Police Station parking lot.

10. Orchard Lake Roundabout Landscape Enhancement

Installation of landscaping, signage, and sculpture within the Orchard Lake Road roundabout, south of 14 Mile Road.

PUBLIC FACILITIES

Reference No.	PROJECT	TOTAL COST	CITY COST	MAINTENANCE COSTS	PROJECTED FUNDING & SOURCE	City Cost figures are shown in thousands of dollars						
						2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	FUTURE
1	City Wide Facilities Improvements	6,000,000	6,000,000	NC	100% City	1,000 CF	1,000 CF	1,000 CF	1,000 CF	1,000 CF	1,000 CF	
2	Barrier Free (ADA) Improvements	150,000	150,000	NC	100% City	25 CF	25 CF	25 CF	25 CF	25 CF	25 CF	
3	Electric Vehicle (EV) Charging Stations	450,000	450,000	NC	100% City	75 CF	75 CF	75 CF	75 CF	75 CF	75 CF	
4	Fire Station Improvements	200,000	200,000	NC	100% City	50 CF	50 CF	50 CF	50 CF			
5	Courthouse Parking Lot	405,000	405,000	NC	100% City		405 CF					
6	Citygate Signage on Orchard Lake Road Bridge Over I-696	1,200,000	1,200,000	NC	100% City	1,200 CF						
7	DPW Natural Gas Generator	900,000	900,000	NC	100% City	900 CF						
8	Fire Station #4 Parking Lot Replacement	600,000	600,000	NC	100% City	600 CF						
9	Police Station Parking Lot Access Management	375,000	375,000	NC	100% City	375 CF						
10	Orchard Lake Roundabout Landscape Enhancement	500,000	500,000	NC	100% City	500 CF						
TOTAL:		\$10,780,000	\$10,780,000	NC		4,725	1,555	1,150	1,150	1,100	1,100	

CF: Capital Fund
 NC: No Change

* This chart shows the identified public structures and improvements in the general order of their priority.

Revised: 2-15-24

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POLICE

PROPOSED POLICE PROGRAMS AND EQUIPMENT

1. Women's Locker Room Expansion

The women's locker room needs expansion. Recently additional lockers were added to the existing space doubling the number of lockers from 12 to 24. There are currently only two lockers available for new hires. Currently, we have a conditional offer of employment being processed that would reduce this to one extra locker. With the increase of female applicants and new hires we anticipate running out of room for our staff soon. It is proposed that the locker room be expanded into the current uniform storage area. This area is adjacent to the locker room making it an obvious location for expansion. This expansion will provide space for up to 16 more lockers. The estimated total cost for this project is \$100,000.

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 the 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. **Carpeting Replacement, 1st Floor**

The carpeting in the patrol/investigations area of the first floor of the police department is dirty and worn. With recent upgrades to the front desk and roll call room, the carpeting is dated and no longer matches that of the rest of the first floor. As part of an ongoing effort to modernize the work areas and aesthetics of the police building the Department seeks to replace the carpeting in the work areas and offices of the Patrol and Investigative Bureaus. The estimated total for this project is \$32,000.

5. **Canine Team Expansion**

Due to increased service demands we are seeking to add two additional certified canine teams which would be certified in drug or explosive detection. The benefits include increased service to the community by having a canine team assigned to each patrol shift resulting in decreased response times, increased investigative abilities, increased opportunities to recover lost and missing persons, increased opportunities to arrest fleeing criminals, increased community policing opportunities, and reduced fatigue to the current sole canine team. This proposal encompasses the cost of purchasing two new canines, all training, vehicles, and necessary equipment. The estimated total for this project is \$171,000.

6. **Axon Officer Safety Bundle**

As our contract with Motorola Watchguard comes to an end, we are in need of a replacement product which will meet the needs of the police department, IT department and the requirements of the Oakland County Prosecutors Office. We have researched several platforms, and the Axon bundle has been found to be the superior to those of its competitors and contains equipment that is a sole source provider. The Axon bundled platform of services will provide the department with essential technology and equipment which includes body worn cameras, in car cameras, tasers, digital evidence storage, all media redaction tools, virtual reality training devices and AI assisted video monitoring. The estimated total for this project is \$2,870,985.20, or 5 yearly installments of \$574,197.04.

POLICE PROGRAMS AND EQUIPMENT

Reference No.	PROJECT	TOTAL COST	CITY COST	MAINTENANCE COSTS	PROJECTED FUNDING & SOURCE	City Cost figures shown are in thousands of dollars						
						2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	FUTURE
1	Women's Locker Room Expansion	100,000	100,000	NC	100% City	100 CF						
2	Work Stations /Office Furniture	173,000	173,000	NC	100% City	173 CF						
3	Mobile Command Post Vehicle	450,000	450,000	NC	100% City	450 CF						
4	Carpeting Replacement	32,000	32,000	NC	100% City	32 CF						
5	Canine Team Expansion	171,000	171,000	NC	100% City	171 CF						
6	Axon Officer Safety Bundle	2,871,000	2,871,000	NC	100% City	575 CF	574 CF	574 CF	574 CF	574 CF		
TOTAL:		\$3,797,000	\$3,797,000	NC		1,501	574	574	574	574		

CF: Capital Fund
 NC: No Change

* This chart shows the identified public structures and improvements in the general order of their priority.

Revised: 2-15-24

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TECHNOLOGY

Adequate building space is required to both maintain the City's existing services and to provide for critical new services. This portion of the CIP addresses the need for buildings and improvements in the following areas: Fire, Police, and City Hall. All involve improvements to existing facilities, the construction of new facilities and the purchase and maintenance of equipment, in an attempt 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 2024/2025 the following projects are proposed

- Personal Computer & Notebook replacements for 300+ end users to accommodate Windows 11 continues.
- Continued Implementation of Virtual Desktop & VPN functionality for various departments.
- Infrastructure and software enhancements to support various departmental initiatives.
- Continued upgrades to the network security infrastructure.
- Replace Office 365 email protection.
- Implement communication system software and video for new EOC at Fire Department headquarters.
- Replace the City's outdated Enterprise Resource and Planning software (General Ledger, Accounts Payable, Payroll, Human Resources, Purchasing, etc.) with a new software package that also includes enhanced functionality to replace current outmoded and manual processes, including:
 - Budgeting and Fiscal Planning
 - Financial Reporting
 - Business Intelligence/Analytics
 - Performance Management
 - Project Management

All of the recommended upgrades in functionality are currently managed using outdated and manually intensive spreadsheets, Word documents, and paper.

2. Unified Communications & Smart Cites Projects

Unified communications (UC) are 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 are 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 2024/2025 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 2024/2025 and \$250,000 per year is requested for, 2025/2026, 2026/2027, 2027/2028, 2028/2029 & 2029/2030.

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 2024/2025 and \$350,000 per year is requested for 2024/25, 2025/26, 2026/27 2027/28, 2028/2029 & 2029/2030.

3. ERP/Financial Software

- a. Implementation began in February 2024 of the new Core ERP system (GL, Budgeting, PR, AP, HR, Purchasing, Capital Assets Solution; \$700k up front, \$100k annual maintenance)
- b. A new Financial Reporting, Performance Management, and Transparency software like OpenGov, Questica, Socrata. ((\$100k annual lease)

4. DPW Fleet Management Software

The current on premises fleet management information system (FMIS) will no longer be supported on the Windows 11 platform. The solution is to move to a cloud-based system to continue to provide FMIS support. To implement this software, support and maintenance \$85,000.00 is requested. (\$85k up front and approximately \$17k annual maintenance)

TECHNO

TECHNOLOGY

Reference No.	PROJECT	TOTAL COST	CITY COST	MAINTENANCE COSTS	PROJECTED FUNDING & SOURCE	City Cost figures are shown in thousands of dollars						
						2024/25	2025/26	2026/27	2027/2028	2028/29	2029/30	FUTURE
1	City-Wide Technology	2,500,000	2,500,000	60,000 AC	100% City	400 CF	350 CF	350 CF	350 CF	350 CF	350 CF	350 CF
2a	Unified Communications & Smart Cities Projects, Video Surveillance Equipment	1,750,000	1,750,000	40,000 AC	100% City	250 CF	250 CF	250 CF	250 CF	250 CF	250 CF	250 CF
2b	Unified Communications & Smart Cities Projects	2,100,000	2,100,000	40,000 AC	100% City	350 CF	350 CF	350 CF	350 CF	350 CF	350 CF	
3a	ERP/Financial Software, Core EPR	1,300,000	1,300,000	100,000 AC	100% City	700 CF	100 CF	100 CF	100 CF	100 CF	100 CF	100 CF
3b	ERP/Financial Software, Financial Reporting	700,000	700,000	100,000 AC	100% City	100 CF	100 CF	100 CF	100 CF	100 CF	100 CF	100 CF
4	DPW Fleet Management Software	217,000	217,000	17,000 AC	100% City	85 CF	17 CF	19 CF	21 CF	23 CF	25 CF	27 CF
TOTAL:		\$8,567,000	\$8,567,000			1,885	1,167	1,169	1,171	1,173	1,175	827

CF: Capital Fund
AC: Annual Cost
NC: No Change

* This chart shows the identified public structures and improvements in the general order of their priority.

Revised: 2-15-24

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PARKS & RECREATION

The Parks and Recreation section of the CIP has been developed by extracting the action plan from the City's 2014 & 2019 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.

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 (\$1,100,000)**
 - Replace Air Handling Unit serving Activity Room A, B, and C (AHU-9) (\$100,000)
 - Replace roof over 2D/3D Art (\$200,000)
 - Replace Rooftop Unit serving 3rd floor NE corner (RTU-1) (\$100,000)
 - Replace Rooftop Unit serving 3rd floor NW corner (RTU-2) (\$100,000)
 - Replace Rooftop Unit serving 3rd floor incubator (RTU-3) (\$100,000)
 - Replace Rooftop Unit serving 3rd floor incubator (RTU-4) (\$100,000)
 - Replace Rooftop Unit serving 3rd floor media center (RTU-5) (\$100,000)
 - Replace Rooftop Unit serving 3rd floor room 349 offices (RTU-6) (\$100,000)
 - Replace Rooftop Unit serving 3rd floor SW corner (RTU-7) (\$100,000)
 - Replace Rooftop Unit serving 3rd floor SE corner (RTU-8) (\$100,000)

- Additional HAWK items not in Accruent Study **(\$480,000)**
 - Boiler Room pressure booster pump (2) replacement (\$20,000)
 - Stadium complex (restrooms, locker rooms) roofs (\$150,000)
 - Shade for pickleball/tennis courts (\$50,000)
 - 3rd floor Room 348 media center demo (\$90,000)
 - 3rd floor Tables and chairs (\$40,000)
 - 3rd floor Room 323 Simulator (\$80,000)
 - 1st floor Room 127/128 Control Booth/Recording Studio (\$50,000)

2. **2024/25 Vehicles, Equipment and Infrastructure (\$1,436,000)**

Vehicles and Equipment

- Parks **(\$326,000)**
 - Truck (1), ¾ Ton 4WD Pickup w/Plow (\$50,000).
 - 3-yard dump truck w/salt spreader (\$125,000)
 - Mower, Utility 60" ZTR (\$16,000).
 - Tractor, Utility (\$75,000)
 - Landscape enclosed trailer (\$20,000)
 - Truck, Canyon (1) (\$40,000)
- Golf **(\$510,000)**
 - Utility Carts (2) for Turf Maintenance (\$20,000).
 - Golf Cart Fleet with Lithium Batteries (\$400,000).
 - Triplex Mowers (2) (\$80,000).
 - Blower, turbine pull behind (\$10,000)

Infrastructure

- Parks **(\$235,000)**
 - Heritage restroom improvements (\$60,000).
 - Asphalt trail path resurfacing (\$100,000)
 - Spicer house repairs (\$75,000)
- Golf **(\$345,000)**
 - Asphalt cart path resurfacing, front nine (\$300,000)
 - Clubhouse tables and chairs (\$30,000)
 - Clubhouse carpeting (\$15,000)
- Ice Arena **(\$20,000)**
 - Compressor rebuild (\$20,000).

3. **2025/2026 Vehicles, Equipment and Infrastructure (\$2,076,000)**

Vehicles and Equipment

- Parks **(\$156,000)**
 - Truck, ¾ Ton 4WD Pickup w/Plow (\$50,000).
 - Mower, Utility 60" ZTR (\$16,000).
 - ABI Force Groomer (\$60,000).
 - Utility Cart for Park Maintenance (\$30,000)
- Golf **(\$175,000)**
 - Mower, Wide Area (\$100,000).
 - Mower, Bank and Surround (\$75,000)

Infrastructure

- Parks **(\$1,000,000 = \$700,000 City + \$300,000 DNR Grant)**
 - Heritage Park Adaptive Playground and Splash Pad (\$1,000,000)
Note: seeking \$300,000 Grant from DNR.

- Parks **(\$195,000)**
 - Canopy, Tent 20x40 (2) (\$10,000)
 - Asphalt trail path resurfacing (\$60,000)
 - Concrete pad (\$50,000)
 - Spicer house repairs (\$75,000)

- Golf **(\$400,000)**
 - Asphalt cart path resurfacing, back nine (\$250,000)
 - Irrigation new pump system (\$150,000)

- Ice Arena **(\$150,000)**
 - Rubber Flooring (\$150,000)

4. 2026/2027 Vehicles, Equipment and Infrastructure (\$950,000)

Vehicles and Equipment

- Parks **(\$130,000)**
 - Truck, Canyon (1) (\$40,000)
 - Walk Behind 48" (\$10,000)
 - Cart, Utility (\$30,000)
 - Truck, ¾ Ton 4WD Pickup w/Plow (\$50,000)

- Golf **(\$255,000)**
 - Mower, Fairway (2) (\$150,000)
 - Mower, Rough Trim (2) (\$65,000)
 - Utility Cart (2) (\$30,000)
 - Sod Cutter (\$10,000)

Infrastructure

- Parks **(\$415,000)**
 - Trail updates at Heritage Park (\$50,000)
 - Trail updates at Woodland Hills (\$10,000)
 - Longacre House Renovations (\$125,000)
 - Disc Golf Course tee pads (\$10,000)
 - Riley Skate Park concrete repairs (\$20,000)
 - Founders Sports Baseball Dugouts (\$100,000)
 - Driving Range Netting (\$100,000)

- Ice Arena **(\$150,000)**
 - Rubber Flooring (\$150,000)

5. 2027/2028 Vehicles, Equipment and Infrastructure (\$673,000)

Vehicles and Equipment

- Parks **(\$278,000)**
 - Truck, Canyon (\$40,000)
 - Truck, ¾ Ton 4WD Pickup w/Plow (\$50,000).
 - Mower (\$17,000).
 - Mower (\$70,000).
 - Skid Steer (\$90,000)
 - Canopy, Tent 20x40 (2) (\$11,000)

- Golf **(\$115,000)**
 - HD Utility Cart (\$35,000).
 - Surround Mower/Trim/Banks (\$80,000)

Infrastructure

- 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)

6. 2028/2029 Vehicles, Equipment and Infrastructure (\$734,000)

Vehicles and Equipment

- Parks **(\$137,000)**
 - Truck, ¾ Ton 4WD Pickup w/Plow (\$50,000).
 - Mower, Utility 60" ZTR (\$17,000).
 - Tractor, Utility 35-60 HP (\$70,000).

- Golf **(\$212,000)**
 - Rough Mower (\$70,000)
 - Utility Vehicle (UTV) with cab for Turf Maintenance (\$32,000).
 - Sprayer (\$90,000)
 - Range Cart Picker (\$20,000)

Infrastructure

- 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 (\$50,0000)
 - Concrete replacement (\$30,000)

- Golf **(\$100,000)**
 - Driving range improvements (\$100,000)

7. 2029/2030 Vehicles, Equipment and Infrastructure (\$1,440,000)

Vehicles and Equipment

- Parks **(\$190,000)**
 - Truck, ¾ Ton 4WD Pickup w/Plow (\$50,000).
 - Mower, Walk Behind (2) (\$25,000).
 - Tractor, Utility (\$75,000).
 - Truck, Canyon (1) (\$40,000)

- Golf **(\$730,000)**
 - Greens Aerifier (\$80,000)
 - Golf Cart Fleet with Lithium Batteries (\$450,000)
 - Golf Cart Fleet GPS add-on feature (\$200,000).

Infrastructure

- 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)

- Ice Arena **(\$200,000)**
 - Board door panels (\$100,000)
 - Entryway ADA sliding door replacements (\$100,000)

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 \$20,000,000

Future renovation of Costick Center to create Adults 50 & Better focused facility. The Accruent Study performed for this facility indicated over \$20,000,000 in repairs/replacements over the next five (5) years. FHSS Staff have identified just under \$9,000,000 in priority improvements.

PARKS & RECREATION

Reference No.	PROJECT	TOTAL COST	CITY COST	MAINTENANCE COSTS	PROJECTED FUNDING & SOURCE	City Cost figures shown are in thousands of dollars						
						2024/25	2025/26	2026/27	2027/2028	2028/29	2029/30	FUTURE
1a	The Hawk, 1st & 2nd floors	9,000,000.00	9,000,000.00	315,000 AC	100% City	1,500 CF	1,500 CF	1,500 CF	1,500 CF	1,500 CF	1,500 CF	
1b.	The Hawk, 3rd floor	7,000,000.00	7,000,000.00	NC	100% City	1,167 CF	1,167 CF	1,167 CF	1,167 CF	1,167 CF	1,165 CF	
2 - 7	Parks Vehicles, Equipment	1,217,000.00	1,217,000.00	NC	100% City	326 CF	156 CF	130 CF	278 CF	137 CF	190 CF	
2 - 7	Golf Vehicles, Equipment	1,997,000.00	1,997,000.00	NC	100% City	510 CF	175 CF	255 CF	115 CF	212 CF	730 CF	
2 - 7	Parks Infrastructure	1,730,000.00	1,730,000.00	NC	100% City	235 CF	195 CF	415 CF	280 CF	285 CF	320 CF	
2 - 7	Golf, Ice Arena & Other Infrastructure	1,365,000.00	1,365,000.00	NC	100% City	365 CF	550 CF	150 CF		100 CF	200 CF	
3	Heritage Park Adaptive Playground and Splash Pad	1,000,000.00	700,000.00	NC	70% City 30% Grant		700 CF					
8	Acquisition of Park Land	1,500,000.00	1,500,000.00	NC	100% City							1,500 CF
9	Costick Center	20,000,000.00	20,000,000.00	155,000 AC	100% City	1,500 CF	1,500 CF	1,500 CF	1,500 CF	1,500 CF	1,500 CF	11,000 CF
TOTAL:		44,809,000.00	44,509,000.00	\$470,000		5,603	5,943	5,117	4,840	4,901	5,605	12,500

NC: No Change
 CF: Capital Fund
 AC: Annual Cost
 Grant: DNR

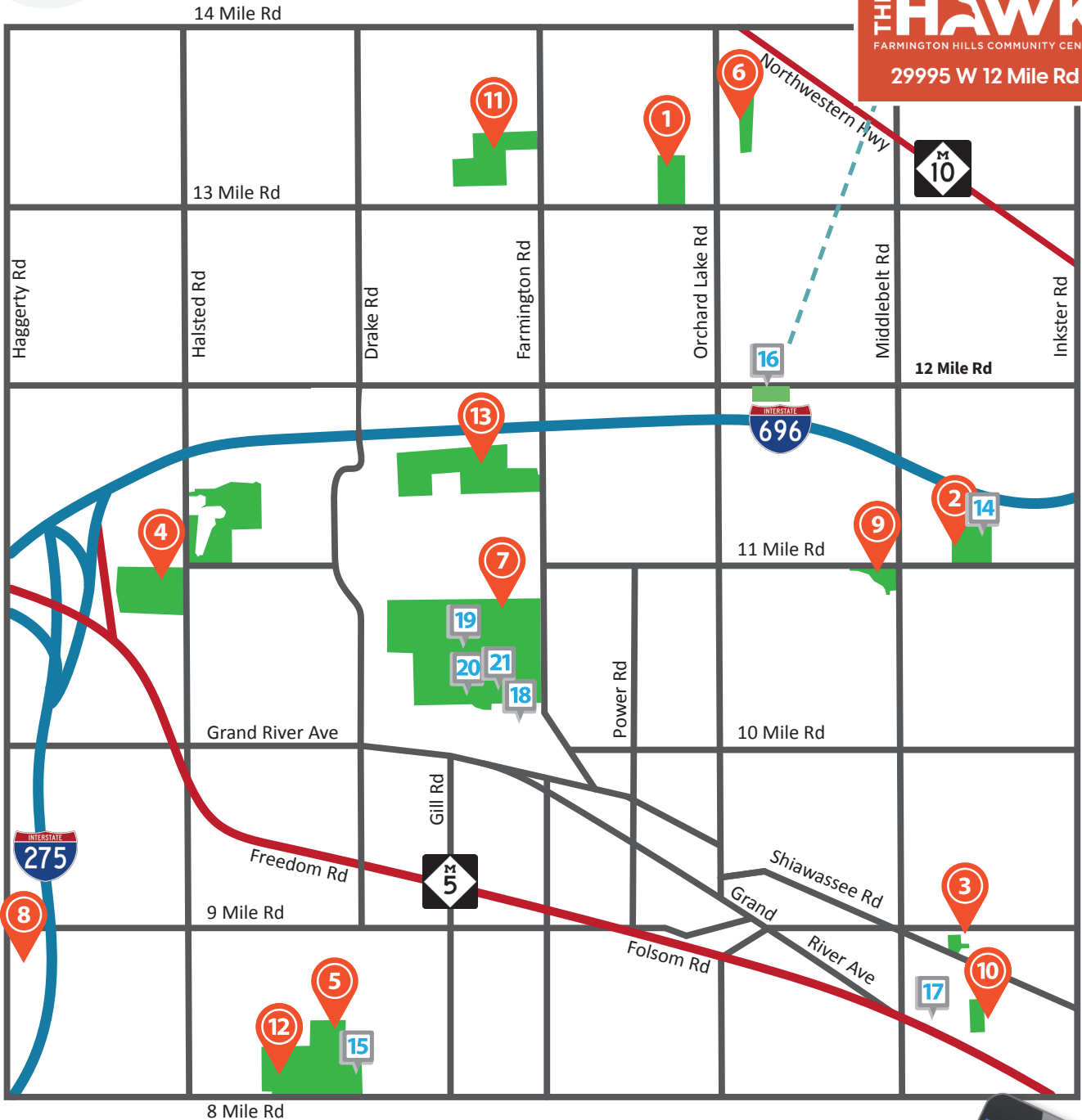
* This chart shows the identified public structures and improvements in the general order of their priority.

Revised: 2-15-24



PARKS & FACILITIES

THE HAWK
FARMINGTON HILLS COMMUNITY CENTER
29995 W 12 Mile Rd



Scan me

Take the virtual tour. Your adventure awaits!

fhgov.com/fhparks



PARKS

- 1 Bond Field**
31500 13 Mile Rd
1.7 acre park with two youth baseball fields
- 2 Costick Fields**
28600 W 11 Mile Rd
Large green space in front of Costick Activities Center with three soccer fields and a 0.5 mile walking path.
- 3 William Grace Dog Park**
29040 Shiawassee Rd
4-acre dog park divided into two areas - one for large dogs and one for smaller dogs up to 22 lbs. The dog park is open year-round, has benches and water for your dogs.
- 4 Farmington Hills Golf Club**
37777 11 Mile Court
175-acre, 18-hole golf course, open April through November, weather permitting. The driving range has 32 stations, tees and two practice greens. A full service pro shop and restaurant are open to the public.
- 5 Founders Sports Park**
35500 8 Mile Rd
101-acre park with six soccer fields, a nine hole disc golf course, eight baseball/softball fields, four sand volleyball courts, two half-court basketball courts, one bocce ball court, and a fishing pier. Also home to Farmington Hills Ice Arena and Riley Skate Park.
- 6 Harmon Oaks Park**
28000 Greening Rd
Small nature preserve with mature hardwoods and wildflowers.
- 7 Heritage Park**
24915 Farmington Rd
211-acre park with 4.5 miles of hiking trails. Amenities include picnic shelters, playground, sand volleyball courts, horseshoe pits, and grills. Also home to the Spicer House, Nature Center, Stables Art Studio, Amphitheater, History Center, Splash Pad, and Riley Archery Range. Shelters are available on a first-come basis, but may be reserved in advance.

- 8 Hills 275 Trailhead**
22100 Haggerty Rd
Bordering the I-275 Metro Trail, this is the first official trailhead off a Federal Highway in the State of Michigan. Hills 275 Trailhead provides dedicated parking that allows residents and guests to enjoy a safe, accessible entry point to the I-275 Metro Trail to bike and hike. The trailhead features green space, an informational kiosk, bike repair station, water bottle filler station, and work from local artists.
- 9 Memorial Park**
Located at 11 Mile & Middlebelt Rds
Memorial Park provides residents with a place to peacefully reflect and recognize friends and family members who have passed away.
- 10 Olde Town Park**
Corner of Independence & Waldron
3.7-acre neighborhood park featuring a shelter, in-line skating/ice hockey rink, two tennis courts, picnic tables, grills, and a playground.
- 11 Pioneer Park**
29885 Farmington Rd
Four athletic fields: In summer, two baseball and two soccer fields. In fall, four soccer fields. Comfort station and refreshment stand also available.
- 12 Riley Skate Park**
35500 W. 8 Mile Rd
Located in Founders Sports Park. This 29,000 square foot all-concrete park is the area's FREE premiere hotspot for skateboarders and in-line skaters.
- 13 Woodland Hills**
26655 Farmington Rd
74-acre nature park with 1.7 miles of hiking trails. Meadows, a hardwood forest, a pond, a river, and creek are all part of its natural wonders.

FACILITIES

- 14 Costick Activities Center**
28600 W 11 Mile Rd
67,000 square foot multipurpose facility on 28 acres. Home of the Center for Active Adults. Amenities include: swimming pool, gymnasium, stage, meeting and banquet rooms.

- 15 Farmington Hills Ice Arena**
35500 W. 8 Mile Rd
Located inside Founders Sports Park, the 70,000 square foot Ice Arena has two ice surfaces and a total seating capacity of 1,200 people. The facility hosts youth and adult hockey, public skating, Learn-to-Skate programs, and figure skating.
- 16 The Hawk - Farmington Hills Community Center**
29995 W 12 Mile Rd
Formerly Harrison High School, the new 245,000 square foot multipurpose community center and 42-acre park will provide a hub for residents and guests of all ages, interests and abilities to enjoy drama, music, visual and performing arts, aquatics, athletics, fitness and wellness, along with many other programs, classes, camps and events.
- 17 Jon Grant Community Center**
29260 Grand River Ave
Attached to Farmington Hills Fire Station #3. Facility hosts classes, programs, and rental space for parties and events.
- 18 Longacre House**
24705 Farmington Rd
www.longacrehouse.org
Historic event space for weddings, themed parties, receptions, business meetings, banquets and social gatherings. Also used by many Special Services programs.
- 19 Nature Center**
24915 Farmington Rd
Located in Heritage Park, this 2,325 square foot nature facility offers interpretive exhibits, including a life-sized tree and animal home exhibit, a bird viewing area, native fish aquariums, a library and a hands-on learning station for kids.
- 20 Riley Archery Range**
24915 Farmington Rd
This unique open air (indoor/outdoor) archery range offers eight shooting lanes with shooting distances of 10-30 yards, providing programs for people of all ages and abilities.
- 21 Stables Art Studio**
24915 Farmington Rd
Spacious art studio in historic setting hosts classes, camps & workshops.

EQUIPMENT

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. **2024/2025 Fire Equipment and Apparatus**
 - Purchase replacement Engine (\$1,025,000).
 - Purchase one (1) utility vehicle to replace fleet vehicle (\$70,000).
 - Station Furnishings (\$25,000).

2. **2025/2026 Fire Equipment and Apparatus**
 - Purchase replacement Squad (\$400,000).
 - Purchase one (1) utility vehicle to replace fleet vehicle (\$70,000).
 - Replacement Battalion Chief Vehicle (\$100,000).
 - Mobile Computers and equipment (\$180,000).
 - Apparatus Bay Floors (\$250,000).

3. **2026/2027 Fire Equipment and Apparatus**
 - Purchase replacement Engine (\$1,100,000).
 - Purchase one (1) utility vehicle to replace fleet vehicle (\$75,000).

4. **2027/2028 Fire Equipment and Apparatus**
 - Purchase replacement Squad (\$400,000).
 - Purchase replacement Turnout Gear (\$550,000).
 - Purchase one (1) utility vehicle to replace fleet vehicle (75,000).

5. **2027/2028 Fire Equipment and Apparatus**
 - Purchase replacement Squad (\$400,000).
 - Purchase replacement Squad (\$400,000).
 - Purchase SCBA Fill Station (\$100,000).

FIRE EQUIPMENT

Reference No.	PROJECT	TOTAL COST	CITY COST	MAINTENANCE COSTS	PROJECTED FUNDING & SOURCE	City Cost figures shown are in thousands of dollars.						
						2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	FUTURE
1	2024/2025 Fire Equipment and Apparatus	1,120,000	1,120,000	NC	100% City	1,120 CF						
2	2025/2026 Fire Equipment and Apparatus	1,000,000	1,000,000	NC	100% City		1,000 CF					
3	2026/2027 Fire Equipment and Apparatus	1,175,000	1,175,000	NC	100% City			1,175 CF				
4	2027/2028 Fire Equipment and Apparatus	1,025,000	1,025,000	NC	100% City				1,025 CF			
5	2028/2029 Fire Equipment and Apparatus	900,000	900,000	NC	100% City					900 CF		
TOTAL:		\$5,220,000	\$5,220,000	NC		1,120	1,000	1,175	1,025	900		

NC: No Change

CF: Capital Fund

* This chart shows the identified public structures and improvements in the general order of their priority.

Revised: 2-15-24

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. 2024/2025 Equipment

- 10-Yard Dump Truck – Replacement (\$300,000)
- Refurbish Existing Equipment (\$50,000)
- Rubber Tire Excavator – Replacement (\$650,000)
- Sidewalk snow clearing and salting equipment, to be used along major roads, e.g., Grand River and 12 Mile Road (this item has been added by the Planning Commission because of public input during the Master Plan update process). (\$75,000)

2. 2025/2026 Equipment

- 5-Yard Dump Truck – Replacement (\$300,000)
- 10-Yard Dump Truck – Replacement (\$310,000)
- Refurbish Existing Equipment (\$50,000)
- Roadside Mowing Tractor – Replacement (\$190,000)
- 3-Yard Truck – Replacement (\$210,000)

3. 2026/2027 Equipment

- Refurbish Existing Equipment (\$50,000)
- Sign Installation Truck – Replacement (\$270,000)
- Rubber Tire Backhoe – Replacement (\$400,000)
- Road Grader – Replacement (\$390,000)
- Sewer Camera & Van – Replacement (\$250,000)

4. 2027/2028 Equipment

- Mechanical Street Sweeper – Replacement (\$450,000)
- Refurbish Existing Equipment – (\$50,000)
- Sewer Vacuum Truck – Replacement (\$650,000)

5. 2028/2029 Equipment

- Two 10 Yard Dump Trucks – Replacements (\$430,000 each, total \$860,000)
- Forestry Chipper – Replacement (\$60,000)
- Forklift – Replacement (\$90,000)
- Refurbish existing Equipment (\$50,000)

6. 2029/2030 Equipment

- Cold Patch Trailer - Replacement (\$90,000)
- Refurbish existing Equipment (\$50,000)
- Rubber Tire Excavator – Replacement (\$700,000)
- Rubber Tire Front Loader – Replacement (\$600,000)

DPW EQUIPMENT

Reference No.	PROJECT	TOTAL COST	CITY COST	MAINTENANCE COSTS	PROJECTED FUNDING & SOURCE	CityCost figures are shown in thousands of dollars							
						2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	FUTURE	
1	2024/2025 DPW Equipment	1,075,000	1,075,000	NC	100% City	1,075 CF							
2	2025/2026 DPW Equipment	1,060,000	1,060,000	NC	100% City		1,060 CF						
3	2026/2027 DPW Equipment	1,360,000	1,360,000	NC	100% City			1,360 CF					
4	2027/2028 DPW Equipment	1,150,000	1,150,000	NC	100% City				1,150 CF				
5	2028/2029 DPW Equipment	1,060,000	1,060,000	NC	100% City					1,060 CF			
6	2029/2030 DPW Equipment	1,440,000	1,440,000	NC	100% City						1,440 CF		
	TOTAL:	7,145,000	7,145,000			1,075	1,060	1,360	1,150	1,060	1,440	0	

CF: Capital Fund
 NC: No Change

* This chart shows the identified public structures and improvements in the general order of their priority. Revised: 2-15-24

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. **2024/2025 Vehicles**
 - 3-Fleet and Pool Vehicles – Replacement (\$110,000)
 - 3 Pickup Trucks and Plows – Pub Services, Road Maintenance & Engineering. (3 at \$60,000, Total \$180,000)

2. **2025/2026 Vehicles**
 - 3-Fleet and Pool Vehicles – Replacement (\$115,000)
 - 3 Pickup Trucks and Plows – Pub Services, Road Maintenance & Engineering. (3 at \$65,000, Total \$195,000)

3. **2026/2027 Vehicles**
 - 3-Fleet and Pool Vehicles – Replacement (\$120,000)
 - 3 Pickup Trucks and Plows – Pub Services, Road Maintenance. & Engineering. (3 at \$70,000, Total \$210,000)

4. **2027/2028 Vehicles**
 - 3-Fleet and Pool Vehicles – Replacement (\$125,000)
 - 3 Pickup Trucks and Plows – Pub Services, Road Maintenance. & Engineering. (3 at \$75,000, Total \$225,000)

5. **2028/2029 Vehicles**
 - 3-Fleet and Pool Vehicles – Replacement (\$130,000)
 - 3 Pickup Trucks and Plows – Public Services, Road Maintenance. & Engineering. (3 at \$80,000, Total \$240,000)

6. **2029/2030 Vehicles**
 - 3-Fleet and Pool Vehicles – Replacement (\$135,000)
 - 3 Pickup Trucks and Plows – Public Services, Road Maintenance & Engineering) (3 at \$85,000, Total \$255,000)

FLEET & MOTOR POOL VEHICLES

Reference No.	PROJECT	TOTAL COST	CITY COST	MAINTENANCE COSTS	PROJECTED FUNDING & SOURCE	City Cost figures are shown in thousands of dollars							
						2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	FUTURE	
1	2024/2025 Vehicles	290,000	290,000	NC	100% City	290 CF							
2	2025/2026 Vehicles	310,000	310,000	NC	100% City		310 CF						
3	2026/2027 Vehicles	330,000	330,000	NC	100% City			330 CF					
4	2027/2028 Vehicles	350,000	350,000	NC	100% City				350 CF				
5	2028/2029 Vehicles	370,000	370,000	NC	100% City					370 CF			
6	2029/2030 Vehicles	390,000	390,000	NC	100% City						390 CF		
TOTAL:		\$2,040,000	\$2,040,000			290	310	330	350	370	390	0	

CF: Capital Fund
 NC: No Change

Revised: 2-15-24

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 of 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 a number of 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 done 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

This involves:

- 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 a number of 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. **Farmington Freeway Industrial Park Storm Sewer, Phase 3**
This project involves providing improved drainage by installing additional storm sewers in the Farmington Freeway Industrial Park Subdivisions No. 1 and 2, connecting to the existing storm sewer system.
5. **Heritage Hills and Wedgewood Commons Storm Sewer, Phase-4**
This project involves providing improved drainage by installing additional storm sewers laterals in Heritage Hills and Wedgewood Commons (construction of Phase 4) and connecting to the existing storm sewer system.
6. **Woodcreek Hills Subdivision Storm Sewer**
This project provides lateral storm sewers for Woodcreek Hills Subdivision as well as rehabilitation of the existing storm sewer system.
7. **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.
8. **Shady Ridge Drive Storm Sewer**
This project provides a lateral storm sewer along Shady Ridge Drive.
9. **Biddestone Lane Culvert**
The existing box culvert under Biddestone Lane needs to be upgraded and/or extended to accommodate a wider road width and address possible flow issues. This project involves a rehabilitation/replacement of the existing 69" high by 118" wide concrete box culvert underneath Biddestone Lane.
10. **Edgehill Main Ravines Tributary Cross Culvert Replacement**
This project involves replacement and upsizing of the two existing 18" cross culverts that carry pass through drainage of the tributary of this Main Ravines drains and a lateral storm sewer to improve drainage.
11. **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.
12. **Caddell Drain, Nine Mile Road at Drake Road**
Replacement 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.
13. **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.
14. **Biddestone Lane Storm Sewer**
This project provides lateral storm sewer and an outfall storm sewer for this area.
15. **Harwich Drive Drainage Improvement**
Currently storm water runoff from Harwich Drive travels across a residential side yard. The project would include the installation of a storm sewer from the right-of-way down to the Pebble Creek to minimize erosion.

16. **Caddell Drain Improvements - Phase II**
Phase II of the Caddell Drain Improvements includes improvements to the southern portions of the water course. This project will be coordinated by the Oakland County Water Resources Commission through the Michigan Drain Code.
17. **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.
18. **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.
19. **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.
20. **Franklin Fairway Storm Sewer**
This project provides lateral storm sewers for Franklin Fairway Drive as well as rehabilitation of the existing storm system.
21. **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.
22. **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.
23. **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.
24. **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.
25. **Halsted Road, Eight Mile Road to Nine Mile Road**
This project provides lateral storm sewers for Halsted Road (between Eight Mile Road and Nine Mile Road), as well as rehabilitation of the existing storm sewer system.
26. **Camelot Court/Farmington Meadows Storm Sewer**
This project provides lateral storm sewers for Camelot Ct./Farmington Meadows as well as rehabilitation of the existing storm sewer system.
27. **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.
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. **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.

30. **Grand River Avenue at Haynes – MDOT Storm Sewer**

This project provides lateral storm sewers for Grand River (between Cora Ave and Tuck Road), as well as rehabilitation of the existing storm sewer system.

31. **Goldsmith Street Culvert Replacements**

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



DRAINAGE

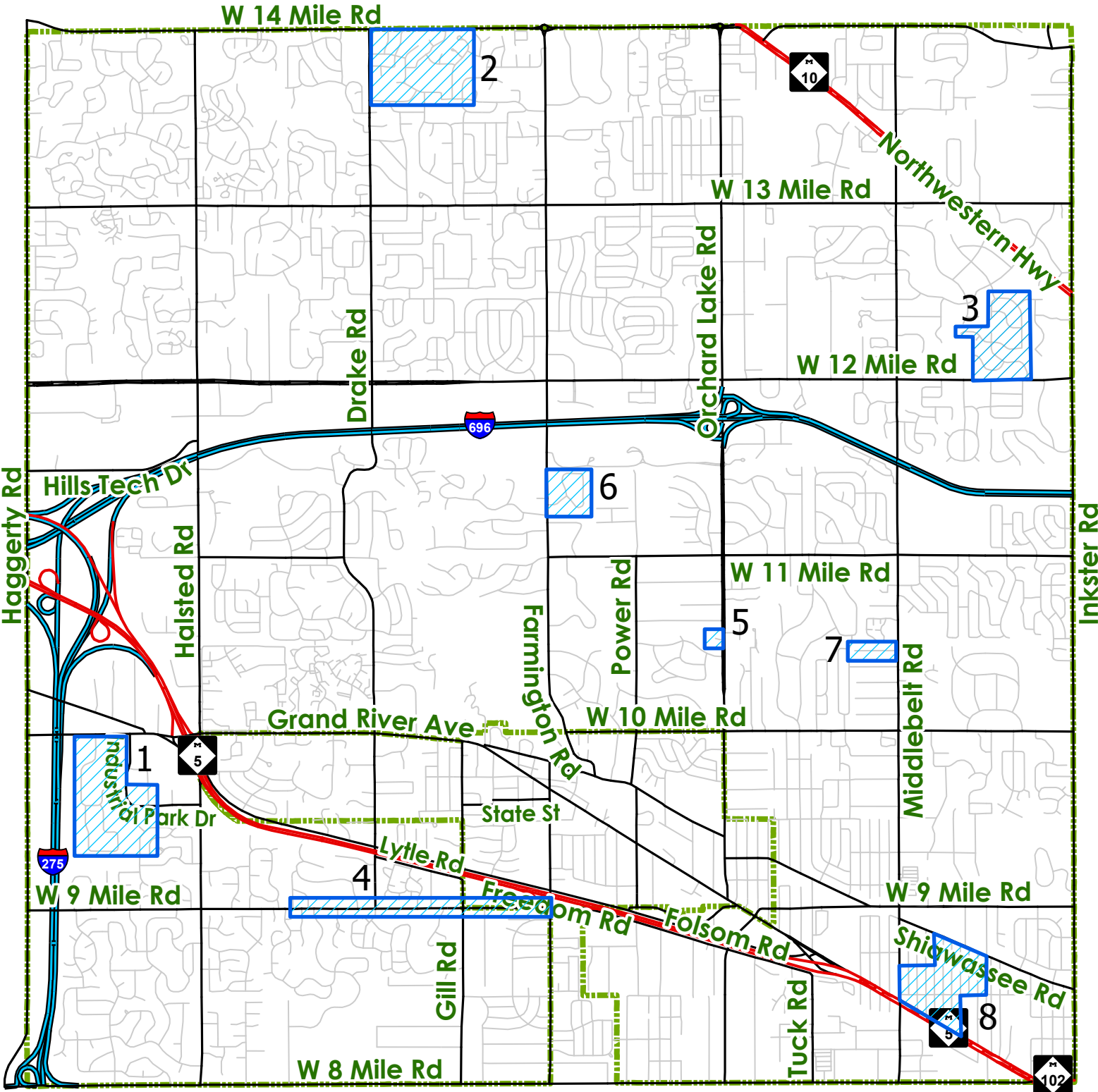
Reference No.	PROJECT	TOTAL COST	CITY COST	MAINTENANCE COSTS	PROJECTED FUNDING & SOURCE	City Cost figures are shown in thousands of dollars						
						2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	FUTURE
1	Storm Water NPDES Permit Program	450,000	450,000	NC	100% City	75 CF	75 CF	75 CF	75 CF	75 CF	75 CF	
2	Miscellaneous Storm Sewer Repair, Maintenance and Improvement Program	3,000,000	3,000,000	NC	100% City	500 CF	500 CF	500 CF	500 CF	500 CF	500 CF	
3	City Owned Storm Water Basin Maintenance	150,000	150,000	NC	100% City	25 CF	25 CF	25 CF	25 CF	25 CF	25 CF	
4	Farmington Freeway Industrial Park Storm Sewer, Phase 3	400,000	400,000	NC	100% City	400 CF						
5	Heritage Hills and Wedgewood Commons Storm Sewer, Phase 4	750,000	750,000	NC	100% City	750 CF						
6	Woodcreek Hills Subdivision Storm Sewer	650,000	650,000	NC	100% City	650 CF						
7	Nine Mile Road Storm Sewer, Walsingham Drive to Farmington Road	1,350,000	1,350,000	NC	100% City	1,350 CF						
8	Shady Ridge Drive Storm Sewer	200,000	200,000	NC	100% City	200 CF						
9	Biddestone Lane Culvert	1,950,000	1,950,000	NC	100% City	1,950 CF						
10	Edgehill Main Ravines Tributary Cross Culvert Replacement	75,000	75,000	NC	100% City	75 CF						
11	Richland Gardens Subdivision Storm Sewer	1,500,000	1,500,000	NC	100% City	500 CF	500 CF	500 CF				
12	Caddell Drain, Nine Mile Road at Drake Road	4,445,000	2,670,000	NC	60% City 40% O		2,670 CF					
13	Folsom Road Storm Sewer, Nine Mile Road to Orchard Lake Road	370,000	370,000	NC	100% City		370 CF					
14	Biddestone Lane Storm Sewer	320,000	320,000	NC	100% City		320 CF					
15	Harwich Drive Drainage Improvement	140,000	140,000	NC	100% City		140 CF					
16	Caddell Drain Improvements - Phase II	1,375,000	825,000	NC	60% City 40% O			825 CF				
17	Rockshire Street Culvert Rehabilitation/Replacement	1,050,000	1,050,000	NC	100% City			1,050 CF				
18	Rockshire Street, Edgemoor Street, and Bramwell Street Storm Sewer	420,000	420,000	NC	100% City			420 CF				
19	Drake Road Storm Sewer, Nine Mile Road to north of M-5	400,000	400,000	NC	100% City				400 CF			
20	Franklin Fairway Storm Sewer	100,000	100,000	NC	100% City				100 CF			

21	Farmington Hills Subdivision Main Ravines Cross Culverts Replacement	100,000	100,000	NC	100% City					100 CF			
22	Hearfstone Road Culvert Rehabilitation/Replacement	1,300,000	1,300,000	NC	100% City					1,300 CF			
23	Tuck Road Bridge Rehabilitation, south of Folsom Road	3,175,000	3,175,000	NC	100% City					3,175 CF			
24	Metroview Drive Storm Sewer, Eight Mile Road to Green Hill Road	525,000	525,000	NC	100% City					525 CF			
25	Halsted Road, Eight Mile Road to Nine Mile Road	500,000	500,000	NC	100% City					500 CF			
26	Carnelot Court/Farmington Meadows Storm Sewer	1,050,000	1,050,000	NC	100% City					525 CF	525 CF		
27	Farmington Road, Thirteen Mile Road to Fourteen Mile Road	500,000	500,000	NC	100% City						500 CF		
28	Tuck Road Storm Sewer, Folsom Road to Eight Mile Road	450,000	450,000	NC	100% City						450 CF		
29	Shiawasse Road Storm Sewer, Middlebelt Road to Inkster Road	750,000	750,000	NC	100% City						750 CF		
30	Grand River Avenue at Haynes - MDOT Storm Sewer	1,000,000	900,000	NC	90% City 10% O						900 CF		
31	Goldsmith Street Culvert Replacements	290,000	290,000	NC	100% City							290 CF	
SUB-TOTAL:		\$28,735,000	\$26,310,000	NC		6,475	4,600	3,395	7,225	3,725	890		

NC: No Change
O: Other
CF: Capital Fund
AC: Annual Cost
Revised 2-15-24

*This chart shows the identified public structures and improvements in the general order

2024/2025 Drainage Projects



1. Farmington Freeway Industrial Park Storm Sewer - Phase 3
2. Heritage Hills and Wedgwood Commons Storm Sewer - Phase 4
3. Woodcreek Hills Subdivision Storm Sewer
4. Nine Mile Road Storm Sewer - Walsingham Drive to Farmington Road
5. Shady Ridge Drive Storm Sewer
6. Biddestone Lane Culvert
7. Edgehill Main Ravines Tributary Cross Culvert Replacement
8. Richland Gardens Subdivision 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.

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SANITARY SEWERS

The major goal of the 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. **Biddestone Lane Sanitary Sewer (Southeast area)**

Provide public sanitary sewer on Biddestone Lane in the southeast portion of this subdivision where public sanitary sewer is not yet available.

3.. **Rockshire Avenue and Edgemoor Street Sanitary Sewer**

Provide public sanitary sewer on Rockshire Avenue and Edgemoor Street

4. **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 to be determined.

5. **Metroview Street Area Sanitary Sewer**

Provide public sanitary sewer for on Metroview Street from Eight Mile Road to north of Greenhill Road.

6. **Shiawassee Road Sanitary Sewer, Middlebelt Road to Inkster Road**

Provide public sanitary sewer to properties with frontage on Shiawassee Road between Middlebelt and Inkster Road where public sanitary sewer is not yet available. Basement service may be difficult to achieve for these properties.

7. **Goldsmith Street Area Sanitary Sewer**

Provide public sanitary sewer for Goldsmith north of Teal Court including neighboring stub streets.

SANITARY SEWERS

Reference No.	SANITARY SEWER PROJECT	TOTAL COST	CITY COST	MAINTENANCE COSTS	PROJECTED FUNDING & SOURCE	City Cost figures are shown in thousands of dollars.						
						2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	FUTURE
1	Annual Renewal Program	15,000,000	15,000,000	NC	100% SF	2,500 SF	2,500 SF	2,500 SF	2,500 SF	2,500 SF	2,500 SF	
2	Biddestone Lane Sanitary Sewer (Southeast area)	850,000	850,000	NC	100% PB	850 PB						
3	Rockshire Avenue and Edgemoor Street Sanitary Sewer	500,000	500,000	NC	100% PB		500 PB					
4	Low Pressure Gravity Sanitary Sewer System	750,000	750,000	NC	100% PB		750 PB					
5	Metroview Street area Sanitary Sewer	2,840,000	2,840,000	NC	100% PB			2,840 PB				
6	Shiwassee Road Sanitary Sewer, Middlebelt Road to Inkster Road	810,000	810,000	NC	100% PB				810 PB			
7	Goldsmith Street Area Sanitary Sewer	2,800,000	2,800,000	NC	100% PB					2,800 PB		
	TOTAL:	23,550,000	23,550,000	NC		3,350	3,750	5,340	3,310	5,300	2,500	

SF: Sanitary Sewer System Fund
 NC: No Change
 PB: Payback District

* This chart shows the identified public structures and improvements in the general order of their priority.

Revised 2-15-24

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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 includes 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. Kendallwood Subdivision No. 2 Water Main Replacement

This is in the residential neighborhood east of Farmington Road and north of Twelve Mile Road. It is an area of older pipe built in the 1950s 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.

2. Kendallwood Subdivision 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 1950s 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. Biddestone Lane Water Main, Loop/Extension

Installation of an 8" water main on Biddestone Lane from the existing Biddestone Lane water main around the Biddestone Lane loop and out to Farmington Road with a stub to the east for future looping.

4. **Kendallwood Subdivision No. 3 Water Main Replacement**

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

5. **Rockshire Avenue, Edgemoor Street, and Bramwell Street-Water Main Extension**

Install 8" and 12" water main on Rockshire from Orchard Lake Road to the Beechview Elementary School property; on Edgemoor Street north of Rockshire and south of Rockshire to existing water main on Scenic View Circle; and on Bramwell Street north of Rockshire as well as possibly looping with the public water main on the Beechview Elementary School property.

6. **Westbrooke Manor Subdivision No. 2 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 1950s 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.

7. **Metroview Street Water Main Installation**

Provide public water main on Metroview from Eight Mile Road to north of Greenhill Road thereby completing a loop.

8. **Westbrooke Manor Subdivision No. 1 Water Main Replacement 10**

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 1950s 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.

9. **Water Main Extension Across 30425 Farmington Road**

This project would include the installation of water main across the property frontage of 30425 Farmington and connect two existing water mains. This extension would complete the looping of water main along Farmington Road.

10. **Westbrooke Plaza Water Main Replacement and Relocation**

This commercial area is located on the south side of 13 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.

11. Westbrooke Manor Subdivision 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 1950s 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.

12. 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.

13. Goldsmith Street Water Main Installation

Provide public water main for Goldsmith Street from 500 LF north of Eight Mile Road to Lauren Lane thereby completing a loop.

14. Westbrooke Manor Subdivision No. 3 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 1950s with 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.

15. Westbrooke Manor Subdivision 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 1950s with 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.

16. 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 1960s 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.

WATER MAINS

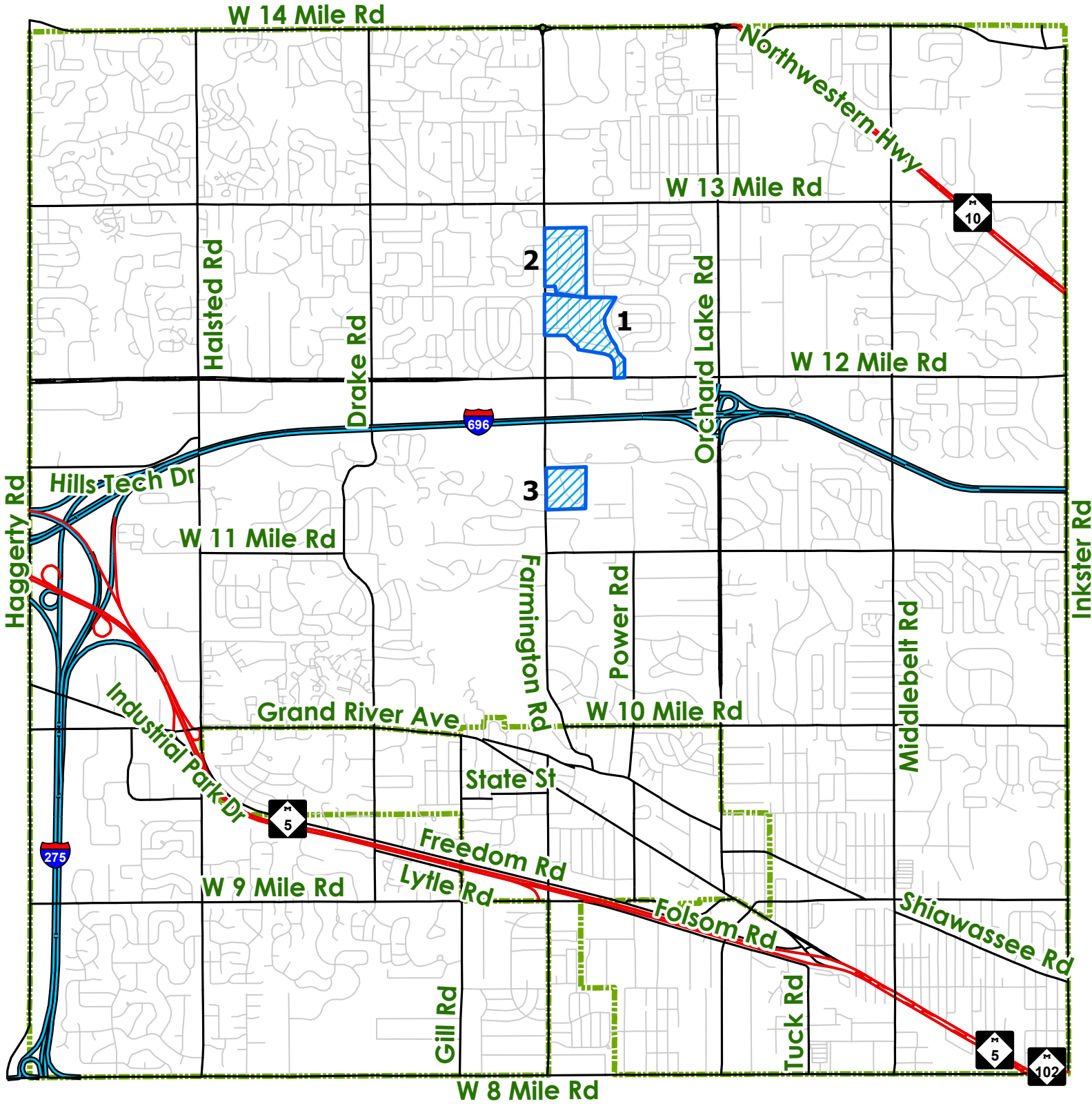
Reference No.	WATER MAIN PROJECT	TOTAL COST	CITY COST	MAINTENANCE COSTS	PROJECTED FUNDING & SOURCE	City Cost dollars are shown in thousands of dollars						
						2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	FUTURE
1	Kendallwood Subdivision No. 2 Water Main Replacement	6,620,000	6,620,000	NC	100% City	6,620 WS						
2	Kendallwood Subdivision No. 4 Water Main Replacement	3,400,000	3,400,000	NC	100% City	3,400 WS						
3	Biddestone Lane Water Main-Loop/Extension	1,390,000	1,390,000	NC	100% PB	1,390 WS						
4	Kendallwood Subdivision No. 3 Water Main	5,875,000	5,875,000	NC	100% City		5,875 WS					
5	Rockshire Avenue, Edgemoor Street, and Bramwell Street Water Main Extension	2,035,000	2,035,000	NC	100% PB		2,035 PB					
6	Westbrooke Manor Subdivision No. 2 Water Main Replacement	4,325,000	4,325,000	NC	100% City			4,325 WS				
7	Metroview Street Water Main Installation	2,205,000	2,205,000	NC	100% PB			2,205 PB				
8	Westbrooke Manor Subdivision No. 1 Water Main Replacement	3,530,000	3,530,000	NC	100% City			3,530 WS				
9	Water Main Extension across 30425 Farmington Road	170,000	170,000	NC	100% City			170 WS				
10	Westbrooke Plaza Water Main Replacement and Relocation	620,000	620,000	NC	100% City				620 WS			
11	Westbrooke Manor Subdivision Water Main Replacement	3,950,000	3,950,000	NC	100% City				3,950 WS			
12	Shiawasse Road Water Main, Middlebelt Road to Inkster Road	1,890,000	1,890,000	NC	100% City				1,890 WS			
13	Goldsmith Street Water Main Installation	1,890,000	1,890,000	NC	100% PB					1,890 PB		
14	Westbrooke Manor Subdivision No. 3 Water Main Replacement	1,645,000	1,645,000	NC	100% City					1,645 WS		
15	Westbrooke Manor Subdivision No. 4 Water Main Replacement	1,600,000	1,600,000	NC	100% City					1,600 WS		
16	Old Homestead Subdivision Water Main Replacement	5,945,000	5,945,000	NC	100% City						5,945 WS	
TOTAL:		\$47,090,000	\$47,090,000	NC		11,410	7,910	10,230	6,460	5,135	5,945	

WS: Water System Fund
 NC: No Charge
 PB: Payback District

*This chart shows the identified public structures and improvements in the general order of their priority.

Revised: 2-15-24

2024/2025 Water Main Projects



1. Kendallwood Subdivision No. 2 Water Main Replacement
2. Kendallwood Subdivision No. 4 Water Main Replacement
3. Biddestone Lane Water Main, Loop/Extension

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.

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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 is 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 were re-evaluated using a systematic approach. Essentially sidewalks are assigned point values based on several variables including, access to schools, connectivity to shopping, municipal facilities, etc. Also, we assigned values that considered items such as ease of construction, availability to right-of-way, funding sources, funding availability, connectivity, etc. Also included within this section is a proposal for a non-motorized Master Plan. This plan would provide recommendations for in-road facilities, sidewalks, trails, road crossings, priority considerations, funding for future implementations.

In addition to the sidewalks, a program is proposed to modify existing walks to provide for a minimum width of eight feet so they can be used for non-motorized pathways. This fulfills a requirement in the gas and weight tax legislation for the funding and maintenance of our road system (Act 51).

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 table for proposed sidewalk/ pathway projects including locations and funding schedule.

SIDEWALKS

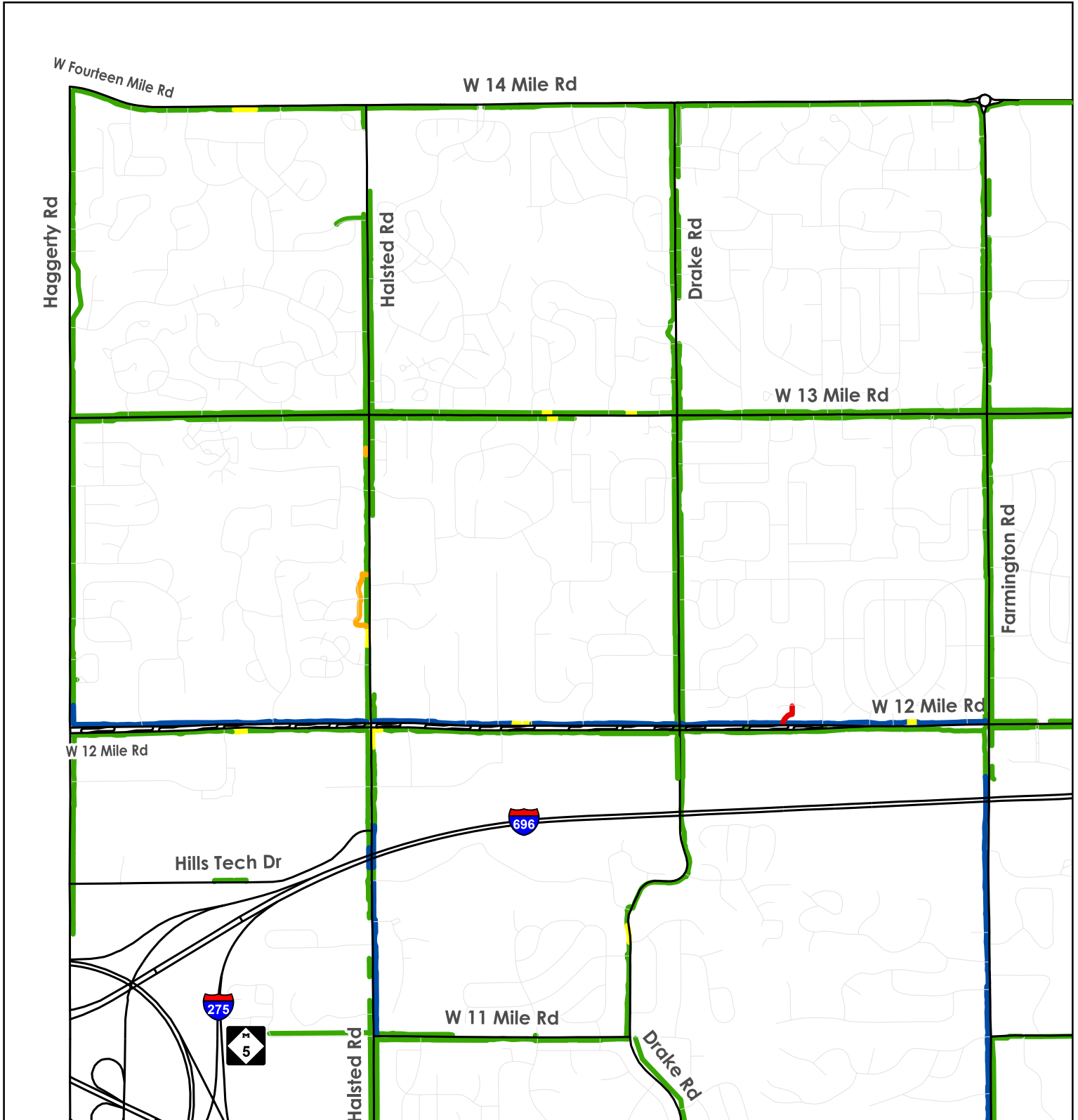
Reference No.	PROJECT	TOTAL COST	CITY COST	MAINTENANCE COSTS	PROJECTED FUNDING & SOURCE	City Cost figures are shown in thousands of dollars					FUTURE	
						2024/25	2025/26	2026/27	2027/28	2028/29		2029/30
1	Sidewalk replacement along major roads including brick paver repair/replace	600,000	600,000	NC	100% City	100 CF	100 CF	100 CF	100 CF	100 CF	100 CF	
2	Nine Mile Road, south side, Drake Road to Farmington Road	580,000	580,000	NC	100% City	580 CF						
3	Northside Twelve Mile Road, Middlebelt Road to Inkster Road	400,000	400,000	NC	100% City	400 CF						
4	Thirteen Mile at Pebble Creek Crossing Pedestrian Bridge Rehabilitation	25,000	25,000	NC	100% City	25 CF						
5	Ten Mile Road from 30265 to 30701 Ten Mile Road	280,000	280,000	NC	100% City		280 CF					
6	Farmington Road, east side, Glenmuir Street to Fourteen Mile Road	410,000	410,000	NC	100% City		410 CF					
7	Neighborhood Sidewalk Replacement Program SAD	30,000	30,000	NC	100% SAD			30 CF				
8	Ten Mile Road from S. Duncan to Creekside Drive	180,000	180,000	NC	100% City			180 CF				
9	Eleven Mile Road, north side, Old Homestead to Drake Road	360,000	360,000	NC	100% City			360 CF				
10	Southside Shiawassee Road, Middlebelt Road to Inkster Road	570,000	570,000	NC	100% City					570 CF		
11	Pathway Improvements, Rock Ridge Lane to Oak Crest Drive	115,000	115,000	NC	100% City						115 CF	
12	Inkster Road, west side, Hystone Dr. to the north end of the I-696 overpass (south property line of 27777 Inkster Road)	585,000	585,000	NC	100% City							585 CF
SUB-TOTAL:		\$4,135,000	\$4,135,000	NC		1,105	790	670	100	670	800	0

CF: Capital Fund
 NC: No Change
 SAD: Special Assessment District

Revised: 2-15-24

* This chart shows the identified public structures and improvements in the general order of their priority.

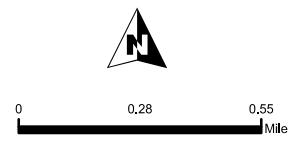
Sidewalk Locations



Legend

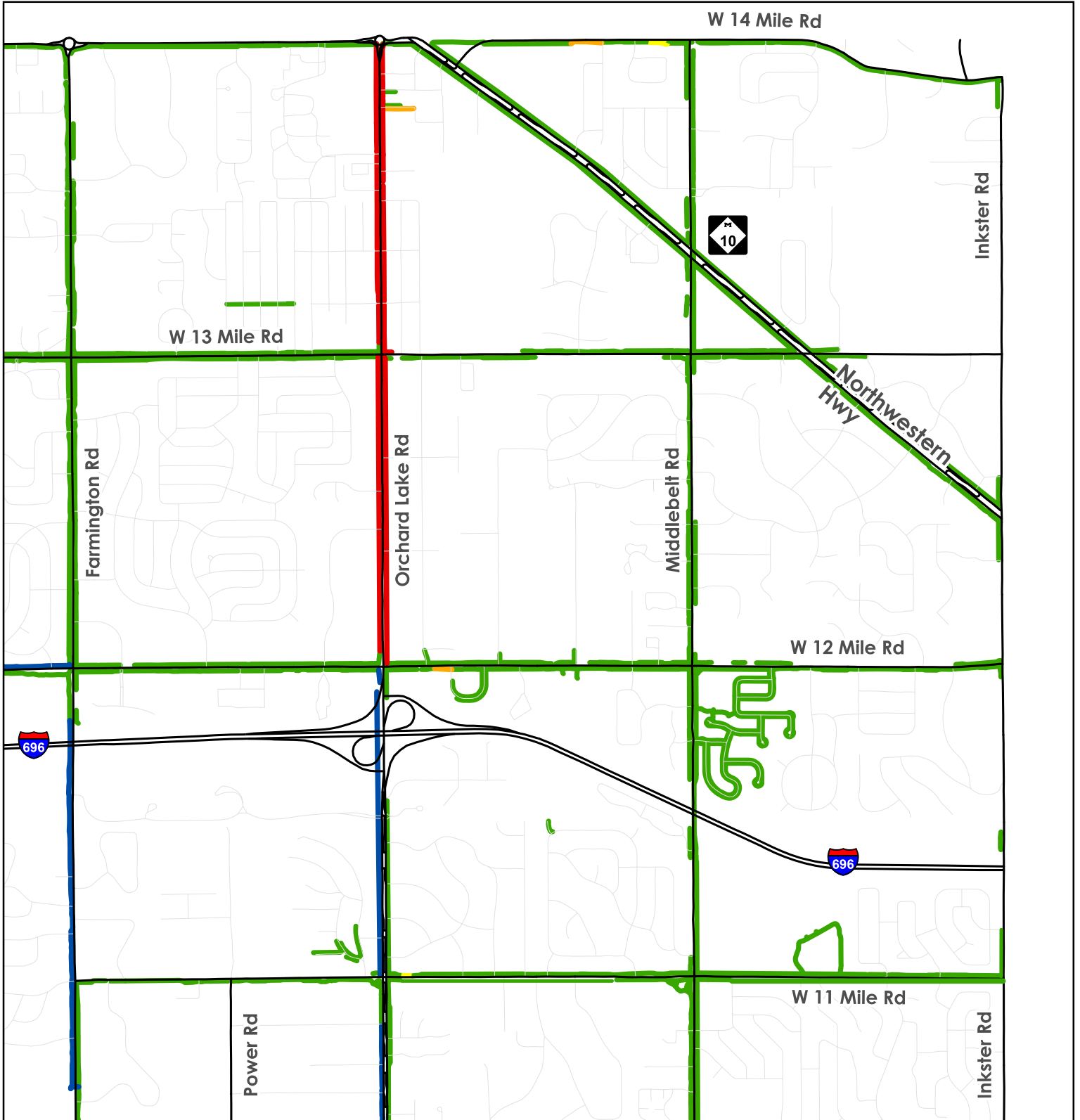
Sidewalks

	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

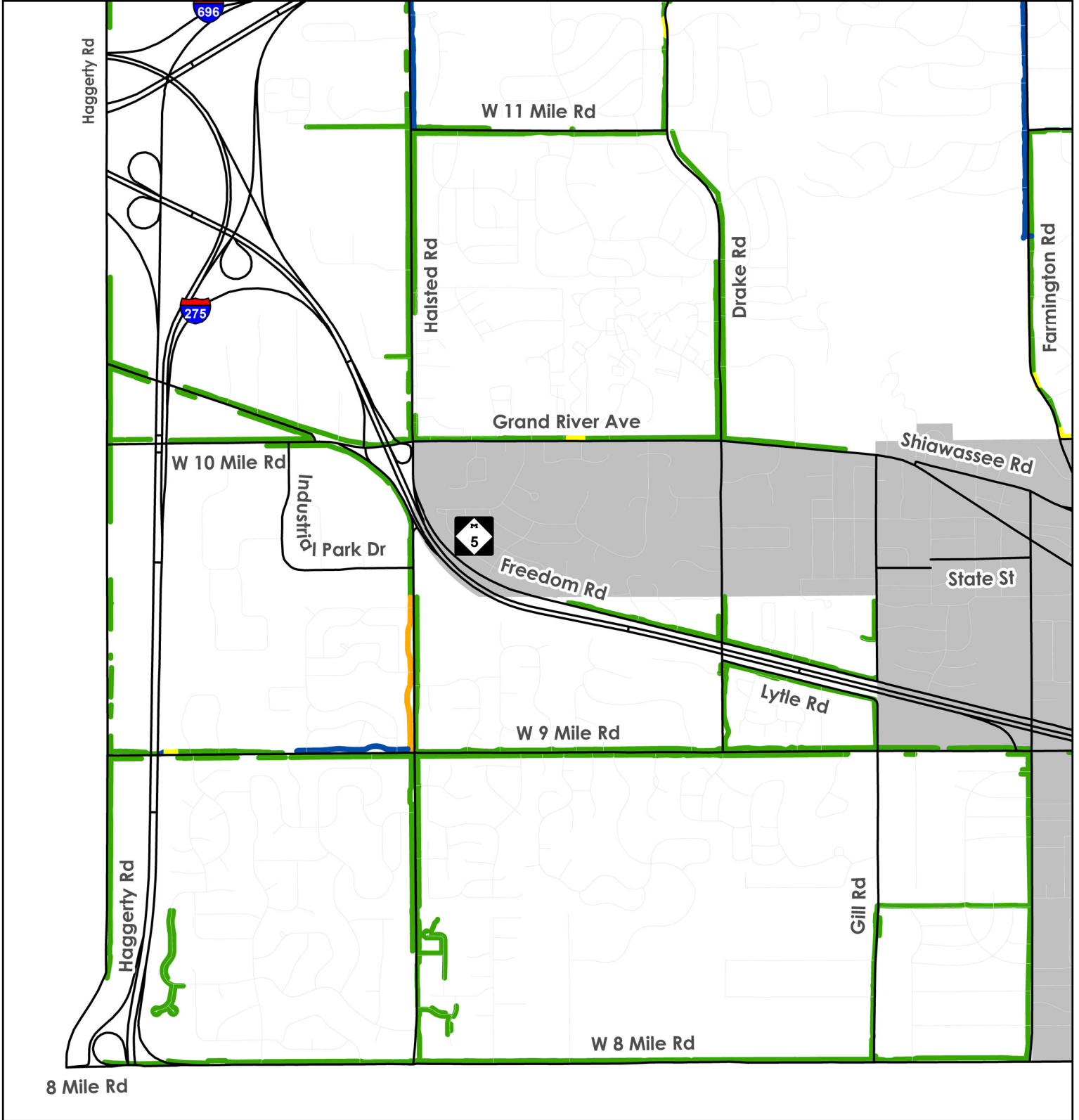
Sidewalks

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



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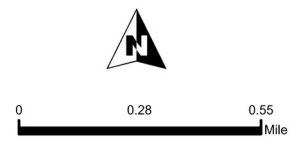
Sidewalk Locations



Legend

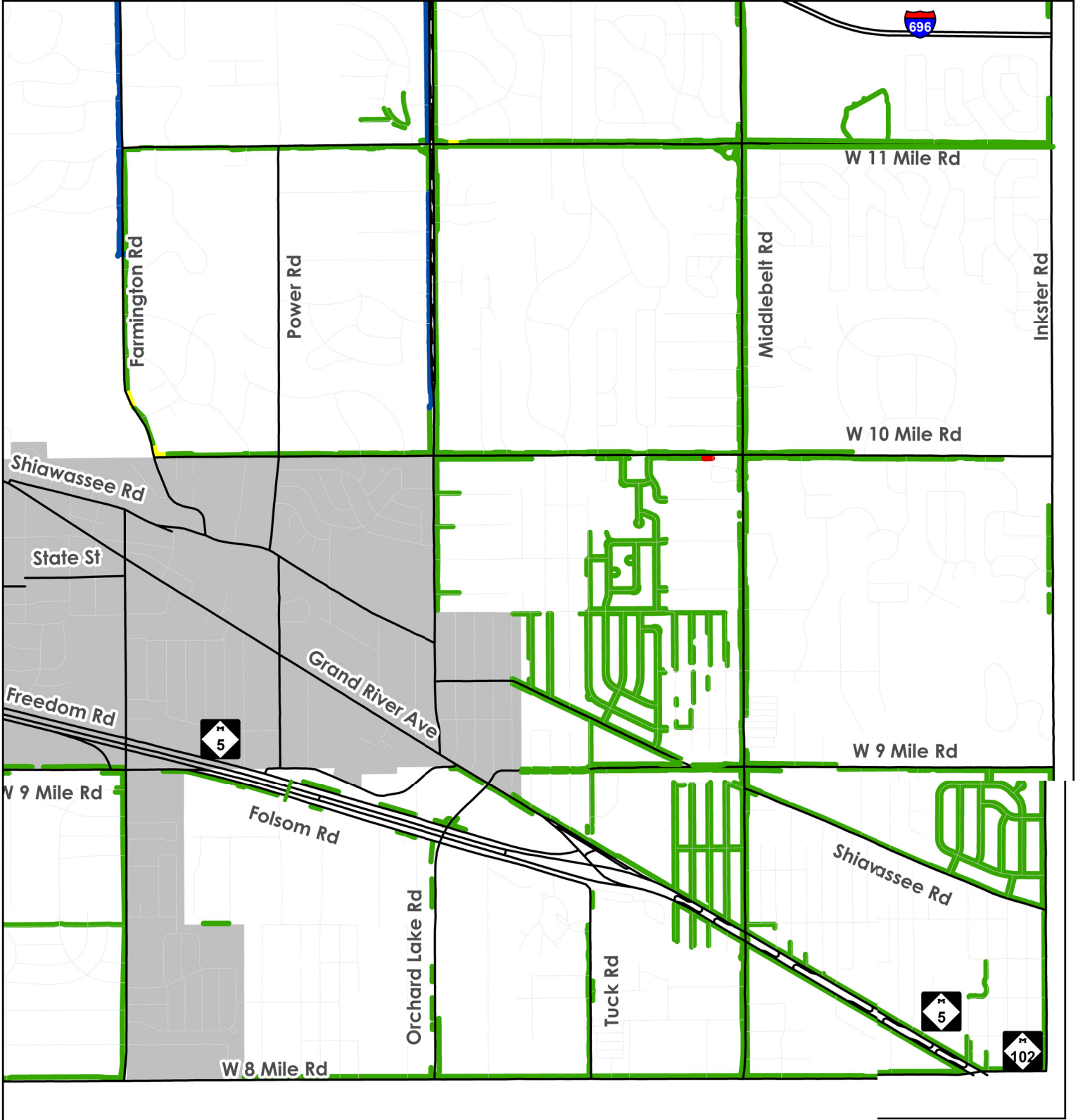
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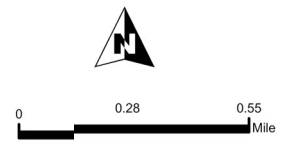
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TRANSPORTATION

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 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 aging 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 cost.
- 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 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 PROJECTS - MAJOR ROAD

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 has recently been increased from \pm \$150,000/year 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. Currently the City is planning to utilize existing funds for part of the City's contribution to the Orchard Lake Road project from Thirteen Mile to Fourteen Mile Road listed below.

2. **Major Road Capital Preventative Maintenance Projects (\$7,460,000)**

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

- 2024/2025, Freedom Road, Maple Street to Grand River Ave. (\$1,360,000)
- 2025/2026, Hills Tech Drive, (\$1,800,000)
- 2026/22027, Independence Street, Middlebelt Road to Ontaga, (\$1,000,000)
- 2027/2028, Drake Road, Eleven Mile Road to Twelve Mile Road, (\$1,600,000)
- 2028/2029, Gill/Lytle, Drake Road to Nine Mile Road, (\$900,000)
- 2029/2030, Halsted, Ten Mile Road to M-5 Ramp, (\$800,000)

3. **Industrial/Commercial Road Rehabilitation (\$5,650,000)**

Industrial roads with a PASER rating less than 2.75 are prioritized and placed on a list for reconstruction. These prioritized ratings are reviewed on a regular basis. The updated list of Industrial Park projects is described on the enclosed spreadsheet.

- 2024/2025, Sinacola Industrial Park, (\$1,000,000)
- 2025/2026, North Industrial Drive, (\$1,300,000)
- 2026/2027, Hallwood/Hallwood Court (\$1,500,000)
- 207/2028, Farmington Hills IRO Park North (Enterprise Court), (\$850,000)
- 2028/2029, Orchards Corporation Center/Stansbury (CPM), (\$500,000)
- 2029/2030, Farmington Grand River Industrial Park/Cresview Court (CPM). (\$500,000)

4. **Signal Modernization (See Transportation / Major Road Spread Sheet, \$1,800,000)**

Modernization of the traffic signals at 13 Mile Road and Halsted Road, 13 Mile Road and Farmington Road, 11 Mile Road and Halsted Road. This project includes construction of new box spans, pedestrian signal upgrades, upgrades for ADA compliance, and installation of new controllers and electrical components.

5-14. **Major Road project continued, see table.**

TRANSPORTATION - MAJOR ROADS

Reference No.	PROJECT	TOTAL COST	CITY COST	MAINTENANCE COSTS	PROJECTED FUNDING & SOURCE	City Cost figures are shown in thousands of dollars							
						2024/25	2025/26	2026/27	2027/28	2028/29	2029/2030	FUTURE	
1	Tri-Party (TBD)	2,070,000	690,000	NC	33% City 33% OC 33% RCOC	115 WGM	115 WGM	115 WGM	115 WGM	115 WGM	115 WGM	115 WGM	
2	Major Road Capital Preventative Maintenance Projects (See Major Road Capital Preventative Maintenance spreadsheet)	7,460,000	7,460,000	NC	100% City	1,360 WGM	1,800 WGM	1,000 WGM	1,600 WGM	900 WGM	800 WGM		
3	Industrial/Commercial Rd Rehabilitation (See Industrial/Commercial spreadsheet)	5,650,000	5,650,000	NC	100% City	1,000 WGM	1,300 WGM	1,500 WGM	850 WGM	500 WGM	500 WGM		
4	Signal Modernization	2,625,000	1,800,000	NC	40% FG 60% City	600 WGM		1,200 WGM					
5	Nine Mile Road, Walsingham Drive to Farmington Road	10,700,000	10,700,000	NC	100% City	10,700 WGM							
6	Halsted Road, Twelve Mile Road to Fourteen Mile Road	4,000,000	2,500,000	NC	60% FG 40% City		2,500 WGM						
7	Folsom Road, Nine Mile Road to Orchard Lake Road	3,800,000	3,800,000	NC	100% City		3,800 WGM						
8	Farmington Road, Thirteen Mile Road to Fourteen Mile Road	5,600,000	3,600,000	NC	60% FG 40% City			3,600 WGM					
9	Farmington Road, Ten Mile Road to Twelve Mile Road	6,000,000	4,000,000	NC	60% FG 40% City			4,000 WGM					
10	Halsted Road, Eight Mile Road to Nine Mile Road	5,000,000	5,000,000	NC	100% City				5,000 WGM				
11	Drake Road, Nine Mile Road to M-5	1,700,000	1,700,000	NC	100% City				1,700 WGM				
12	Metroview Drive, Eight Mile Road to Green Hill Road	1,700,000	1,700,000	NC	100% City				1,700 WGM				
13	Shiawassee Road, Inkster Road to Middlebelt Road	5,800,000	5,800,000	NC	100% City					5,800 WGM			
14	Tusk Road, Folsom Road to Eight Mile Road	5,000,000	5,000,000	NC	100% City						5,000 WGM		
SUB-TOTAL:		\$67,105,000	\$59,400,000	NC		13,775	9,515	11,415	10,965	7,315	6,415		

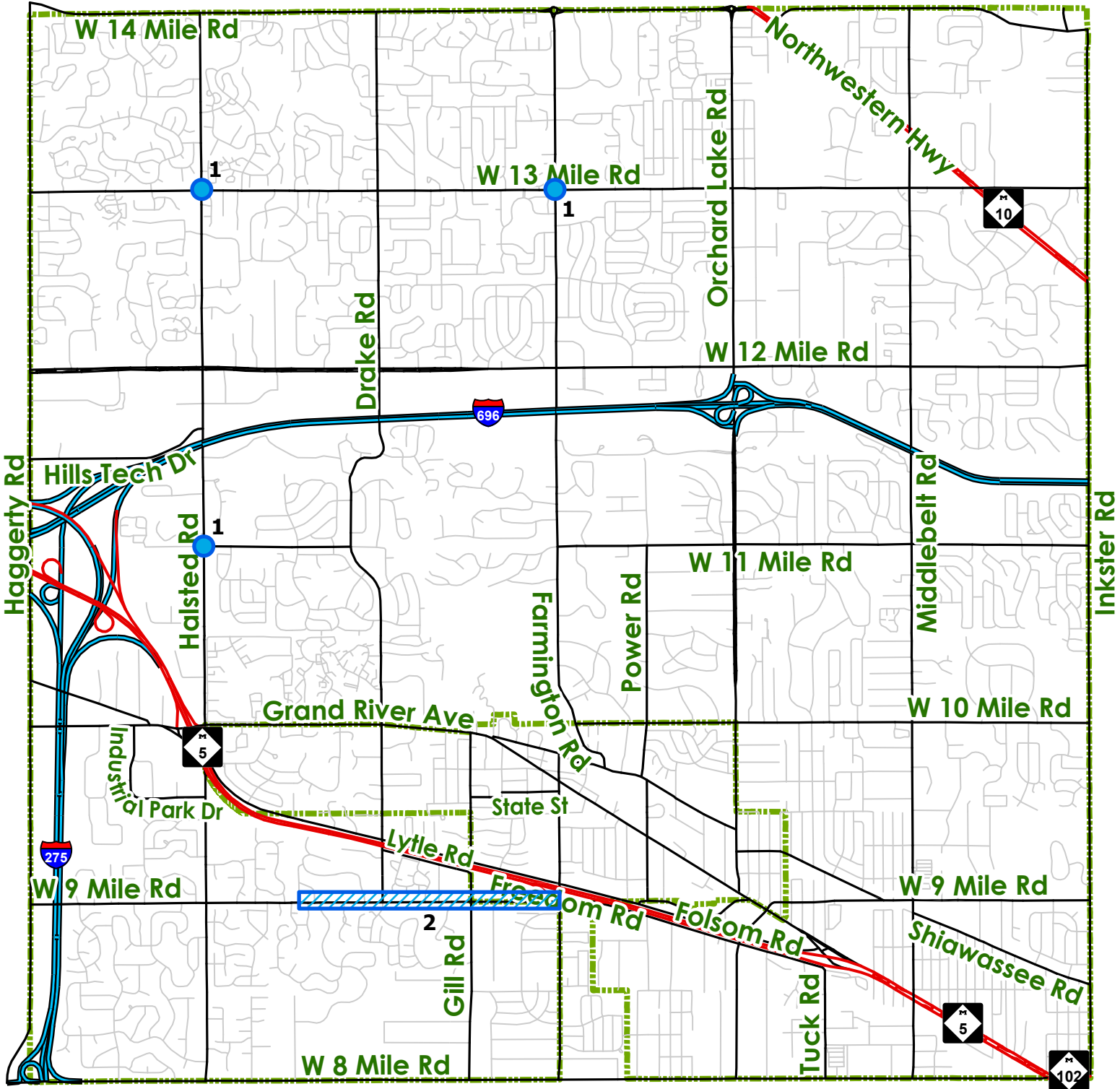
FG: Federal Grant
 OC: Oakland County
 NC: No Charge

RCOC: Road Commission for Oakland County
 WGM: Weight & Gas Revenue & Millage

* This chart shows the identified public structures and improvements in the general order of their priority.

Revised: 2-15-24

2024/2025 Major Road Projects

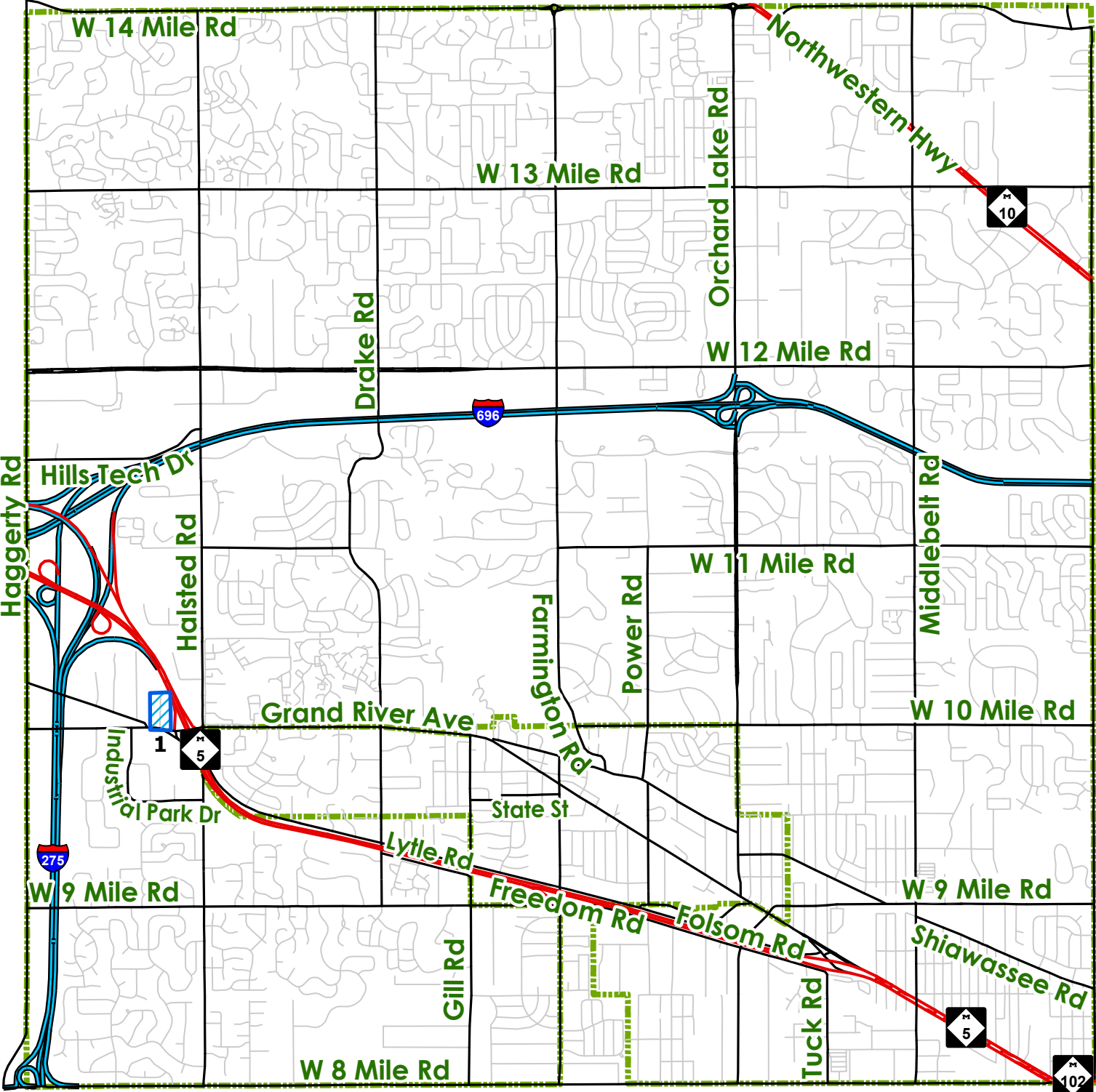


1. Signal Modernization
2. Nine Mile Road - Walsingham Drive to Farmington Road

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.

*Projects are referencing CIP Tables.

2024/2025 Industrial Road Projects



1. Sinacola Industrial Park

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.

*Projects are referencing CIP Tables.

PROPOSED TRANSPORTATION PROJECTS – LOCAL ROADS

1. **Gravel to Pave Conversion (Local Roads)**

The City currently has over 20 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.

3-20. **Local Road Reconstruction, (See Local Road spreadsheet)**

Local road systems with a PASER rating of 2.75 or less are prioritized and placed in a program that will consider their reconstruction in the upcoming years. These prioritized ratings are reviewed on a regular basis. The updated list of Local Road considerations is on a 5-year projection. Recently the residents of Farmington Hills approved a local road millage that replaces the Special Assessment process and funds reconstruction of local roadway.



TRANSPORTATION - LOCAL ROADS

Reference No.	PROJECT	TOTAL COST	CITY COST	MAINTENANCE COSTS	PROJECTED FUNDING & SOURCE	City Cost figures are shown in thousands of dollars						FUTURE
						2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	
1	Gravel to Pave Conversion (Local Roads)	6,000,000	6,000,000	NC	100% City	1,000 WGM	1,000 WGM	1,000 WGM	1,000 WGM	1,000 WGM	1,000 WGM	1,000 WGM
2	Local Road Capital Preventative Maintenance Projects	6,000,000	6,000,000	NC	100% City	1,000 M	1,000 M	1,000 M	1,000 M	1,000 M	1,000 M	1,000 M
3	Coventry (Scottsdale Rd.)	980,000	980,000	NC	100% City	980 M						
4	Country Corner (Gramercy Ct.)	650,000	650,000	NC	100% City	650 M						
5	Edgehill Avenue	1,000,000	1,000,000	NC	100% City	1,000 M						
6	Woodcreek Hills Subdivision & Supervisor's Plat Woodcreek Farms	7,000,000	7,000,000	NC	100% City	3,500 M	3,500 M					
7	Richland Gardens Area Project	20,000,000	20,000,000	NC	100% City	6,000 M	7,000 M	7,000 M				
8	Barbizon Estates	3,500,000	3,500,000	NC	100% City		3,500 M					
9	Farmington Hills Subdivision (Broadview Dr., Dohany Dr.)	4,000,000	4,000,000	NC	100% City				4,000 M			
10	Franklin Fairways	1,600,000	1,600,000	NC	100% City				1,600 M			
11	Camelot Courts / Farm Meadows Subdivision	10,000,000	10,000,000	NC	100% City				5,000 M	5,000 M		
12	Greencastle Subdivision	5,000,000	5,000,000	NC	100% City					5,000 M		
13	Supervisor's Sub #8 (Goldsmith)	1,600,000	1,600,000	NC	100% City						1,600 M	
14	Hunters Pointe Colony	1,000,000	1,000,000	NC	100%						1,000 M	
15	Farmington Hills Hunt Club	9,200,000	9,200,000	NC	100%						4,600 M	4,600 M
16	Phebrook Estates	1,300,000	1,300,000	NC	100%							1,300 M
17	Ridgewood Drive	2,350,000	2,350,000	NC	100%							2,350 M
18	Supervisor's Plat Fendt Farms	1,700,000	1,700,000	NC	100%							1,700 M
19	Irv Wilcove Estates/Foxmore	5,200,000	5,200,000	NC	100%							5,200 M
20	Churchill Estates	8,500,000	8,500,000	NC	100%							8,500 M
SUB-TOTAL:		\$90,580,000	\$96,580,000	NC		14,130	12,500	12,500	12,600	12,000	9,200	23,650

NC: No Change

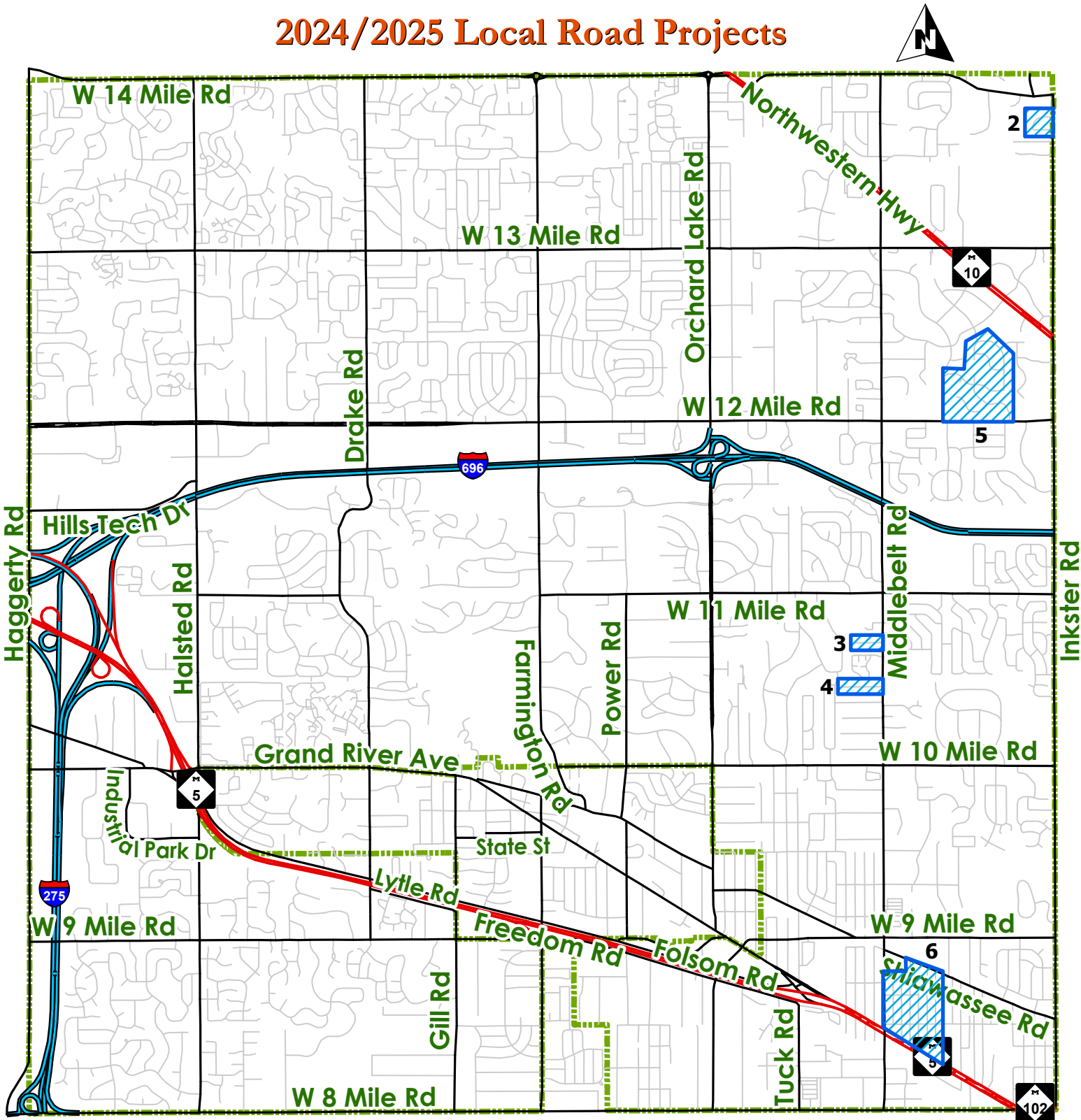
M: Millage

WGM: Weight & Gas Revenue & Millage

* This chart shows the identified public structures and improvements in the general order of their priority.

Revised: 2-15-24

2024/2025 Local Road Projects



1. Local Road Capital Preventative Maintenance Projects - To Be Determined
2. Coventry (Scottsdale Rd.)
3. Country Corner (Gramercy Ct.)
4. Edgehill Avenue
5. Woodcreek Hills Subdivision & Supervisors Plat Woodcreek Farms
6. Richland Gardens Area Project

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.

*Projects are referencing CIP Tables.

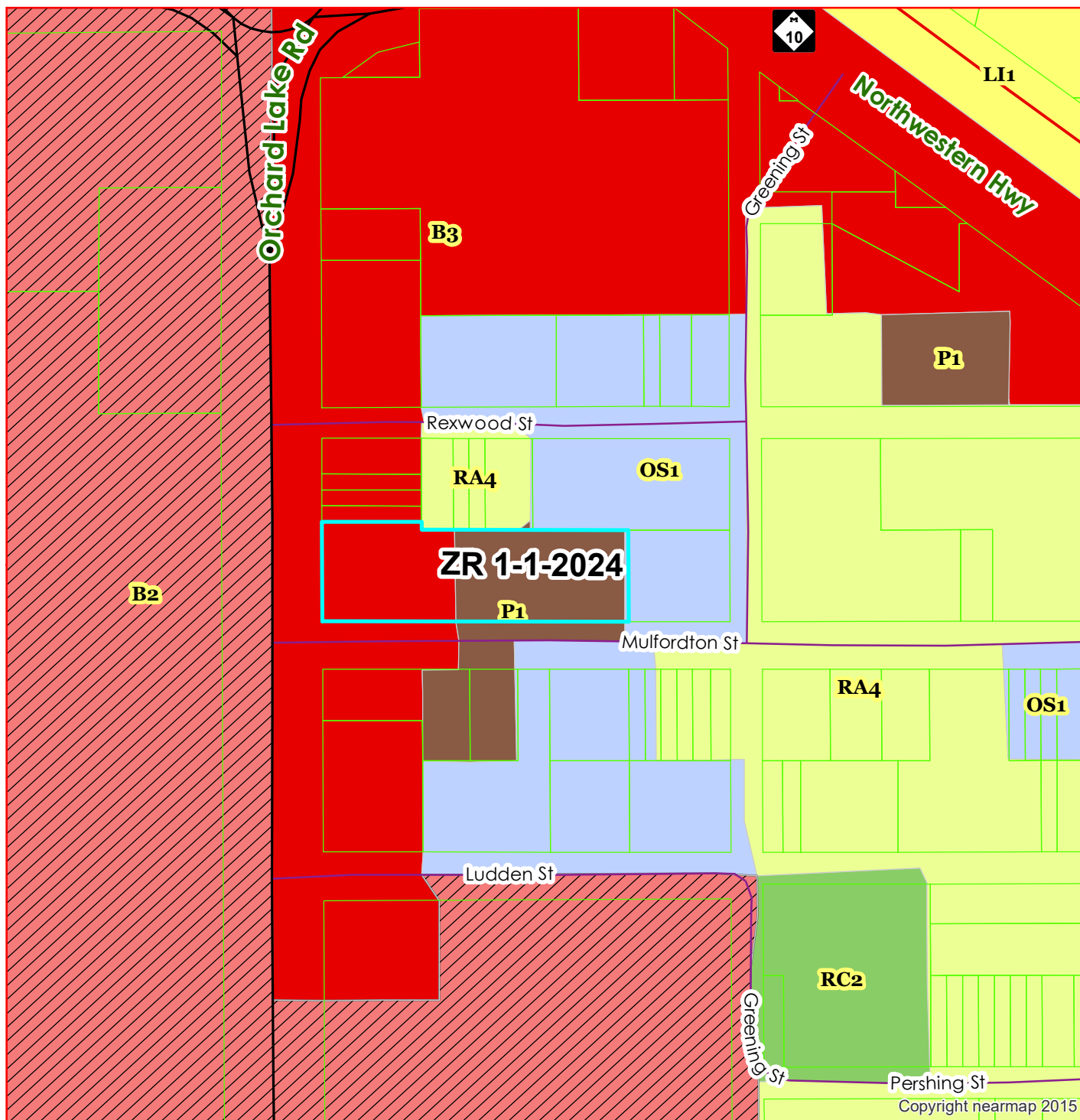
REZONING REQUEST 1-1-2024

I move that Rezoning Request 1-1-2024, dated November 17, 2023, submitted by Mannik & Smith Group, LLC, to rezone a portion of property located at Parcel Identification Number: 22-23-02-103-025, Oakland County, Michigan, from P-1, Vehicular Parking to B-3, General Business District BE SET FOR PUBLIC HEARING for the Planning Commission's next available regular meeting agenda.

ZR 1-1-2024, 31118 Orchard Lake Rd.

23-02-103-025

back part of property from P-1 to B-3



□ Tax parcel

— Minor roads

Zoning Districts

Zoning Districts

▨ B-2 Community Business District

■ B-3 General Business District

■ LI-1 Light Industrial District

■ OS-1 Office Service District

■ P-1 Vehicular Parking District

■ RA-4 One Family Residential District

■ RC-2 Multiple Family Residential



FEET



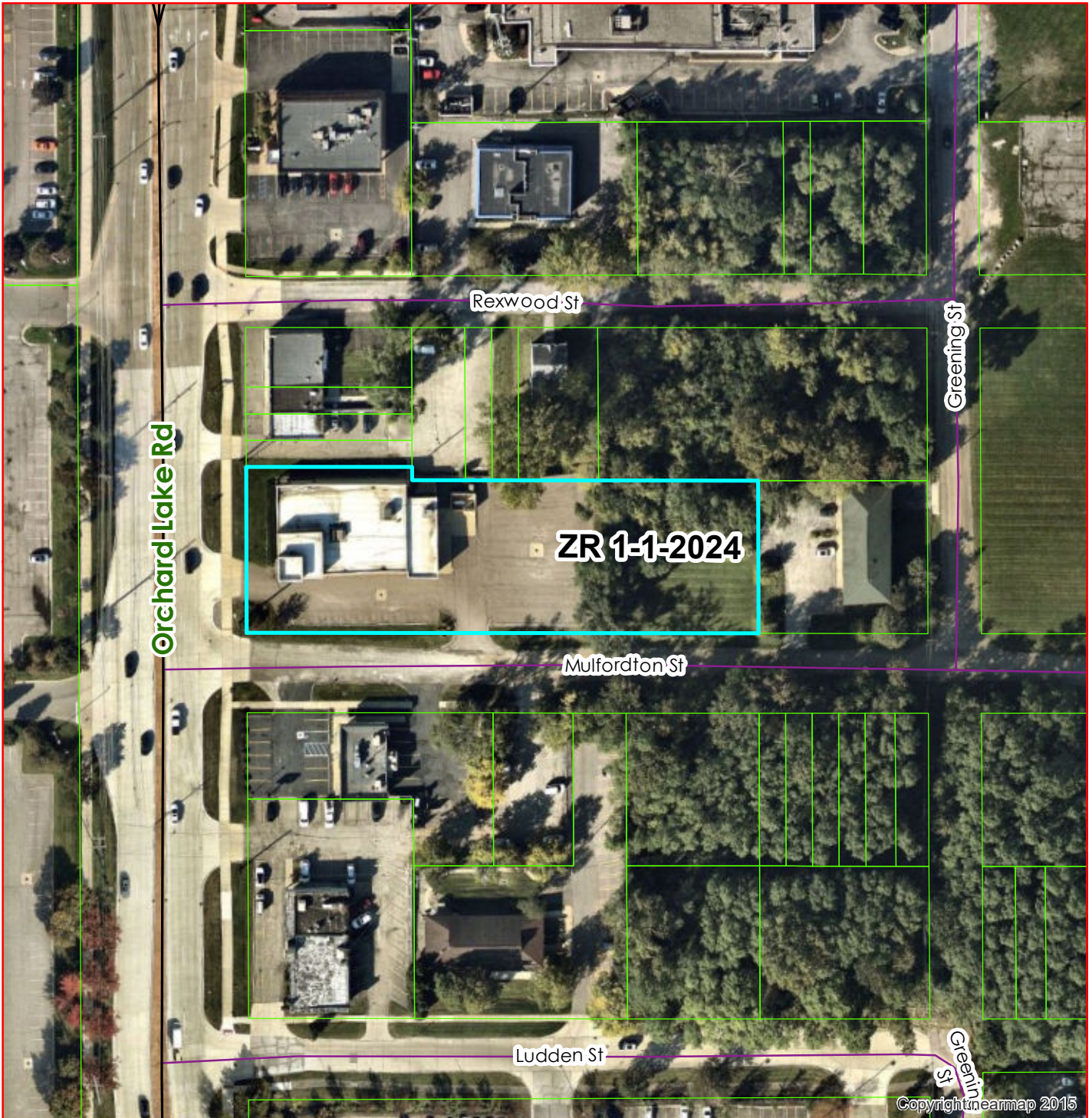
SOURCE: City of Farmington Hills, 2022
Oakland County GIS, 2022

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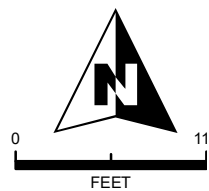
ZR 1-1-2024, 31118 Orchard Lake Rd.

23-02-103-025

back part of property from P-1 to B-3





Planning Division



SOURCE: City of Farmington Hills, 2022
Oakland County GIS, 2022

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-  Tax parcel
-  Minor roads

January 30, 2024

Planning Commission
City of Farmington Hills
31555 W 11 Mile Rd
Farmington Hills, MI 48336

Rezoning Review

Case: ZR 1-1-2024
Site: 31130 Orchard Lake Rd (23-23-02-103-009)
Applicant: Hannawa Lanser Rd Development LLC
Plan Date: Received January 11, 2024
Request: Rezone rear portion from P-1 to B-3 to eliminate split-zoning

We have completed a review of the request for rezoning referenced above and a summary of our findings is below.



SUMMARY OF FINDINGS

Existing Conditions

- Zoning.** The subject property is 1.045 acres and currently split-zoned B-3 General Business District and P-1 Vehicular Parking District. It is located on the east side of Orchard Lake Road, at the corner of Mulfordton St. and Orchard Lake Rd.
- Existing Development.** The site is developed with a small single-tenant commercial building. There are two curb cuts providing ingress/egress from Orchard Lake Road to the west and Mulfordton Street to the south. Parking is located in the side yard along the southern boundary with additional unstriped paving in the rear. The remaining 120' of the rear yard is landscaped.
- Adjacent Properties.** Zoning and use of adjacent properties is as follows:

Direction	Zoning	Land Use	Future Land Use Category
North (at Orchard Lake)	B-3	Multi-tenant Commercial	Non-Center Type Business
North	RA-4	Parking/ Residential ¹	Small Office
North	OS-1	Vacant	Small Office
East	OS-1	Office	Small Office
South	B-3	Restaurant	Non-Center Type Business
South	P-1	Parking/ Vacant	Non-Center Type Business
West	B-2	Multi-tenant Commercial	Shopping Center Type Business

¹ Concurrent to this review, the Planning Commission will review a request to rezone one of the RA-4 lots to OS-1



4. **Master Plan.** This land is designated Non-Center Type Business on the Future Land Use Map. The 2009 Master Plan compares uses permitted in Non-Center Type Business to those permitted in the B-3 Zoning District.
5. **Residential Densities Map.** The residential densities map does not include a designation for this site.
6. **Special Planning Areas.** The parcel is part of the Orchard Lake Road Mixed Use Redevelopment Area. The Master Plan recommends that in addition to the goals and policies for Mixed-Use Development, redevelopment plans in this area should also:
 - a. Take into account the approved PUD plan for this area
 - b. Encourage the redevelopment of the Farmington Heights Subdivision as mixed-use development similar to a Central Business District
 - c. Provide significant transition/ buffer to existing condominiums to the south and the group care facility if they remain
 - d. Encourage non-motorized access alternatives with connections to the east
 - e. Promote mixed use development, including increased height limit for the entire area under a unified plan provided that: (1) Changes would be permitted only if most properties are involved and that no isolated one-family residential uses remain. Include the existing multi-family developments if possible. (2) Intensity of uses allowed by increasing heights is in proportion to the amount of land included in the development (3) bike paths and/or sidewalks are installed to provide non-motorized access throughout the area (4) pedestrian-friendly environments are created including landscaping, walks, trees, shrubs, and street furniture

Proposed Zoning Versus Current Zoning

The subject property is split zoned B-3 General Business District (front) and P-1 Vehicular Parking District (rear). The applicant is requesting to rezone the entire lot to B-3 to permit an automatic conveyor vehicle wash. Vehicle washes are designated as a principal permitted use in the B-3 District, but are not permitted in the P-1 District.

Standard	P-1 District	B-3 District	Existing
Front Setback	Since the P-1 District only permits vehicular parking, no dimensional requirements are provided for structures (except for attendants' shelters).	25 ft	23.78 ft ¹
Rear Setback		20 ft	240.66 ft
Side Setback (north-Residential)		20 ft	12.35 ft ¹
Side Setback (south)		10 ft	42.34 ft
Max Height		50 ft/3 stories	25.5 ft
Front Yard Open Space		50%	No Calculation Provided ¹

¹ Although the existing structure does not conform with all required dimensional requirements, the structure is located in the portion of the lot that is already zoned B-3. Therefore, these structural nonconformities are immaterial to the request to rezone the remainder of the site.

Items to Consider for Zoning Map Amendment

1. Is the proposed zoning consistent with the Master Plan?

The Master Plan designates this site as non-center type business. The rezoning request is consistent with the Future Land Use Map, though the proposed use is less consistent with the special planning for this area.

2. What other impact would the requested zoning have on public services, utilities, and natural features?

Portions of the site where only vehicular parking uses were permitted will accommodate commercial uses, consistent with the B-3 Zoning Designation. This will not have a significant impact on public services, utilities, or natural features.

3. Has the Applicant provided evidence that the property cannot be developed or used as zoned?

The front portion of the site is already developed as a B-3 land use, although there are some nonconformities.

4. Is the proposed zoning district (and potential land uses) compatible with surrounding uses?

Commercial zoning of the site is generally compatible with all surrounding uses, besides the area zoned RA-4 to the North. A concurrent application to rezone one of the RA-4 lots to OS-1 will also be reviewed. The remaining area zoned RA-4 is used as a parking area and does not presently include a single-family use.

5. Will the proposed zoning place a burden on nearby thoroughfares? If so, how would this burden compare with the existing zoning district?

The site already accommodates a B-3 use with two curb cuts (one on Orchard Lake and one on Mulfordton). This request is unlikely to create an additional burden on surrounding thoroughfares.

6. Is there other land currently available for this use?

There is other land zoned B-3, some of which is vacant (primarily in the Grand River and Northwestern Highway corridors).

7. Will development of the site under proposed zoning be able to meet zoning district requirements?

It appears that the site could be developed in accordance with the standards of the B-3 district. However, a car wash specifically would not be able to multiple of Section 4.40, including a prohibition on adjacency to residentially zoned properties, and the requirement that all access be a minimum of 200 feet from an intersection.

8. Is rezoning the best way to address the request or could the existing zoning district be amended to add the proposed use as a permitted or special land use?

The intent of the P-1 district is to accommodate only vehicular parking uses and additional uses should not be added to the P-1 district. Since this request is to provide consistent zoning across the entirety of the lot, an amendment would not resolve the conflict of two zoning classifications.

9. Has there been a change in circumstances and conditions since adoption of the Master Plan that would support the proposed change?

Development in the immediate area has not changed in a substantial way since the adoption of the last master plan.

10. Would granting the request result in the creation of an unplanned spot zone? Spot zoning is the process of singling out a small parcel of land for a use classification totally different from that of the surrounding area, for the benefit of a single property owner and to the detriment of others

(*Rogers v. Village of Tarrytown*, 96 N.E. 2d 731). Typically, to determine if a rezoning would constitute spot zoning a municipality would look to answer three questions.

- Is the rezoning request consistent with the Master Plan for the area?

The Master Plan for the area designates this land Non-Center Type Business, which generally contemplates automobile-oriented uses that are typical of B-3 Zoning. On the FLU map, commercial designations follow Orchard Lake Road to the north and south. With that, the Non-Center Type Business designation appears inconsistent with the recommendations for the Northwestern Highway and Orchard Lake Study Area, which identifies this location as ideal for walkable mixed-use.

- Is the proposed zoning district a logical extension of an existing zoning district in the area?

This rezoning is consistent with most surrounding zoning, as well as the zoning of the subject parcel frontage.

- Would approving the request grant a special benefit to a property owner or developer?

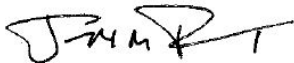
The rezoning would permit the use of the full property for commercial use, consistent with the majority of commercial properties in the area.

For reference, we have included the lists of permitted and special land uses in both districts at the end of this letter.

We look forward to discussing our review at the next Planning Commission meeting.

Sincerely,

Giffels Webster

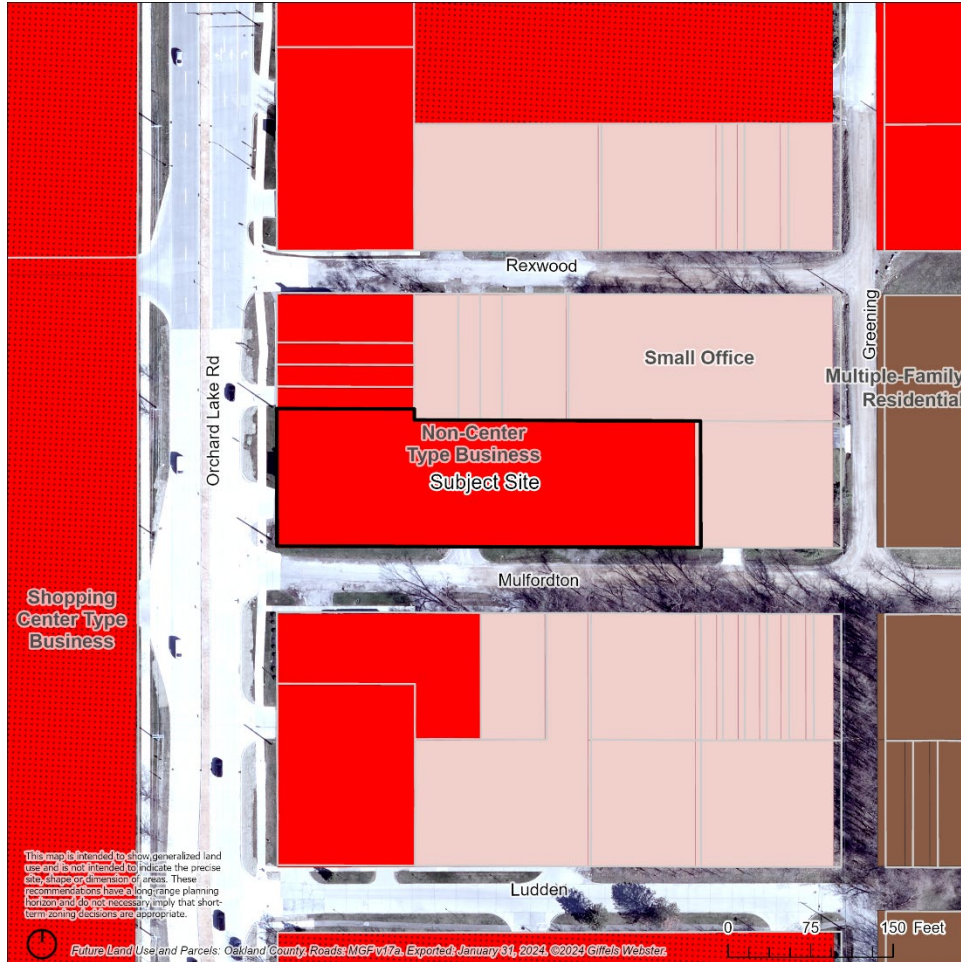


Joe Tangari, AICP
Principal Planner



Julia Upfal, AICP
Senior Planner

Future Land Uses



B-3 District Uses

Permitted Uses:

The following uses are permitted subject to the required conditions in Section 34-3.11

- i. Retail businesses § 34-4.29
- ii. Personal service establishments which perform services on the premises
- iii. Laundry, drycleaning establishments, or pickup stations, dealing directly with the consumer § 34-4.25
- iv. Office buildings for any of the following occupations: executive, administrative, professional, accounting, writing, clerical, stenographic, drafting, sales
- v. Medical office including clinics
- vi. Banks, credit unions, savings and loan associations and similar uses with drive-in facilities as an accessory use only

- vii. Post office and similar governmental office buildings, serving persons living in the adjacent residential area
- viii. Nursery schools, day nurseries, and day care centers
- ix. Mortuary establishments
 - x. Dance hall or catering hall when conducted within a completely enclosed building
- xi. Tire, battery and accessory sales
- xii. New or used car salesroom, showroom or office when the main use is carried on within a building with open air display of vehicles as accessory
- xiii. Retail sales of plant materials, lawn furniture, playground equipment and other house or garden supplies
- xiv. Lawn mower sales or service
- xv. Private clubs or lodge halls
- xvi. Data processing, computer centers
- xvii. Restaurants including fast food or carryout restaurants
- xviii. Other uses similar to the above uses
- xix. Accessory structures and uses customarily incident to any of the above uses
 - xx. Theaters, assembly halls, concert halls or similar places of assembly § 34-4.44
- xxi. Churches
- xxii. Business schools and colleges or private schools operated for profit
- xxiii. The following uses are subject to review and approval of the site plan by the planning commission:
 - a. Motel
 - b. Drive-in restaurants § 34-4.35
 - c. Outdoor space for sale or rental of new or used motor vehicles, trailers, mobile homes, boats, recreational vehicles and other similar products §34-4.36
 - d. Business in the character of a drive-in or open front store § 34-4.37
 - e. Gasoline service stations § 34-4.28
 - f. Veterinary hospitals or commercial kennels §34-4.26
 - g. Bus passenger stations § 34-4.38
 - h. Commercially used outdoor recreational space for children's amusement parks, carnivals, miniature golf courses, tennis courts § 34-4.39
 - i. Automobile repair
 - j. Vehicle Wash § 34-4.40
 - k. Indoor Recreation Facilities § 34-4.19
 - l. Public buildings, public utility buildings, telephone exchange buildings, electric transformer stations and substations without storage yards; gas regulator stations with service yards, but without storage yards; water and sewage pumping stations
 - m. Outdoor space for seating areas accessory to a restaurant
 - n. Cellular tower and Cellular Antennae
 - o. Indoor health and fitness studio and instructional dance studios

Special Land Uses:

The following uses are permitted subject to the required conditions in Section 34-3.11

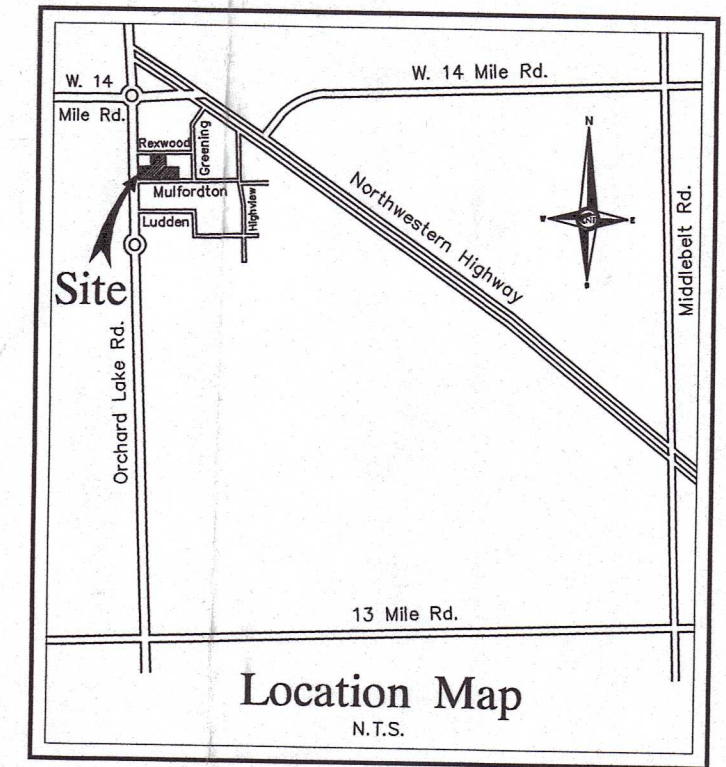
- i. Coin-operated amusement device arcades, billiard parlors or other similar indoor recreation uses § 34-4.19.4
- ii. Establishments with coin-operated amusement devices § 34-4.33

Accessory Uses:

- i. Electrical vehicle infrastructure § 34-4.55
- ii. Fabrication, repair, and processing of goods § 34-4.29

NOWAK & FRAUS ENGINEERS
46777 WOODWARD AVE.
PONTIAC, MI 48342-5032
TEL. (248) 332-7931
FAX. (248) 332-8257
WWW.NFE-ENGR.COM

RECEIVED
JAN 11 2024
2024
CITY OF FARMINGTON HILLS
PLANNING DEPT.
ZR 1-1-2024
ZR 2-1-2024



LEGAL DESCRIPTIONS - PER RECORD

PARCEL 1:
LOTS 1 TO 6 INCLUSIVE BLOCK C, ALSO LOTS 12 TO 24 INCLUSIVE BLOCK C OF FARMINGTON HEIGHTS SUBDIVISION, BEING A PART OF THE WEST 1/2 OF THE NORTHWEST 1/4 OF SECTION 2, TOWN 1 NORTH, RANGE 9 EAST, FARMINGTON TOWNSHIP (NOW FARMINGTON HILLS), OAKLAND COUNTY, MICHIGAN AS RECORDED IN LIBER 26 OF PLATS, PAGE 32, OAKLAND COUNTY RECORDS.
TAX ID NUMBER: 23-02-103-025
ADDRESS: 31130 ORCHARD LAKE RD., FARMINGTON HILLS, MI 48334-1341

PARCEL 2:
LOTS 31 TO 32 INCLUSIVE BLOCK C OF FARMINGTON HEIGHTS SUBDIVISION, BEING A PART OF THE WEST 1/2 OF THE NORTHWEST 1/4 OF SECTION 2, TOWN 1 NORTH, RANGE 9 EAST, FARMINGTON TOWNSHIP (NOW FARMINGTON HILLS), OAKLAND COUNTY, MICHIGAN AS RECORDED IN LIBER 26 OF PLATS, PAGE 32, OAKLAND COUNTY RECORDS.
TAX ID NUMBER: 23-02-103-006
ADDRESS: 31307 ORCHARD LAKE RD., FARMINGTON HILLS, MI 48334-1341

PARCEL 3:
LOT 33 BLOCK C OF FARMINGTON HEIGHTS SUBDIVISION, BEING A PART OF THE WEST 1/2 OF THE NORTHWEST 1/4 OF SECTION 2, TOWN 1 NORTH, RANGE 9 EAST, FARMINGTON TOWNSHIP (NOW FARMINGTON HILLS), OAKLAND COUNTY, MICHIGAN AS RECORDED IN LIBER 26 OF PLATS, PAGE 32, OAKLAND COUNTY RECORDS.
TAX ID NUMBER: 23-02-103-007
ADDRESS: NONE

PARCEL 4:
LOT 34 BLOCK C OF FARMINGTON HEIGHTS SUBDIVISION, BEING A PART OF THE WEST 1/2 OF THE NORTHWEST 1/4 OF SECTION 2, TOWN 1 NORTH, RANGE 9 EAST, FARMINGTON TOWNSHIP (NOW FARMINGTON HILLS), OAKLAND COUNTY, MICHIGAN AS RECORDED IN LIBER 26 OF PLATS, PAGE 32, OAKLAND COUNTY RECORDS.
TAX ID NUMBER: 23-02-103-008
ADDRESS: NONE

PARCEL 5:
LOTS 35 TO 37 INCLUSIVE BLOCK C OF FARMINGTON HEIGHTS SUBDIVISION, BEING A PART OF THE WEST 1/2 OF THE NORTHWEST 1/4 OF SECTION 2, TOWN 1 NORTH, RANGE 9 EAST, FARMINGTON TOWNSHIP (NOW FARMINGTON HILLS), OAKLAND COUNTY, MICHIGAN AS RECORDED IN LIBER 26 OF PLATS, PAGE 32, OAKLAND COUNTY RECORDS.
TAX ID NUMBER: 23-02-103-009
ADDRESS: 31291 ORCHARD LAKE RD., FARMINGTON HILLS, MI 48334-1341

SURVEY DATA

SITE AREA:
PARCEL 1: 45,525.00 SQUARE FEET OR 1.045 ACRES
PARCEL 2: 4,800.00 SQUARE FEET OR 0.106 ACRES
PARCEL 3: 2,300.00 SQUARE FEET OR 0.053 ACRES
PARCEL 4: 2,300.00 SQUARE FEET OR 0.053 ACRES
PARCEL 5: 6,900.00 SQUARE FEET OR 0.158 ACRES

ZONING:
PARCEL 1: B-3, GENERAL BUSINESS DISTRICT AND P-1, VEHICULAR PARKING DISTRICT
PARCEL 2: RA-4, ONE FAMILY RESIDENTIAL DISTRICT
PARCEL 3: RA-4, ONE FAMILY RESIDENTIAL DISTRICT
PARCEL 4: RA-4, ONE FAMILY RESIDENTIAL DISTRICT
PARCEL 5: RA-4, ONE FAMILY RESIDENTIAL DISTRICT

PARKING SPACES:
PARCEL 1: 12 TOTAL SPACES, INCLUDING 2 BARRIER-FREE SPACES
PARCELS 2-5: NONE

A SURVEYOR CANNOT MAKE A CERTIFICATION ON THE BASIS OF AN INTERPRETATION OR OPINION OF ANOTHER PARTY. A ZONING ENDORSEMENT LETTER SHOULD BE OBTAINED FROM THE CITY OF FARMINGTON HILLS TO INSURE CONFORMITY AS WELL AS MAKE A FINAL DETERMINATION OF THE REQUIRED BUILDING SETBACK.

LEGEND

MANHOLE(MH)	EXISTING SANITARY SEWER
CD	EXISTING SAN. CLEAN OUT
HYDRANT(HYD)	EXISTING WATER MAIN
GATE VALVE(GVW)	EXISTING STORM SEWER
MANHOLE(MH)	CATCH BASIN(CB)
CBB	EXISTING STORM SEWER
EX	EX. BEEHIVE CATCH BASIN
EX	EX. UNDERGROUND (UG) CABLE
UP	OVERHEAD (OH) LINES
LP	LIGHT POLE
SI	SIGN
EX	EXISTING GAS MAIN
ASPH.	ASPHALT
CONC.	CONCRETE
FD. / FND.	FOUND
RET. WALL	RETAINING WALL
R.O.W.	RIGHT-OF-WAY
SPK	SET PK NAIL
(TYP)	TYPICAL
(R)	RECORD
(M)	MEASURED
C/L	CENTERLINE
P/L	PROPERTY LINE
GM	GAS METER
EM	ELECTRIC METER
DS	LANDSCAPE
LS	DOWNSCOPE
GP	GUARD POST
MB	MAIL BOX



DATE ISSUED/REVISED
12-28-23 SURVEY ISSUED

DRAWN BY:
M. Carnaghi

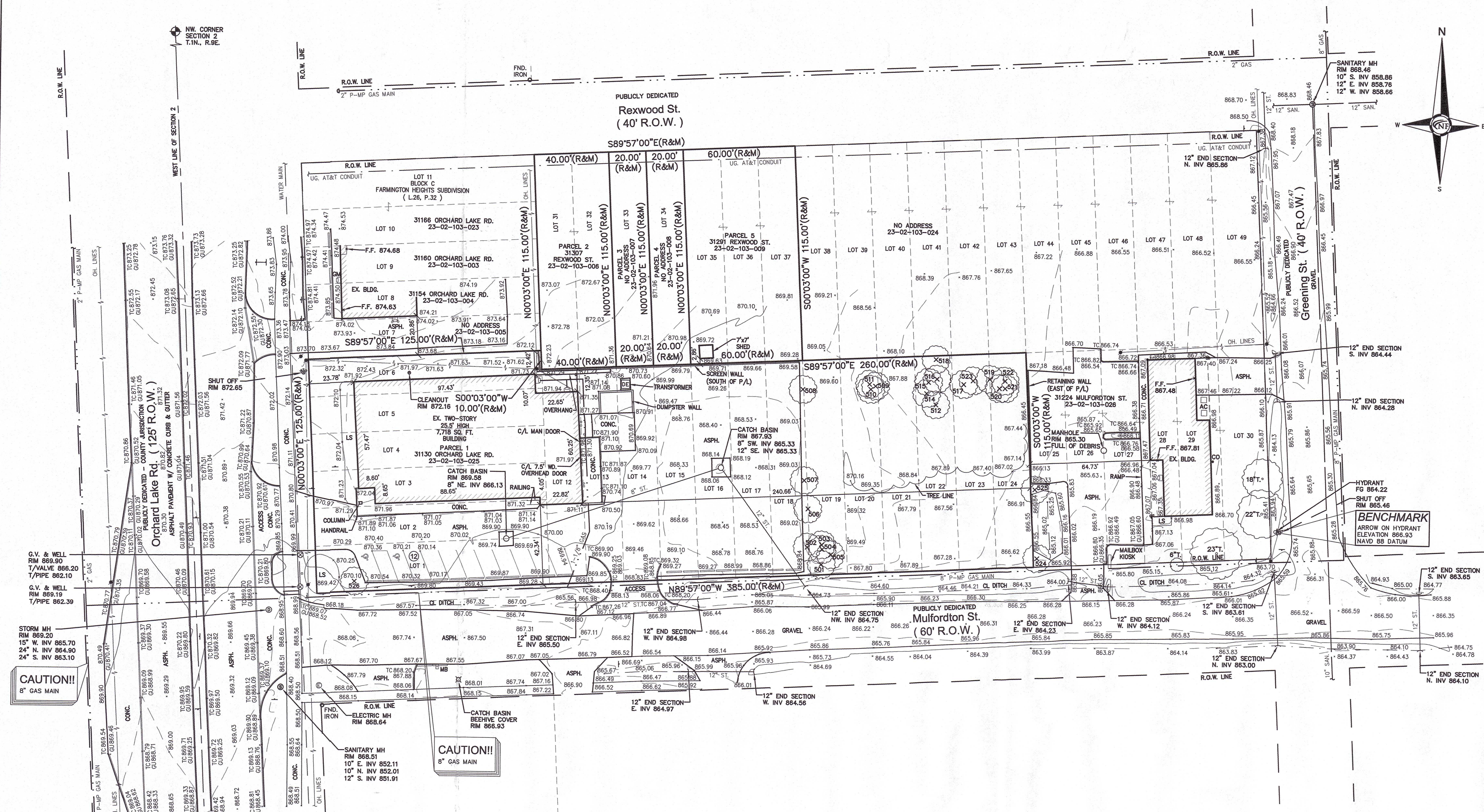
DESIGNED BY:

APPROVED BY:
K. Navaroli

DATE:
December 28, 2023

SCALE: 1" = 30'

NFE JOB NO. **N931** SHEET NO. **1 of 1**



Master Tree List

Client Name: The Mannik Smith Group
Job Number: N931
Job Location: 31130 Orchard Lake Road, Farmington Hills, MI
Date Completed: 12/13/2023

Condition Description Notes:
"Good" - no observed structural defects
"Fair" - minor structural defects, marginal form, some insect activity noted
"Poor" - major structural defects, poor form, insect infested

*Structural defects may include decayed wood, cracks, root problems, weak branch unions, cankers, poor tree architecture, dead/filled branches due to various causes.

Tree #	Botanical Name	Common Name	Dia.	Type	Other Dia.	Condition	Comments
501	Populus deltoides	Eastern Cottonwood	8.4	tree	7.4	fair	
502	Populus deltoides	Eastern Cottonwood	13.5	tree		fair	trunk damage
503	Populus deltoides	Eastern Cottonwood	10	tree	6	poor	leaning into #503
504	Populus deltoides	Eastern Cottonwood	6.7	tree		poor	
505	Populus deltoides	Eastern Cottonwood	8.7	multi	8.3, 8.1, 5.3	poor	
506	Populus deltoides	Eastern Cottonwood	12	tree	7	fair	broken limbs, trunk damage
507	Robinia pseudoacacia	Black Locust	23.9	tree		fair	insects, trunk damage
508	Populus deltoides	Eastern Cottonwood	9.9	tree		fair	
509	Fraxinus pennsylvanica	Green Ash	13	multi	12.8	poor	horizontal habit
510	Fraxinus pennsylvanica	Green Ash	9	tree		poor	
511	Fraxinus pennsylvanica	Green Ash	11	multi	8	poor	horizontal habit, suckering
512	Fraxinus pennsylvanica	Green Ash	12	multi	6.5, 8.10	poor	horizontal habit, suckering
513	no tree w/ this tag						
514	Populus deltoides	Eastern Cottonwood	9	tree		fair	
515	Ulmus pumila	Siberian Elm	11.6	tree		fair	
516	Populus deltoides	Eastern Cottonwood	10	tree	8	fair	
517	Populus deltoides	Eastern Cottonwood	13.5	tree	11	poor	
518	Populus deltoides	Eastern Cottonwood	7.6	tree	6	poor	
519	Populus deltoides	Eastern Cottonwood	9	tree		poor	crowded
520	Populus deltoides	Eastern Cottonwood	10.2	tree	7.5	poor	
521	Ulmus pumila	Siberian Elm	7.5	tree		poor	
522	Populus deltoides	Eastern Cottonwood	7.5	tree		poor	
523	Fraxinus pennsylvanica	Green Ash	6.5	tree		poor	horizontal habit, suckering
524	Acer rubrum	Red Maple	5.8	tree		poor	
525	Acer rubrum	Red Maple	5	tree		good	
526	Malus spp	Crabapple	6.8	tree		good	

TOPOGRAPHIC SURVEY NOTES
ALL ELEVATIONS ARE EXISTING ELEVATIONS, UNLESS OTHERWISE NOTED.
UTILITY LOCATIONS WERE OBTAINED FROM MUNICIPAL OFFICIALS AND RECORDS OF UTILITY COMPANIES, AND NO GUARANTEE CAN BE MADE TO THE COMPLETENESS, OR EXACTNESS OF LOCATION.
THIS SURVEY MAY NOT SHOW ALL EASEMENTS OF RECORD UNLESS AN UPDATED TITLE POLICY IS FURNISHED TO THE SURVEYOR BY THE OWNER.

BASIS OF BEARING NOTE
ALL BEARINGS ARE IN RELATION TO THE PREVIOUSLY ESTABLISHED WEST LINE OF SECTION 2 OF FARMINGTON HEIGHTS SUBDIVISION AS RECORDED IN LIBER 26 OF PLATS, PAGE 32, OAKLAND COUNTY RECORDS. (N.0373.2)

FLOOD HAZARD NOTE
THE PROPERTY DESCRIBED ON THIS SURVEY DOES NOT LIE WITHIN A SPECIAL FLOOD HAZARD AREA AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY. THE PROPERTY LIES WITHIN ZONE X OF THE FLOOD INSURANCE RATE MAP IDENTIFIED AS MAP NO. 26125C0013F BEARING AN EFFECTIVE DATE OF 09/29/2006.

MISS DIG / UTILITY DISCLAIMER NOTE
A MISS DIG TICKET NUMBER 202312101061, PURSUANT TO MICHIGAN PUBLIC ACT 174 WAS ENTERED FOR THE SURVEYED PROPERTY. DUE TO THE EXTENDED REPORTING PERIOD FOR UNDERGROUND FACILITY OWNERS TO PROVIDE THEIR RECORDS, THE SURVEY MAY NOT REFLECT ALL THE UTILITIES AT THE TIME THE SURVEY WAS ISSUED ON DECEMBER 28, 2023. THE SURVEY ONLY REFLECTS THOSE UTILITIES WHICH COULD BE OBSERVED BY THE COMPANY RECORDS FURNISH PRIOR TO THE DATE THIS SURVEY WAS ISSUED. THE CLIENT AND/OR THEIR AUTHORIZED AGENT SHALL VERIFY WITH THE FACILITY OWNERS AND/OR THEIR AUTHORIZED AGENTS, THE COMPLETENESS AND EXACTNESS OF THE UTILITIES LOCATION.

DTE DISCLAIMER NOTE
PLEASE NOTE THAT DTE HAS NEW REGULATIONS THAT MAY IMPACT DEVELOPMENT OUTSIDE THEIR EASEMENT OR THE PUBLIC RIGHT OF WAY. CLIENT SHALL CONTACT DTE TO DETERMINE THE "NEW STRUCTURES AND POWER LINE" REQUIREMENTS AS THEY MAY APPLY TO ANY FUTURE BUILDING OR RENOVATION OF A STRUCTURE. DTE ENERGY CAN BE CONTACTED AT 800-477-4747

CERTIFICATE OF SURVEY
I HEREBY CERTIFY THAT I HAVE SURVEYED THE PROPERTY HEREIN DESCRIBED.
Kevin Navaroli
KEVIN NAVAROLI, P.S. No. 4001053503
DATE OF PLAT OR MAP: 12-28-2023



CAUTION!!
8" GAS MAIN

CAUTION!!
8" GAS MAIN

2023 HISTORIC DISTRICT COMMISSION ANNUAL REPORT

I move that the Planning Commission ACCEPT the 2023 Historic District Commission Annual Report.



Historic District Commission

DRAFT

CITY OF FARMINGTON HILLS HISTORIC DISTRICT COMMISSION 2023 ANNUAL REPORT

The City Farmington Hills Historic District Commission 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 2023.

2023 Commission Membership

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

City Staff Liaison: Kris Canty, Staff Planner
City Council Liaison: Valerie Knol, Councilperson

2023 Historic District Commission Goals, Objectives, and Initiatives

- Assist the City's Special Services Department with continued restoration work on the fieldstone wall at the Sherman-Goodenough House (Historic District Site No. 312).
- Assist the City's Special Services Department with upcoming work on the Spicer House (Historic District Site No. 508) and implement a comprehensive restoration plan for the site.
- 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 to update the "Blue Book," the City's official guide to its Historic Districts, for accuracy and comprehensiveness.
- Complete study of properties identified in the 2019 reconnaissance survey by contacting property owners and informing them of benefits of local historic designation and continue to identify new sites for potential historic designation.

2024 Historic District Commission Goals, Objectives, and Initiatives

- Continue to update the "Blue Book," the City's official guide to its Historic Districts, for accuracy and comprehensiveness.
- 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.
- Spicer House Preservation Plan
- Host a Preservation Workshop open to the public.
- Identify properties within city for possible inclusion in Historic District
- Assist with the development of the Sarah Fisher Site.



Historic District Commission

Historic District Commission Meetings

In 2023, the Historic District Commission held eight (8) regular meetings; meetings in March, June, July, and August 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.

Historic District Commission Training

In March 2023, the Historic District Commission attended the 65th Annual Michigan in Perspective: Local History Conference.

Certificates of Appropriateness

In 2023, seven (7) Certificates of Appropriateness were issued for work within the following districts:

Historic District Site No. 313 – The Fractional School House – 32200 Middlebelt Road

Site Overview

The only one-room schoolhouse in Farmington still used for school purposes, this building was constructed around 1870 on the site of an 1850 school which burned. The building is made of Michigan stone. It has some of the original windows. A fractional school district was one that served children from more than one township: in this case Farmington and West Bloomfield. It was run by a local school board that did everything from hiring the teachers to doing the building repairs. The one-room school went to the eighth grade, and if a youngster wanted to have further instruction, usually the local district would pay tuition to a high school in another district. This rare stone building is listed in the Michigan Registry of Historical Places.



Certificate of Appropriateness 23-1

The Historic District Commission issued a Certification of Appropriateness for the Construction of an ADA ramp to access the building, construction of a serving deck with ADA ramp at the rear of the building, and replacement of rotten and damaged wood siding, and repainting of the building.

Historic District Site No. 308 – Halsted Apple Barn– 28321 Timberview Court

Site Overview

Thomas Jefferson Davis, who ran the nearby cider mill, built the barn in 1891 to store apples from the Halsted orchards; this building has exterior walls two feet thick. It was designed to be self-insulating for apple storage. The door is wide enough to drive a team of horses and wagon through to the lower level. Living quarters were added in 1901; a Michigan stone wall is along the road.



Certificate of Appropriateness 23-2

The Historic District Commission issued a Certification of Appropriateness for construction of a black six (6)-foot kennel-style fence for the applicant's two (2) dogs in accordance with the issued court order. Kennel will be in an "L-shaped" parcel extending from the southwest corner of the house extending north and the brick patio the northeast corner of the home.

Historic District Site No. 312 – Sherman Goodenough House – 27405 Farmington Road

Site Overview

Palmer Sherman, a Farmington grower of seed for Ferry Morse Company, built a brick home on his farm in 1869. Palmer Sherman's home is the southeast portion of the Georgian mansion that was constructed from 1914-1930 when the Goodenoughs converted the farmhouse into their country estate. The additions were designed by architect Marcus Burrowes for Luman Goodenough, a Detroit attorney.



Included in the creation of the Georgian manor were elegant details by the talented architect who specialized in historic periods. There is Pewabic tile in one of the bathrooms. The house was a summer country home before becoming a year round residence in 1916. The outstanding talent of Marcus Burrowes has been rewarded with registration in the Michigan Registry of Historical Places. The house is surrounded by a Michigan stone wall constructed by Farmington stone mason Henry Mahaney. When Mrs. Goodenough died in 1967, the terms of the will provided for the home to be given to the community for community use, "provided no tax money was involved."

A group of local citizens raised money for the operation of the home as a Community Center, and for over 20 years citizens of Farmington/Farmington Hills have been able to enjoy many social and cultural functions within the walls and grounds of this beautiful home, whose walls are redolent of a more leisurely, elegant age of horses and grooms, chauffeurs, gardeners and servants.

Certificate of Appropriateness 23-3

The Historic District Commission issued a Certification of Appropriateness for replacing the existing light structures, with the addition of one (1) pole, by utilizing OPTION #2 (straight pole) with new fixture on top.

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, several 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 23-4

The Historic District Commission issued a Certification of Appropriateness for removing three (3) current basement windows to install three (3) glass-block modular windows.

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, several 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.



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Certificate of Appropriateness 23-5

The Historic District Commission issued a Certification of Appropriateness for installing a 4-foot tall black chain-link fence along the North lot line of the property.

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

Site Overview

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Certificate of Appropriateness 23-1A

The Historic District Commission issued a Certification of Appropriateness for resurfacing existing wood decking with Aztek composite decking, and removing the railings on deck.

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, several 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.



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Certificate of Appropriateness 23-2A

The Historic District Commission issued a Certification of Appropriateness for installing a generator in the Rear Yard with Landscaping screening to retain structure's historical character.

Selected Historic District Commission Activities in 2023

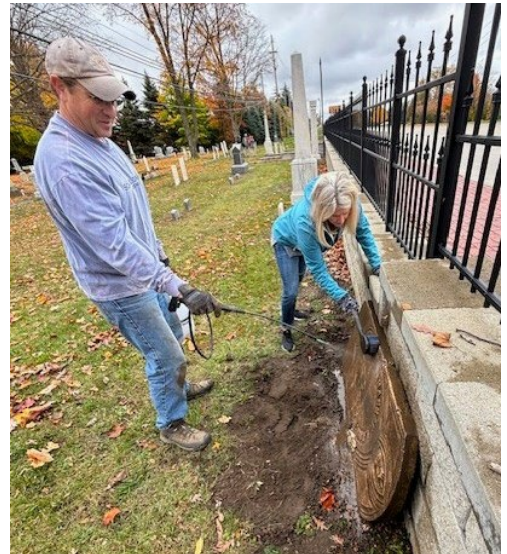
Cemetery Master Plan Implementation

Our multi-year campaign to restore & preserve the city-owned Utley and West Cemeteries saw considerable progress in 2023. Workdays powered by Boy Scout Troop #45 and HDC members were held on April 22, June 10 and October 28. Projects included cleaning and releveling markers as well as 'excavating' fallen markers.



Documentation of the West Cemetery was undertaken by a class from Schoolcraft College led by HDC Commissioner Dr. Alexander Thomson. Utilizing a Survey 123 software program modified by FH City GSI Specialist Matt Malone, the students spent 3-days capturing photos and text of tombstones on their cell phones. Ultimately the data is to be posted online for historic and genealogical research.

On-going damage to markers from poor lawn maintenance practices is very evident and has been documented and reported to the DPW. The goal is to develop through the DPW a turf maintenance protocol – specific to the historic cemeteries - that is gentle and causes zero-damage.





Historic District Commission

Preservation of broken markers in the West Cemetery was initiated by one of the few qualified contractors in SE Michigan. Utilizing museum-grade stone epoxy, 13 markers were repaired in Late Spring and Fall sessions. The additional City funding to contract for these repairs is greatly appreciated. Much of the repair work is to correct improper and unauthorized repairs undertaken decades ago.

21 markers in the West have been identified by the HDC for similar repair in the Spring of 2024.

Work is progressing in the West Cemetery we will redirect our efforts to the Utley Cemetery in 2024 and 2025.



Spicer House Roof Replacement

The Historic District Commission worked closely with the City's Department of Special Services to find an appropriate solution for replacement of the Spicer House's aged cedar shake roof.

A subcommittee of the Commission assessed the condition of the roof and explored various options from repair to complete replacement.

Ultimately, a compromise was found in which the roof is planned to be replaced with synthetic shakes, but the distinctive copper gutters, and potentially the terracotta ridge caps, are to be reused to maintain the distinct character of the roof to the extent possible.



Historic District Commission

During a meeting at the Spicer House, the Commission tested shingle and cap colors on the roof. The commission concluded that the city utilize Brava synthetic shake shingles in the color of “Aspen” and ridge caps to be a mix of “Aged Mission” and “Autumn”. Repairs of the roof started in December of 2023 and will continue into 2024.



Botsford Inn Exterior Restoration

Throughout 2023, the Historic District Commission and City officials worked closely with the owners of the Botsford Inn regarding finding a use for the structure and restoration of several aspects of the exterior that have fallen into disrepair. Although discussions regarding potential future uses of the structure continue, thanks to the Commission’s efforts, the owners have committed to restoration of key aspects of the exterior, including the shutters.

The Historic District Commission issued a Certificate of Appropriateness for the installation of ninety-four (94) new prefinished black wood shutters; repair of two (2) chimney top caps; removal and replacement of eighty (80) lineal feet of handrail on the second-floor balcony; and the preparation and repainting of the new railing, existing wood siding, existing wood columns, existing wood storm windows, prefinished shutters prior



to installation, and existing soffit and fascia.

Nehemiah Hoyt House

The Historic District Commission aspire to restore the residential structure after a tree fell into the roof causing internal damage to the house.



2023 PLANNING COMMISSION ANNUAL REPORT

I move to ADOPT the 2023 Planning Commission Annual Report [as presented OR with the following changes]:



2023 Planning Commission Annual Report

CITY OF FARMINGTON HILLS



Prepared with assistance from

February 2024



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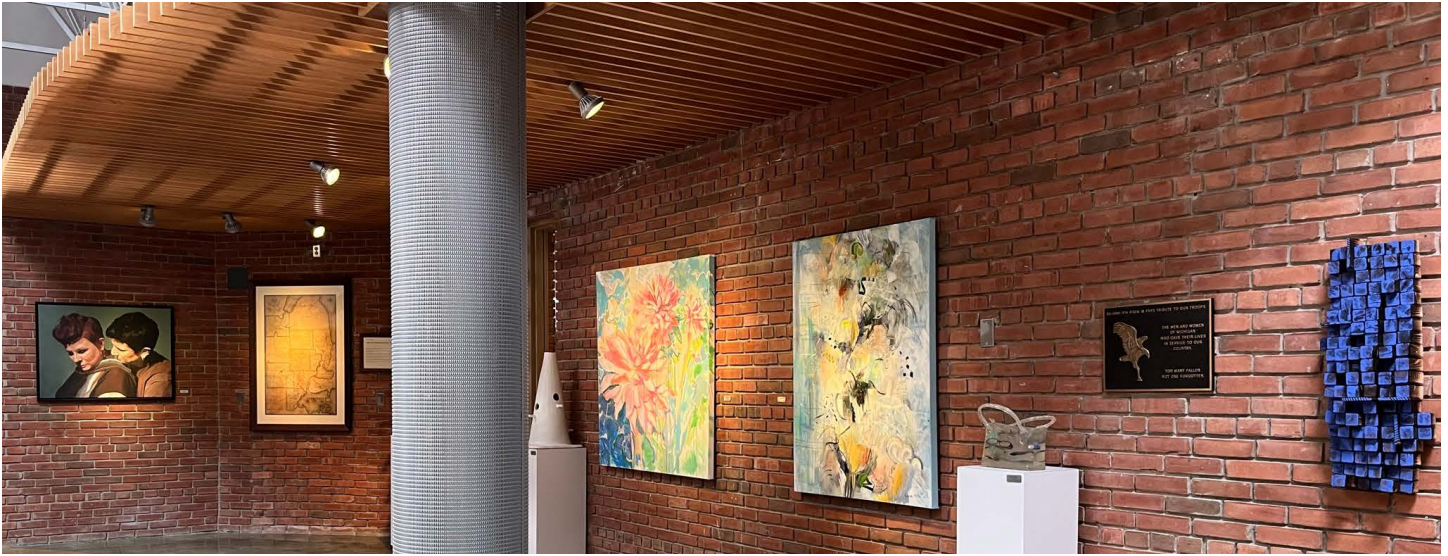
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Introduction

The Michigan Planning Enabling Act (P.A. 33 of 2008, as amended) requires the Planning Commission to prepare, file, and present an annual written report to the City Council. This document is intended to meet the state requirement as well as provide an overview of 2023 accomplishments.

The City of Farmington Hills Planning Commission is comprised of nine members, some of whom have been on the Planning Commission for many years. These members come from a variety of professional backgrounds. The varied perspectives and knowledge of the members make for a well-rounded Commission that conducts fair and thoughtful deliberations.

The Planning Commission held a total of 22 meetings in 2023. Preliminary hearings are held the second Thursday of the month, public hearings are held on the third Thursday of the month, and study sessions are generally held on the first Thursday of the month at the discretion of the Commission members.

Mission Statement

To promote public health, safety, and general welfare, to encourage the use of resources in accordance with their character and adaptability; to avoid the overcrowding of land by buildings or people, to lessen congestion on roads and streets, to facilitate provision for a system of transportation, sewage disposal, safe and water supply recreation, and other public improvements. The Planning Commission is responsible for making and adopting a basic plan as a guide for development, including a determination of the extent of probable future needs.



2023 Planning Commission Members

Table 1. 2023 Planning Commission Members

Name	Role	Assumed Office	Last Appointment	Term Expiration
Dale Countegan	Chair	02/13/2017	01/23/2023	02/01/2026
Marisa Varga	Secretary	03/08/2021	01/23/2023	02/01/2026
Kristen Aspinall		03/28/2022	01/23/2023	02/01/2026
John Trafelet	Vice Chair	07/22/2019	01/25/2021	02/01/2024
Steve Stimson		04/08/2013	01/25/2021	02/01/2024
Barry Brickner		07/25/2016	01/25/2021	02/01/2024
Joseph Mantey		03/15/2004	01/24/2022	02/01/2025
Danielle Ware		04/25/2022	04/25/2022	02/01/2025
Taranji Grant		03/21/2022	03/21/2022	02/01/2025

2023 City Staff

Table 2. 2023 Planning & Community Development Department Staff

Name	Title
Charmaine Kettler-Schmult	Director
Erik Perdonik	City Planner; Liaison to the Planning Commission
Jeri LaBelle	Planning Secretary

In 2023, Giffels Webster continued their relationship working with City of Farmington Hills to provide planning and zoning services. The team of consultants has been available to answer technical planning and zoning related calls and emails, advise on ordinance amendments, review site plans, and assist with special projects as needed. Giffels Webster prepared memoranda and reports for the Planning Commission and City Council, as needed. Consultants from Giffels Webster attended all Planning Commission meetings and were available to attend other City meetings as requested. The team is directed by Jill Bahm, AICP, a partner at Giffels Webster, who is supported by Joe Tangari, AICP, Principal Planner and Rod Arroyo, AICP, Partner Emeritus, and the GIS team, led by Ariana Toth.



2023 Major Initiatives

Farmington Hills: The Next 50 Years A New Master Plan for the City

Farmington Hills turns 50 years old in 2023, and in 2022, the City embarked on the development of its first Master Plan since 2009. As we consider what the next 50 years of our City might look like, we've invested a great deal of time and effort into assessing where the City stands today and the progress it has made since the last master plan.

In 2022, this effort included analysis of the City's changing demographics, economics, and housing, a market study, surveys, online outreach, a series of publicly accessible Planning Commission study sessions, an October 2022 open house, and the first in a series of focus groups with members of the development community.

In 2023, the Planning Commission continued discussion of the draft, additional focus groups were held, and an open house to present the concepts and ideas developed for the plan was held at the HAWK in October. The draft plan has been in development since this open house.



Summer 2023 City Staff Master Plan Outreach Efforts

Table 3. Summer 2023 City Staff Master Plan Outreach Efforts

Outreach Opportunity	Date	Location	Summary (* See below for additional detail)
Small & Minority Business Forum	July 24, 2023	Centric Place	Presentation by consultant/discussion
Grand River Corridor Improvement Authority (CIA)	June 1, 2023	Jon Grant Community Center	Presentation by staff/discussion*
Economic Development Corporation (EDC)	June 1, 2023 & August 16, 2023	Jon Grant Community Center & City Hall	Presentation by staff/discussion*
CARES	June 1, 2023	Jon Grant Community Center	Presentation by staff/discussion*
City of Farmington Pathways Committee	June 14, 2023	Farmington City Hall	Presentation by staff/discussion*
Commission on Children, Youth & Families	September 7, 2023	City Hall	Presentation by staff/discussion*
Council of Homeowner Associations (COHA)			Provided flyer for distribution to membership
Beautification Commission	September 26, 2023	City Hall	Presentation by staff/discussion*
Farmington Area Interfaith Association			Provided flyer for distribution to membership
Farmington Area PTA Council			Provided flyer for distribution to membership
Historic District Commission (HDC)	September 13, 2023	City Hall	Discussion among commissioners*
Citywide Open House	October 8, 2023	City Hall Campus	Informational table/flyers with staff*
50th Anniversary Celebration	July 6, 2023	Heritage Park	Informational table/flyers with staff*

Grand River Corridor Improvement Authority (CIA)

Planning Staff (Staff Planner) and Economic Development Director opened a discussion on possibilities for the Grand River Corridor and its surrounding areas. There was a lot of skepticism towards mixed-use and modernization due to the shallow lots along Grand River Avenue.

Economic Development Corporation (EDC)

Planning Staff (City Planner and Staff Planner) along with Planning Consultant (Jill Bahm, Giffels Webster) attended the August Economic Development Corporation to let everyone know about the upcoming Master Plan Update. The Economic Development Director added that the City also benefits from connections to resources that could help businesses. She also stated that the City has a Tax Increment Finance district called the Grand River Corridor Improvement Authority which acts as a tool for redevelopment. Members of the EDC replied that the City is deliberate with economic development, there are safe neighborhoods, Farmington Hills is centrally located, there is a diverse, international community, and good public utilities.

- To have an invested interest in not only manufacturing, but a serious interest in retail, office, and other commercial industries would help create a better economy.
- The need to evaluate drive-throughs throughout the community. It was discussed that they may be appropriate in some locations while they might be unwelcome in others due to the amount of vehicle traffic and stacking.

CARES

CARES did a presentation during the CIA meeting on a vision for their site. After the Outreach presentation, CARES suggested to have more resources for the community along the Grand River Corridor and the neighborhoods around the CARES facility and Hospital.

City of Farmington Pathways Committee

Presentation by Charmaine Kettler-Schmult, Director of Planning and Community Development. In attendance were eight committee members. The presentation was a summary of the Master Plan for Future Land Use efforts and an invitation for the committee members to give input especially on the non-motorized transportation portion. This input is particularly useful as Farmington Hills surrounds Farmington and cooperation on this will be key. The Pathways committee members forwarded their list of priority projects focusing on border areas. Key locations include the following:

- Nine Mile -through both communities
- M-5 overpass pedestrian bridge (Farmington Hills)
- Heritage Park connection
- Shiawassee and Gill
- Safe Routes to Schools
- Expansion of the Riverwalk pathway to Whitlock

Commission on Children, Youth & Families

After a 16-person meeting, the Commission came up with the following suggestions for the upcoming draft of the Master Plan:

- Support for additional housing projects for families.
- Support for plans that improve public transportation.
- Support for more greenspace and parks.
- Support for more walking and biking pathways and improved safety for current ones.
- Support for climate resiliency projects.
- Support for redesigning to decrease presence of surface parking lots.

Beautification Commission

Planning Staff (Staff Planner) handed out flyers about the Master Plan. Members commented on current Planning Commission items. Majority of the members have given their input on online survey or the previous in-person open houses.

- More trash cans.
- Requiring businesses to keep their facades clean.
- Concerns over traffic on the Mile Roads.
- Concerns on the number of rentals (Apartments) in the city

Historic District Commission (HDC)

- Maintain existing tree cover and plan for increasing “forested” areas.
- Repairs and replacements for historic district buildings and city buildings will utilize sustainable materials and methods, follow the recommendations of the EPA, and be mindful of the impact on the environment.
- The Master Plan will recognize the historic fabric of the city and, through zoning, protect the historic resources from encroachment by huge footprint developments, whether from commercial or residential development.
- A buffer zone should be considered around historic properties, green spaces, and timber coverages.
- Historic Preservation, as managed through the Historic District Commission and the Historical Commission, will be included in the Master Plan as a viable, community asset to embrace the past of Farmington Hills as well as its future.
- The Commission will recognize additional properties for their architectural and historic value and work toward designation of new historic districts in the community.

Citywide Open House

A table was set up to interact with attendees to discuss the Master Plan for Future Land Use and make flyers available to encourage participation with the on-line web page. Staff interacted with about 30-40 residents.



Photos from Citywide Open House event

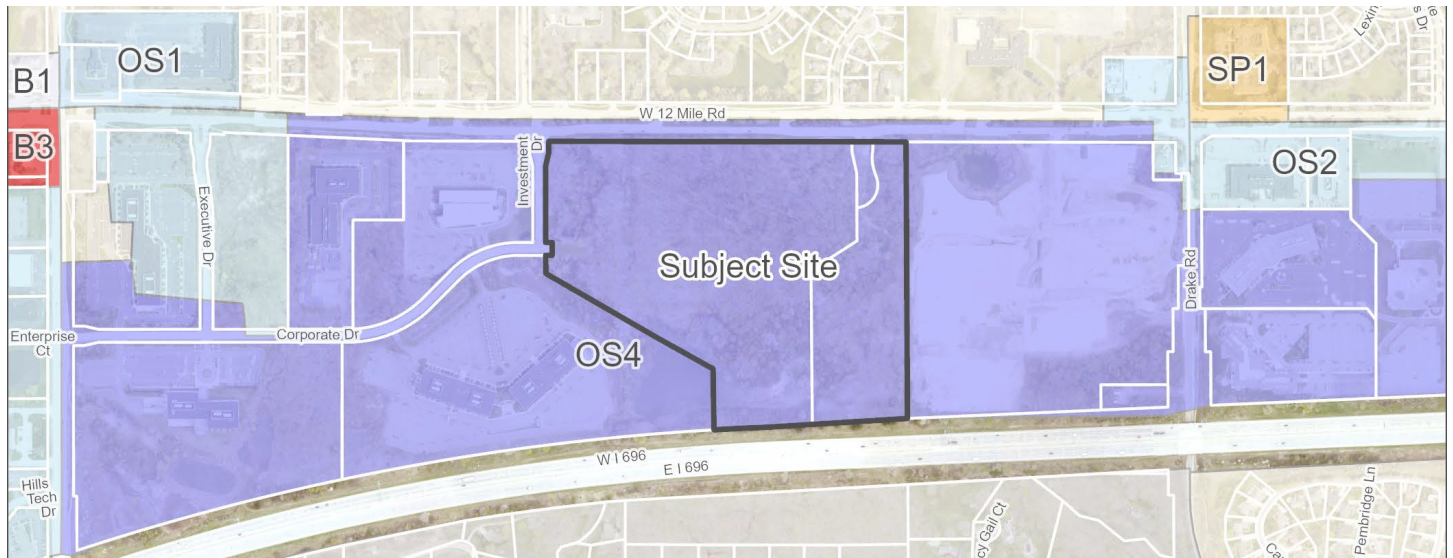
50th Anniversary Celebration

A table was set up to introduce attendees to the Master Plan for Future Land Use and make available flyers to encourage participation at the on-line web page. Staff interacted with about 40 residents.



2023/2024 – 2028/2029 Capital Improvements Plan

Act 33 of the Public Acts of 2008, the Michigan Planning Enabling Act, provides that the Planning Commission annually prepare a Capital Improvements Plan. Further, Sections 3.07 and 6.08 of the City Charter require the submission of a Capital Improvements Plan to City Council. The Planning Commission held a study session on January 26, 2023, to prepare this document for public review and adopted the plan after holding a public hearing at their March 16, 2023 meeting.



2023 Planning Commission Activity

Planning Commission Meetings

Table 4. Planning Commission Meetings, 2018 to 2023

Year	Number of Meetings
2018	14
2019	15
2020	13
2021	19
2022	17
2023	22

Figure 1. Planning Commission Meetings, 2018-2023

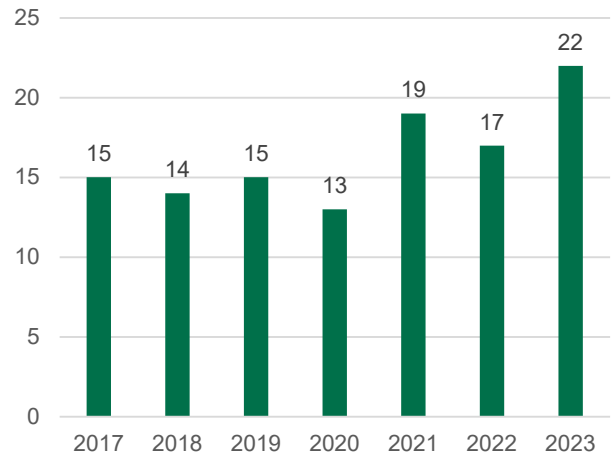
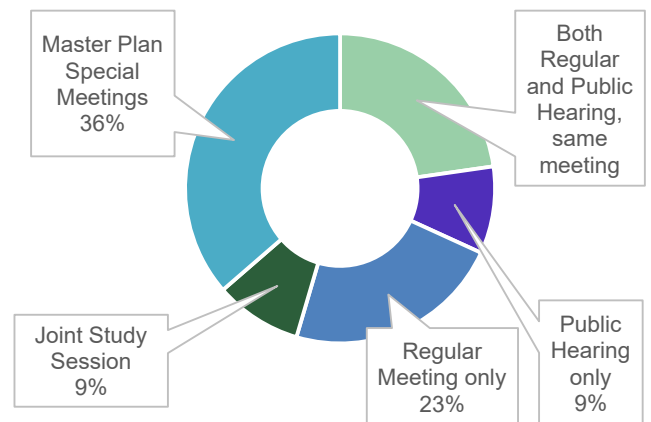


Table 5. Planning Commission Meetings by Type, 2023

Type of Meeting	Number of Meetings
Both Regular and Public Hearing, same meeting	3
Public Hearing only	2
Regular Meeting only	4
Joint Study Session	1
Master Plan Special Meetings	7
Total	17

Figure 2. Planning Commission Meetings by Type, 2023



Site and Special Approval Plans

Table 6. Site and Special Approval Plans, 2023

Item	Parcel ID	Description	Approved / Denied	Proponent
SA 51-3-2023	21-351-032	24300 Drake Rd., B-3, Temp Portable concrete Batch Plant	4-20-2023 PC Approved	Mark Anthony Contracting
SP 52-4-2023	35-105-017	30691 Grand River Ave. B-3, New cell tower on existing site	10-26-2023 PC Approved	Atlas Tower Group, Bill Williams
SP 53-5-2023	25-101-020	23840 Middlebelt Townhomes for rent	Did not go to PC	Pradip Sengupta
SP 54-6-2023	08-400-012	35700 Twelve Mile, Islamic Cultural Association additions, RA-1	9-21-2023, PC approved	Ibrahim Abubars, ICA
Rev SP 64-7-2018	22-476-043	24281 Orchard Lake, B-3 Revise style of barrier, wall or fence	7-20-2018 PC Approval pending variance	Global Equity, Oraha Group LLC
SP 65-8-2023 (PUD 3, 2021)	02-126-130	32680 Northwestern Hwy, Apartments PUD, B-2 & B-3	10-26-2023 PC Approved	NWH Holdings
SP 66-9-2023	35-431-016/017	29403 and 29403 Grand River Gas Station and convenience store	Withdrawn by applicant	Ryan Halder-Kum & Go, LC
SP 67-9-2023 (PUD 2, 2023)	03-226-028, 027	30825 & 31361 Orchard Lake Rd., Redevelopment for existing shopping center	10-26-2023 PC Approved	Timothy Collier
Rev. SP 52-1-2021	15-201-015	27745 Orchard Lake, ES Gas Station	11-16-2023 PC Approved	Faiz Simon
SP 68-12-2023	13-101-003	27604 Middlebelt Rd., B-2, Biggby Coffee, Amend Timerbercrest PUD	To be on 1-18-2024 Agenda	Benedetto Tisec

Table 7. Site Plan and Special Approval Plans, 2018 to 2023

Year	Number of Site and Special Approval Plans	Number of Landscape Plans
2018	23	22
2019	22	22
2020	14	
2021	19	
2022	13	
2023	10	
Landscape plans are included in the Site Plan application after 2019.		

Figure 3. Site and Special Approval Plans, 2018 to 2023

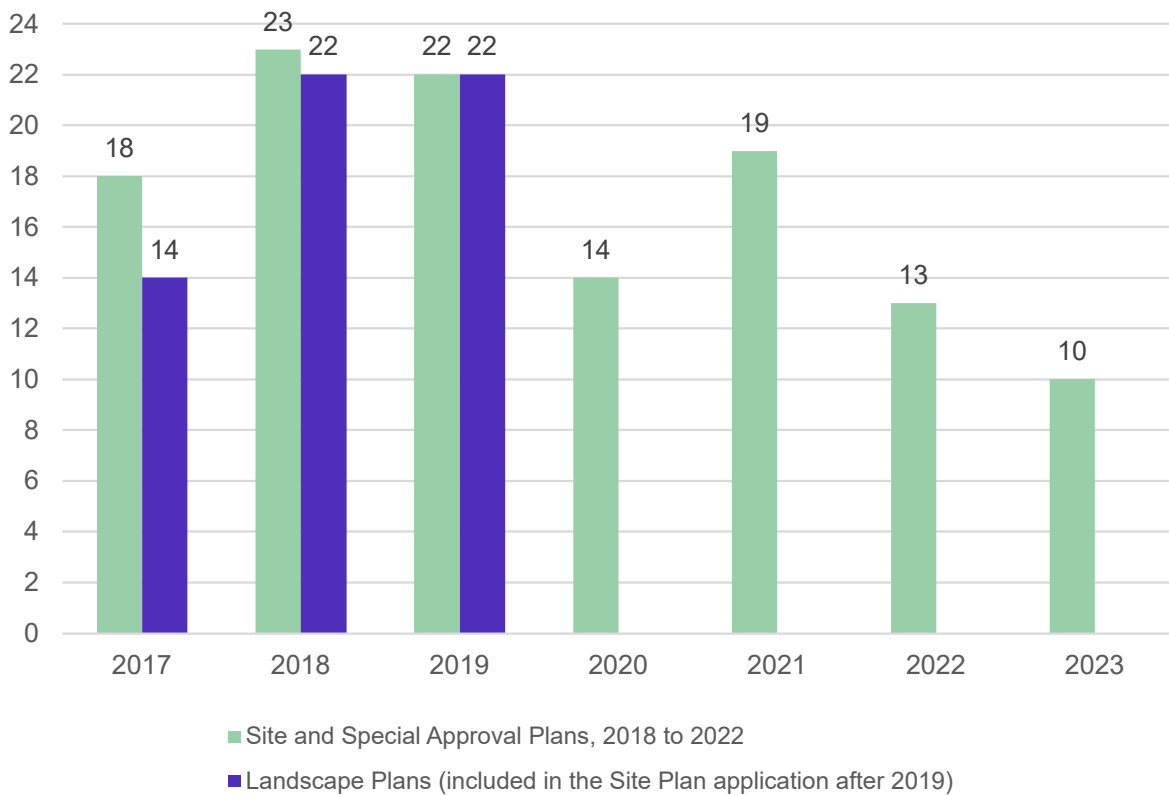


Table 8. Site Plans by Decision Type, 2023

Decision	Number
Approved by PC	7
Recommended to City Council	0
Denied by PC	0
Withdrawn prior to PC	2
Total	9

Figure 4. Site and Special Approval Plans by Decision Type, 2023

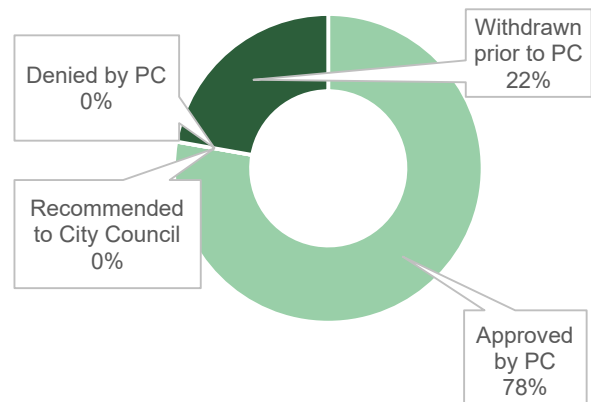


Table 9. Special Approval Plans by Decision Type, 2023

Decision	Number
Approved by PC	1
Denied by PC	0
Total	1

Lot Splits, Rezoning, and Zoning Text Amendments

Table 10. Lot Splits, 2023

Lot Split #	Parcel ID	Description	Petitioner	PC Approval Date	Assessing Approval
LS 1, 2023 Rec'd 5-25-23	35-105-027	30785 Grand River, B-3, one parcel into 2. Split far east property and building off	Ullrich J. Arnold	7/20/2023 Postponed indefinitely	
LS 2, 2023 Rec'd 12-15, 23	35-402-007 & 006	South side of Kentfield Ave., east of Tuck Rd., west of Kimberly Ln.	Terry Sever	On 2024 agenda	

Table 11. Rezoning Requests, 2023

Request #	Location	Parcel ID	From / To	Proponent
ZR-1-2-2023 (4-20-2023 PC Approved)	29400 Orchard Lake, eastside of OL, S. of 13 Mile	11-101-003	B-4 to B-3	Frank Jamil
ZR-2-10-2023 (12-14-2023 PC Approved)	S. side of 9 Mile, E. of Farmington	33-227-003, 002, 001	OS-1 to RA-4	Tom Dedvukaj

Table 12. Zoning Text Amendments, 2023

Zoning Text Amendment #	Results	Proposed Amendment
ZTA 1, 2023	PC approved PH 3-6-2023 City Council approved 4-10-2023	Amend principal permitted use within RA-2, One Family Residential District to permit economic development activities at municipal facilities.
ZTA 2, 2023	PC approved PH 7-20-2023 City Council approved 9-18-2023	Add a definition of "Shipping container" and amend the definition of "Building," and to amend Article 5, "Site Standards," Section 34-5.1, "Accessory Buildings and Structures," to include a new subsection 34-5.1.1.H addressing vehicles, commercial vehicles, recreational equipment, trailers, storage pods, and shipping containers and similar off-site-built enclosures that are used as an accessory building or use.
ZTA 3, 2023	PC approved PH 7-20-2023 City Council approved 9-18-2023	Amend definition of "Motel"

Table 13. Lot Splits, Rezoning, and Zoning Text Amendments, 2018 to 2023

Year	Lot Splits	Zoning Text Amendments	Rezoning
2018	4	0	3
2019	2	3	1
2020	3	0	3
2021	7	2	2
2022	5	1	0
2023	2	3	2

Figure 5. Lot Splits, Rezoning, and Zoning Text Amendments, 2018 to 2023

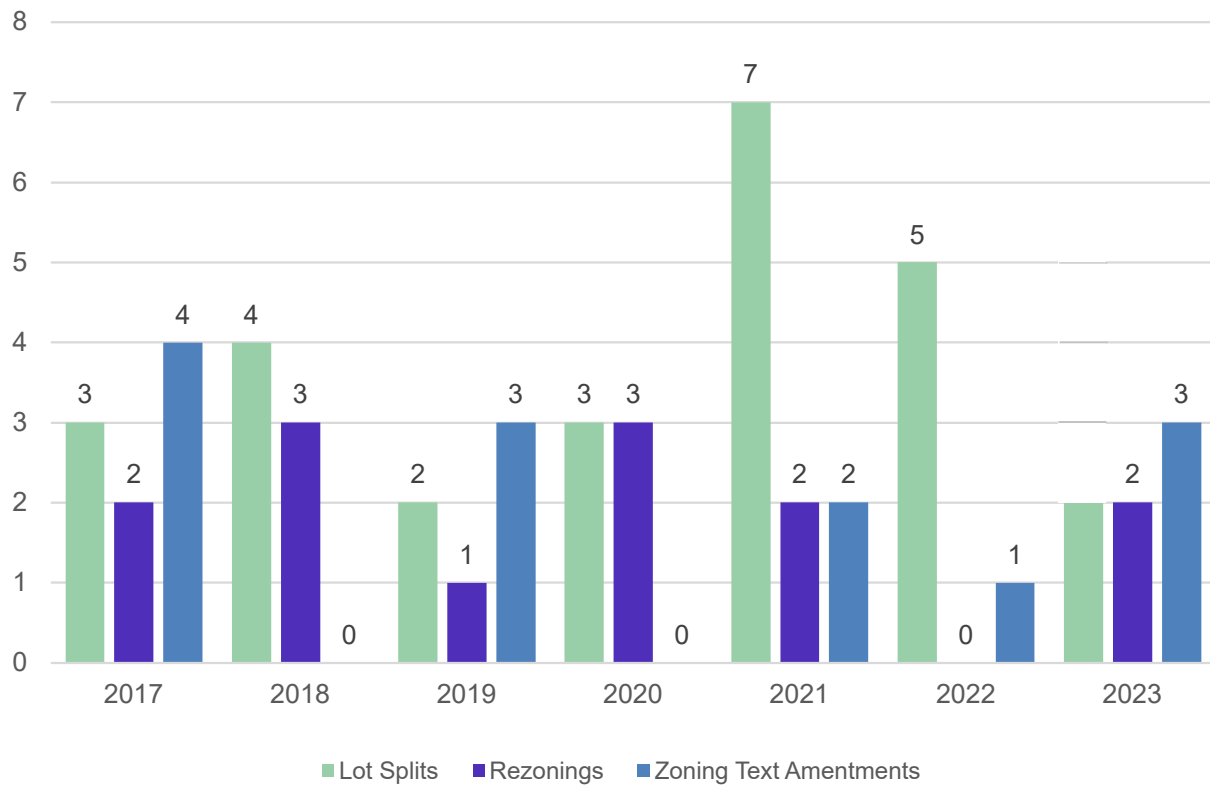


Table 14. Lot Splits by Decision Type, 2023

Decision	Number
Approved by PC	0
Denied by PC	0
Postponed/Withdrawn	1
Total	1

Table 15. Rezoning Requests by Decision Type, 2023

Decision	Number
Approved by PC	2
Denied by PC	0
Total	2

Table 16. Zoning Text Amendments by Decision Type, 2023

Decision	Number
Approved by PC	3
Denied by PC	0
Total	3

Planned Unit Development (PUD) Plans and Qualifications

Table 17. Planned Unit Development Plans, 2023

PUD Plan #	Section	Description	Zoning	Approved / Denied	Proponent
Amend PUD 2, 2021, SP 59-4-23	12-476-008	27400 Twelve Mile, Construction of assisted living facility and detached, single-family condominiums	RA-1B	4-20-2023 PC Approved	Optalis Group
PUD 1, 2023 Rec'd 6-19-23	11-202-004,005,006	Multi Family Development	RA-1	7-20-2023 PC Postponed	Robert Szantner, Yamasaki Inc
Amend PUD 6, 1993, Timber Crest	13-101-03	27604 Middlebelt Rd., Add drive through for a Biggby Coffee	B-3	3-16-2023 PC Approved 4-24-23 CC Approved	NWH Holdings, Robert Asmar
PUD 2, 2023 Rec'd 9-15-2023 SP 67-9-2023	03-226-028, 027	30825 & 31361 Orchard Lake Rd., Redevelopment for existing shopping center	B-2	11-16-2023 PC Approved	Timothy Collier

Table 18. Planned Unit Development Options or Qualifications, 2023

PUD Plan #	Section	Description	Zoning	Approved / Denied	Proponent
PUD Qualification 1, 2023, Rec'd 5-18-23	11-201-004, 005, 006	Multi-family, 4 buildings	RA-1	6-15-2023 PC Qualified	Martin Manna
PUD Qualification Rec'd	03-226-027 & 028	Redevelopment of Shopping Center	B-2	8-17-2023 PC Qualified	Tim Collier

Table 19. Planned Unit Development Plans and Qualifications, 2018 to 2023

Year	PUD Plans	PUD Qualifications
2018	5	2
2019	1	0
2020	1	4
2021	7	2
2022	4	0
2023	4	2

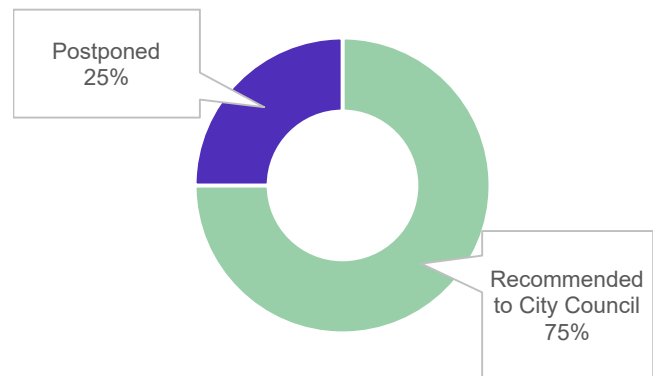
Figure 6. Planned Unit Development Plans and Qualifications Presented to the Planning Commission, 2018 to 2023



Table 20. Planned Unit Development Plans, 2023

Decision	Number
Recommended to City Council	3
Postponed	1
Total	4

Figure 7. Planned Unit Development Plans, 2023



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**MINUTES
CITY OF FARMINGTON HILLS
PLANNING COMMISSION SPECIAL MEETING
MASTER PLAN STUDY
31555 W ELEVEN MILE ROAD
FARMINGTON HILLS, MICHIGAN
JANUARY 18, 2024 6:00 P.M.**

CALL MEETING TO ORDER

The Planning Commission Special Meeting was called to order by Chair Countegan at 6:00pm.

ROLL CALL

Commissioners present: Aspinall, Brickner, Countegan, Grant, Mantey, Trafelet, Stimson, Varga, Ware

Commissioners Absent: None

Others Present: City Planner Perdonik, Staff Planner Canty, City Attorney Schultz, Planning Consultants Tangari and Upfal, City Council Members Bruce and Knol

APPROVAL OF THE AGENDA

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

Motion passed unanimously by voice vote.

MASTER PLAN DRAFT OUTLINE AND OPEN HOUSE INPUT SUMMARY

Planning Consultant Tangari distributed the January 18, 2024 memorandum *Master Plan Special Study Areas – Non-Residential Planning Areas: First Set* and the May 11, 2023 memorandum *Master Plan Special Study Areas – Residential Planning Areas*.

Tonight’s discussion focused on *Special Study Area 1. 13 Mile Road near Middlebelt*.

Regarding Special Study Area 1:

In summer 2023 the Planning Commission had decided to carry forward the language and recommendations in the 2009 Master Plan regarding this Special Planning Area, which called for conventional/clustered site condo development with t-shaped cul-de-sac streets, establishing a single point of access for all units. 2009 goals were:

- Maintain the one-family residential use character of the road frontage on large lots
- Encourage assembly of parcels and development of one-family lots based on the concept plan
- Protect the natural features of the area

In light of recent activity and discussion, and acknowledging that a proposal that came forward in 2023 has been withdrawn, Planning Consultant Tangari thought discussion should be re-opened regarding Special Study Area 1.

Planning Consultant Tangari pointed out that the 2009 Master Plan description allowed for single family homes only, or perhaps a church. He suggested the Commission might want to allow a little more flexibility for development of this area. The following discussion included:

- Single family home development was looking less and less likely.
- The Commission did not support high density development in this area. However, multiple family housing units, such as clustered duplexes, tri-plexes, and quad-plexes might be considered.
- A walkable city needed places to walk to. How could the global view of development of these parcels incorporate walkability to and interaction with Orchard Lake and Middlebelt from these parcels?
- Any development would be required to fill in sidewalk gaps along the frontage.
- Commissioners pointed to the Cove Creek condominium complex on the corner of 13 and Middlebelt, which was heavily treed, very attractive, and had the type of multi-family housing units being discussed.
- Across the street, Baptist Manor has a variety of living facilities, including independent living ranch units.
- For the entire Special Area to be developed, a developer would need to assemble land, or provide stub streets to the east and/or west to preserve future internal interconnectivity.
- The lots in the Area are very deep – 515 feet. Incentives could be offered to developers in return for a 100’ buffer, for instance, to the properties to the south. With no incentives, and with development under straight zoning, the requirement is for a 35’ buffer from the structure to the rear property line. Development of single family lots under straight zoning could also result in removal of almost all the trees.
- The Master Plan can describe in more clear terms – and provide a range of options – regarding what the City envisions for this area.
- New zoning district(s) could be created, as long as the new district(s) did not apply to just one area. For instance, there could be Flexible Residential Districts 1, 2, and 3, allowing a range of allowed density and perhaps heights. This would provide developers and neighboring residents predictability.
- The Commission needed to focus on reasonable regulation of reasonable development, and determine the best tools to achieve the vision of that development. Is rezoning the best tool? Or is the Planned Unit Development (PUD) – traditionally used in Farmington Hills – a better tool?
- If the PUD is the only development option other than straight zoning, the lengthy and difficult PUD process can act as a disincentive, even when incentives (density/height) are offered.
- The Master Plan is not responsible for rezoning areas. Instead, the Master Plan can describe what is desired, and an interested developer can decide how they would like to move forward – whether through straight zoning, a cluster development, a rezoning request, or a PUD.
- Again, creating flexible residential districts or creating an overlay district were also possibilities.
- It was easier to more efficiently defend a requirement for a deep buffer when that buffer had been agreed to via the PUD process. What the City did not have in 2009 was a good description of what it wanted to see in Special Area 1. Having that description, and emphasizing what the City wanted (southern buffer, trees, public benefit) would go a long way to communicating to a developer what would be necessary to bring to the table.
- The Area could be pre-qualified for a PUD with a density of up to (X) units, as long as the developer provided (Y).

Regarding other developable residential areas:

- The area directly south of Oakland Community College could be developed with a small multi-family development, focused on providing housing for some college attendees, including foreign students.
- There were other potential infill development areas along main roads, including vacant parcels with deep lots.

- Commissioner Mantey requested a map be provided of vacant parcels along main roads that had vacant lots with depths exceeding 500’.

Regarding the ongoing Master Plan update:

- The Commission should keep focused on the Master Plan being forward thinking, with appropriate provisions to allow for flexibility and creative development.
- Different parts of the City had to be treated differently simply because of the pre-existing development that was there. The planning vision for the future needed to be balanced with a realistic view of past development and the current and future marketplace.
- There is rarely a development or plan that everyone loves and supports. The PUD process allows for the City, the residents, and the developer to work through things item by item in order to end up with a negotiated agreement.
- For residential areas, the incentives a PUD can offer a developer boil down to density and height. In return, real public benefits need to be offered.
- Master Plan language for special planning areas need to specifically point out what the City wants protected, and what it would like to see in terms of neighborhood compatibility and innovation.
- Farmington Hills has beautiful neighborhoods. It is important to protect them.
- Regarding Old Town, the Planning Commission should continue a past conversation regarding lot widths. Most of the lots in that area were platted before the current zoning ordinance existed, and perhaps lot split regulations and other zoning standards should reflect the platting history of the neighborhood.
- Another potential zoning ordinance change could reflect an “infill standard.”

How does the City want/need to grow?

- The City is not likely to grow population. Farmington Hills is built out, and while new higher density development will bring in some population, the single family homes will continue to have population decrease as the population ages and as young families have fewer children.
- In terms of growth, the focus should perhaps be on keeping neighborhood life as a quality experience, while promoting economic development for current and new businesses. The tax base can continue to be developed through commercial growth, including mixed-use, and especially through nurturing research and development type uses and industrial uses.
- The City’s downtown, for all intents and purposes, is the City of Farmington. This will not change, though nodes of commercial activity and public gathering can and should continue to be developed. Farmington Hills should continue to do well what it is already doing in providing an attractive city for people to live and work, with rolling hills and many trees.
- Single story ranches need to be provided where possible – this is what seniors are asking for.
- Office buildings along 12 mile are undergoing change, and represent another development opportunity for mixed use zoning.
- To summarize, it is important to maintain a balanced land use mix. Successful industrial, commercial, and research and development uses help provide a tax base that supports existing neighborhoods, including infrastructure maintenance.
- The community needs to be flexible enough to allow development that will hold into the future. The Planning Commission, City Council and other City officers and staff need to have the intelligence to zone and plan for a community that provides amenities and buffers, but allows flexibility so that commercial areas can support the community.

Regarding Office Space:

- Commissioners Mantey and Trafelet spoke regarding a recent segment on 60 Minutes on *Commercial Office Space*, regarding commercial debt attached to commercial office space coming due.
- Planning Consultant Upfal pointed out that developers are building new Class A offices instead of reusing existing buildings, in order to more easily provide amenities to get their employees out of their homes and back to the office.
- Commissioner Stimson noted existing multi-tenant office buildings in Farmington Hills that had installed new gyms and cafeterias.
- Planning Consultant Tangari said that such work space amenities, located close to where people live, were becoming increasingly valuable. No one wants to drive an hour to work in a building located within a sea of parking, where you have to drive somewhere else to have lunch.

Commissioner Brickner spoke to the importance of constructing a mixed-use ordinance.

Planning Consultant Tangari noted that the Master Plan process was close to completion, and closed discussion for the evening.

PUBLIC COMMENT

Three members of the public from Westgate Subdivision reflected on their thoughts while listening to tonight's discussion, and asked questions regarding what limitations were possible relative to Special Area 1. The residents expressed appreciation for the Commission's work and noted they found tonight's meeting interesting and informative.

Chair Countegan thanked the residents for attending.

COMMISSIONER COMMENTS

None.

ADJOURNMENT

Motion by Mantey, support by Trafelet, to adjourn the Special Meeting at 7:25pm.

Motion carried unanimously by voice vote.

Respectfully Submitted,
Marisa Varga
Planning Commission Secretary
/cem

**MINUTES
CITY OF FARMINGTON HILLS
PLANNING COMMISSION MEETING
31555 W ELEVEN MILE ROAD
FARMINGTON HILLS, MICHIGAN
JANUARY 18, 2023, 7:30 P.M.**

CALL MEETING TO ORDER

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

ROLL CALL

Commissioners present: Aspinall, Brickner, Countegan, Grant, Mantey, Trafelet, Stimson, Varga, Ware

Commissioners Absent: None

Others Present: City Planner Perdonik, City Attorney Schultz, Planning Consultants Tangari and Upfal

APPROVAL OF THE AGENDA

MOTION by Trafelet, support by Ware, to amend and approve the agenda as follows:

- **Add item 6.A: Election of Officers**

Motion passed unanimously by voice vote.

REGULAR MEETING

A. LOT SPLIT 2, 2023 (Final)

LOCATION:	South side of Kentfield Avenue, just east of Tuck Road
PARCEL I.D.:	22-23-35-402-006 and 007
PROPOSAL:	Combine two (2) parcels and split the two (2) parcels in to three (3) resultant parcels in RA-3, One Family Residential zoning district
ACTION REQUESTED:	Lot split approval (final)
APPLICANT:	Terry Sever
OWNER:	Crosswinds Court, Inc. Leo Soave

The applicant was not present this evening.

Planner's review

Referencing the January 10, 2024 Giffels Webster review, Planning Consultant Tangari highlighted the following:

- The existing parcels are .86 and 1.72 acres. The proposed parcels would be 1.33, .63, and .63 acres. The parcels are zoned RA-3, and are surrounded by RA-3 zoned properties.
- Kentfield Avenue runs along the north parts of the parcels, and is paved to the end of the second parcel. Right-of-way is established and dedicated along the north part of the third parcel all the way to Tuck, but is not yet paved. The right-of-way would need to be paved prior to development.

- The properties are vacant. A wetland determination will need to be completed prior to development to confirm buildability.
- There is vacant land to the north of the properties and single family homes to the east, south, and west.
- The proposed acreage of the properties meets the standards of the district for minimum lot size and width, and the depth-to-width ratio standard is met.
- The buildable areas on the lots meet the setback requirements of the district. Regarding compatibility standards, the proposed parcels have the same relationship to the street as the other parcels in the neighborhood, but are deeper than the other parcels. In general, the land division will reduce the incompatibilities in lot size presented by the parent parcels. The parcels meet RA-3 zoning ordinance requirements.

Commissioner Mantey said that he preferred to wait to split the lots until after the wetlands determination was complete. If there is a substantial wetland on the property, it would be better to have one house, instead of three, on the overall site.

Planning Consultant Tangari said the site appeared to contain hydric soil, as opposed to being an emergent wetland.

Commissioner Stimson asked about the history of lot splits on this parcel. Parcel A would be large enough to split again, but approving the lot split as requested might conceivably reach the limit of lot splits on the site. Should splitting into four parcels be considered?

City Attorney Schultz explained that wetlands were regulated by the State of Michigan. The Planning Commission did not have enough information tonight to deny the split based on the impact of wetlands on buildability. He noted that the Commission had 45 days in which to approve or deny the request, should therefore approve or deny the request tonight.

City Planner Perdonik explained that the engineering department would determine whether a wetlands determination was required before approving engineering plans.

Commissioner Brickner said the Commission was responsible for approving or denying the requested lot split, and not the buildability of the lots based on the wetlands. He noted that the buildable areas of the proposed lots were further from the water source than existing houses.

After discussion and amendment, the following motion was offered:

MOTION by Brickner, support by Trafelet, that (Final) Lot Split 2, 2023, submitted by Terry Sever, 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 the surrounding parcels in the vicinity; and that the City Assessor be so notified, with the condition that:

- **No building to be constructed on Parcel A until the entire north frontage of Parcel A is paved per city engineering requirements.**

Motion discussion:

Commissioner Stimson asked staff to notify the applicant should the lot split create a future restriction.

Regarding the motion condition:

- The condition for approval is based on the City requirement that public improvements are in place to accommodate the split.
- All buildable lots require public road frontage. The condition clarifies that the applicant is responsible for creating the appropriate public road frontage.

Motion passed unanimously by voice vote.

B. SITE PLAN 68-12-2023 (Amended PUD 6, 1993)

LOCATION: 27604 Middlebelt Road
PARCEL I.D.: 22-23-13-101-003
PROPOSAL: Convert existing northerly tenant space in existing southerly outlot building to drive-in restaurant in OS-1, Office Service zoning district
ACTION REQUESTED: Site plan approval
APPLICANT: Benedetto Tiseo
OWNER: Merchants Marketplace, L.L.C.

A public hearing was held regarding this proposal at the March 16, 2023 Planning Commission meeting.

Planner's review

Referencing the January 10, 2024 Giffels Webster review, Planning Consultant Upfal highlighted the following:

- The site is a 7.5 acre property zoned a mix of OS-1 and B-2, and including part of a PUD that was approved in 1993.
- The applicant proposed a PUD amendment in March 2023 to allow retail restaurant use, specifically a coffee shop with a drive-through. At that time the Planning Commission made a recommendation to approve the request conditioned on submittal of a revised site plan, to be reviewed by the Planning Commission, showing changes to the site configuration associated with the drive-through.
- Other conditions of the motion included modifications of zoning ordinance requirements as indicated on the proposed plan, that drive-through use be permitted only in the southerly outbuilding, to provide a marked crosswalk at the back of the building with special consideration of pedestrian safety and potential for nuisance, and the PUD agreement be consistent with the uses currently on the site.
- City Council adopted the recommendation and included in their motion that all conditions required by the Giffels Webster review and by the Planning Commission motion should be adopted, as well as requiring that the restaurant could only be a coffee shop with no fryers, and encouraging a traffic circulation plan that minimized the impact on existing neighboring businesses.
- The submitted plans showed a coffee shop with a drive-through as described.
- The Giffels Webster site plan review included:
 - Identified administrative cleanups including labeling and technical revisions to the site data chart.
 - No lighting plan had been submitted.
 - Some landscaping elements including details for proposed plantings, existing tree details, and a proposed tulip tree were missing from the plan.
 - The applicant provided a 10'x50', 500sf loading space where the requirement was 800sf based on frontage. However, office use was the predominant use of the structure.

- The location of roof and mechanical equipment was not shown on the plans.
- Circulation did not appear to cause any conflicts, but if there was stacking beyond ten spaces, traffic would enter the maneuvering lane which was the primary ingress and egress to the main road.
- The applicant provided a crosswalk in the rear of the building; Commissioners should consider whether the proposed crosswalk adequately addressed their concerns or whether additional pedestrian treatments were needed.

In response to comments, City Planner Perdonik said that rooftop screening could be handled administratively before permitting.

Commissioner Ware raised a concern that traffic circulation would be blocked during loading and unloading, and suggested an alternate traffic pattern looping through the existing parking area to the north, which also had access from 12 Mile Road.

Benedetto Tiseo, Tiseo Architects, 19815 Farmington Rd, Livonia, was present on behalf of this request for site plan approval, to convert existing tenant space in an existing outlot building to a drive-through restaurant. Developer Masroor Ahmed was also present.

Mr. Tiseo provided the following information:

- The existing rooftop units were already completely screened, and the applicant did not anticipate adding another rooftop unit. If any exhaust fans were added, they would be screened.
- Deliveries would be scheduled during off-peak hours.
- The applicant had considered the alternate traffic pattern suggested by Commissioner Ware, but determined that pattern eliminated a large amount of parking, and would disrupt the flow of traffic.
- A pedestrian path coming from Middlebelt Road will connect to the front of the building. A fence will block pedestrian flow from the delivery area in the back of the building, and an outlined crosswalk is provided from the parking area behind the building.

In response to comments, City Planner Perdonik said that landscaping plan omissions were minor and could be handled administratively. The applicant had submitted a traffic study to the engineering department; this will undergo extensive review.

Commissioner Grant remained concern for pedestrian safety, noting that this issue had been raised by the neighboring orthodontist during the March meeting.

Mr. Tiseo explained that a fence next to the loading area would prevent pedestrians from walking from the parking lot to the back of the building, and that the crosswalk would direct pedestrian traffic from the parking lot to the pedestrian walkway.

Mr. Ahmed further explained pedestrians could walk uninterrupted from the orthodontist's entrance along the east side of the building to a crosswalk that led to the parking area located on the south side. He felt the plan improved existing safety measures.

Chair Countegan recognized Dr. Thomas Jusino, the orthodontist whose office was located in the building.

Dr. Jusino, 27600 Middlebelt Rd, said he had been in the building since 2007. He believed the fence would prevent deliveries to his office; his deliveries occurred throughout the day. He felt the only solution was to place the drive-through on the north side of the building using a looped access. There were many unused parking spaces on the north side of the building, while the proposed traffic pattern would eliminate needed parking spaces on the south, as well as negatively impact his deliveries and patient access. Neighboring businesses would also be negatively impacted.

In response to a question from Chair Countegan, City Planner Perdonik said that City Council thought a well-marked crosswalk from the back door to the remainder of the shopping center solved the pedestrian safety issue. City Council had not asked for a fence, and it was not required per the PUD agreement.

Mr. Tiseo said they had evaluated different ways to provide the necessary stacking for the drive-through. A loop on the north side of the building would eliminate probably 50 parking spaces.

In response to comments, Mr. Ahmed said the fence could be eliminated if it prevented the orthodontist deliveries from unloading. The fence had been proposed for pedestrian safety, but was not required. The fence was proposed by the landlord, after the landlord had communicated with the orthodontist.

In response to a question, City Planner Perdonik explained that the stacking requirement of ten spaces came from the zoning ordinance regulating drive-through windows. The ordinance required ten spaces before the pick-up window, of which five of the spaces must be before the order board.

Commissioner Mantey pointed out that the important issue was for the stacking to not interfere with traffic in the road, and suggested requiring seven spaces before the pick-up window, noting that there was room within the shopping center to accommodate another three cars.

City Planner Perdonik explained that meeting the ordinance and meeting engineering requirements for traffic circulation and safety were two separate issues. The traffic study would look at the overall issue in more detail.

In response to a question, City Planner Perdonik said that the landlord signed off on the PUD application prior to Planning Commission review.

In response to questions, Mr. Ahmed said that the coffee shop hours were from 6:00am-9:00pm. He noted that the coffee shop would be busiest from 6:00am-9:00am, after which traffic would be minimal. Dr. Jusino said his hours were 9:00am-5:00pm, Monday through Friday.

Chair Countegan identified issues as pedestrian safety, whether the fence was appropriate, and whether the traffic circulation was appropriate.

In response to a question from the Chair, Planning Consultant Upfal explained that City Council had approved the proposed use based on a conceptual plan that was very similar to the plan presented this evening.

Commissioner Aspinall noted that issues were based on the worst case scenarios, which were unlikely to happen.

Commissioner Mantey said he liked the fence as a safety precaution, and suggested leaving an opening for deliveries to the orthodontist office. He thought there would rarely be ten cars in the drive-through, and that people who make deliveries were used to slight inconveniences. He thought the plan was workable.

Commissioner Ware pointed out that the existing conditions did not provide any pedestrian safety measures.

In response to comments, Planning Consultant Upfal said that the current proposal resulted in a loss of 15 parking spaces.

After further discussion and amendment, the following motion was offered:

MOTION by Stimson, support by Trafelet, that Site Plan 68-12-2023, submitted by Bendetto Tiseo, BE APPROVED, because it appears to meet all applicable requirements of the Zoning Chapter

With the following condition:

- **The applicant address all deficiencies identified in the January 10, 2024 Giffels Webster review.**

And with the following finding:

- **The fence is optional.**

Motion passed unanimously by voice vote.

APPROVAL OF MINUTES

December 14, 2023, Regular Meeting

MOTION by Grant, support by Trafelet, to approve the December 14, 2023 regular meeting minutes as submitted.

Motion carried unanimously by voice vote.

PUBLIC COMMENT

Kelly Goldberg, High Valley Rd, expressed great concern over pedestrian safety with this project, and addressed the importance of keeping pedestrians and vehicles separated. She noted a lack of traffic studies that considered poor weather, visibility, car volumes, and funeral processions. She said that Dr. Jusino and his patients were losing use and enjoyment of their space, and commented on Dr. Jusino's community philanthropy and consistent generous civic engagement.

Chair Countegan thanked Ms. Goldberg for her comments, and spoke to the balance the Planning Commission must strike in meeting the needs of various community segments as well as the importance of following the rules under which the Commission operated. He agreed that Farmington Hills was fortunate to have Dr. Jusino as a member.

ELECTION OF OFFICERS

Chair Countegan proposed electing Vice Chair Trafelet as chair, Secretary Varga as vice-chair, and solicited nominations for secretary.

Commissioner Varga nominated Commissioner Aspinall as secretary.

Commissioner Brickner nominated Vice Chair Trafelet as chair and Secretary Varga as vice chair.

MOTION by Brickner, support by Mantey, to end nominations and elect the nominees to the positions as nominated, effective March 1, 2024:

**John Trafelet, Chair
Marisa Varga, Vice Chair
Kristen Aspinall, Secretary**

Motion carried unanimously by voice vote.

COMMISSIONER/STAFF COMMENTS

Commissioner Mantey read an excerpt from *The High Cost of Free Parking* by Donald Shoup.

Commissioners thanked Chair Countegan for his service as Chair, especially his level-headed, calm, clear, and reassuring feedback to the public during controversial discussions.

Commissioner Stimson stressed the importance of having hard copies of the plans; without hard copies Commissioners could give the impression of being on their devices during meetings, as they accessed documents online.

Commissioner Trafelet pointed out the high cost of mailing packets. Hard copies could be distributed the night of the meetings.

Chair Countegan asked that site plans be superimposed onto aerial views of the sites.

Commissioner Trafelet encouraged Commissioners to watch a recent 60 Minutes episode on Commercial Real Estate.

ADJOURNMENT

Motion by Stimson, support by Grant, to adjourn the meeting at 9:04pm.

Motion carried unanimously by voice vote.

Respectfully Submitted,
Marisa Varga
Planning Commission Secretary

/cem

**MINUTES
CITY OF FARMINGTON HILLS
PLANNING COMMISSION REGULAR MEETING
31555 W ELEVEN MILE ROAD
FARMINGTON HILLS, MICHIGAN
JANUARY 25, 2023, 6:00 P.M.**

CALL MEETING TO ORDER

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

ROLL CALL

Commissioners Present: Aspinnall, Brickner, Countegan, Grant, Mantey, Trafelet, Varga

Commissioners Absent: Stimson, Ware

Others Present: City Planner Perdonik, Staff Planner Canty; Central Services Director Aranowski, IT Manager Lee, Senior Analyst Barth; Police Chief King; Fire Chief Unruh, Deputy Fire Chief Olszewski; Special Services Deputy Director Farmer; Public Services Acting Director Gushard, DPW Superintendent Schueller, and City Engineer Cubera; Secretary to the Planning and Community Development Director LaBelle

APPROVAL OF AGENDA

MOTION by Trafelet, support by Grant, to amend and approve the agenda as follows:

- **Reverse order of 4.A. and B., in order to hear from the Fire Department at 6:00pm and Police Department at 6:15pm.**
- **Delete 4.B. Election of Officers**
- **Delete 5. Approval of Minutes**

Motion passed unanimously by voice vote.

REGULAR MEETING:

A. CAPITAL IMPROVEMENTS PLAN 2024/2025 THROUGH 2029 – 2030

ACTION REQUESTED: SET ITEM FOR PLANNING COMMISSION 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.

FIRE DEPARTMENT

Fire Chief Unruh AND Deputy Fire Chief Olszewski were present on behalf of the Fire Department.

- 2023 was the busiest year in department history with 12,256 runs, up about 300 runs from the previous year.
- Hired 14 new firefighters, due to retirements in the Department and the 24/7 staffing of Fire Station

3 at Grand River and Middlebelt.

Accomplishments of the 2023-2024 fiscal year:

- Took delivery of a new utility vehicle.
- New turnout gear being delivered, custom made for each firefighter; each firefighter has 2 sets of gear.
- Took delivery of 4 new squad vehicles – 2 from previous year and 2 from this year.

2024/2025 – Requests:

- Purchase new fire engine
- Purchase another new utility vehicle
- Variety of station improvements
 - Female locker room facilities need refurbishment and expansion due to the increased number of female firefighters.
 - Apparatus Bay floors: Non-Slip coating is peeling and wearing off.
 - Station 5 Bay roof is nearing end of life (See facilities report).
 - Replacement of SCBA fill station due to a failed unit.
 - Locations to store reserve vehicles that are being evaluated.

Discussion:

- Response time has decreased over the past few years. The goal is to respond in less than 5 minutes.
- The Department has 6 engines, one ladder truck, and one tower truck. The Department has 8 ambulances.

POLICE DEPARTMENT

Police Chief King was present on behalf of the Police Department.

- The Department is fully staffed with a significant succession plan in place, and is fully outfitted. The Department has cutting edge equipment and technology, including the digital forensics lab, a past CIP item. Within the last 2 years purchased second set of drones; the Department has 14 drone pilots, all of whom are FAA Certified.
- The Department seeks to hire people who want to stay with FHPD for many years.
- However, the Department is smaller than it used to be. 20 years ago the Department had 121 officers; now there are 114.
- The Department is seeing more pursuits, and also more individuals carrying firearms illegally. Narcotics arrests have also increased. The Department was constantly reviewing its pursuit policy with City Attorneys.
- Department received a State grant for PIT (Precision Immobilization Technique)
- 55,000 runs for service in 2023, including community service calls (mental health/changing light bulbs/getting unwanted animals out of garages/juvenile complaints) to serious crimes and investigation.

2023/2024 – Requests:

- Women's Locker Room Expansion: ~\$100,000.
- Workstations / Office Furniture: ~\$173,000.
- Mobile Command Post: ~\$450,000 for about 95 helmets.
- Carpeting Replacement, 1st Floor: ~\$32,000.
- Canine Team Expansion: ~\$171,000

- Axon Officer Safety Bundle: ~2,870,985.20, paid in 5 annual installments of \$574,197.04

Discussion:

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

- The Department is always seeking new technology. While the core mission of successful policing has not changed, technology is constantly changing.
- Video monitoring of City properties is not fed directly into the police system. Community wide, there is no community surveillance. Cameras that capture license plates have nothing to do with people. CCTV in cells is fed both to dispatch and front desk.

TECHNOLOGY

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

2023/2024 Accomplishments included:

- Implementing Windows 11 Upgrade – Need to replace 600 devices – PCs and Notebooks.
- Upgraded cell service at the Hawk
- Implemented Disaster Recovery as a Service (DRaaS)
- Implementation continues for Human Resources Information System Solution (HRIS) – NeoGov
- Implementation began for Time and Attendance System Solution – UKG
- Implementation began for Enterprise Resources Planning (ERP) – BS&A
- Implemented a new Security Awareness Training – KnowBe4
- Updates made to audio, video & streaming infrastructure – City Hall Community Room and the Hawk
- Implemented Smart signs at Founders Sports Park, Heritage Park and two (2) at City Hall
- Implementing Smart signs at the Farmington Hills Community Center (Hawk)
- Implementing Smart Poles and lighting at Longacre
- Upgraded Video Surveillance Equipment
- Replaced legacy firewall with AT&T Next-Gen managed cloud-based solution
- Implemented a penetration test (PEN) against IT infrastructure
- Implemented Social Media archiving solution (as part of FOIA process)
- Replaced all network printers – new copier/printer contract
- Implemented an on-line Building & Engineering plan submission & review solution.

Technology/Central Services 2024/2025 Capital Requests

- Replace Office 365 protection
- Implement communication system software and video for new EO at Fire Department Headquarters
- Implement various Smart Cities projects throughout the City facilities
- DPW fleet Management Software
- Continue to upgrade Video Surveillance Equipment

Discussion:

Commissioner Brickner commended the Technology Department. He worked with many different cities, and Farmington Hills' user friendly GIS system is far and above the best interface with the public that he has seen.

PARKS AND RECREATION

Deputy Director Farmer was present on behalf of the Parks and Recreation division.

Deputy Director Farmer reviewed in detail accomplishments of the 2023-2024 year as listed on pages 9-11 of the CIP document. The Parks and Recreation Master Plan was complete.

- Future requests (2024/2025) included parks and golf requests for maintenance equipment, and Department Infrastructure Requests for the Farmington Hills Golf Course, Heritage Park facilities, Spicer House repairs/renovations, and Ice Arena compressor rebuild. The Hawk had several items requested for 2024/2025, as listed in the CIP document.
- A 2024/25 objective was to review the Sports Facilities Companies (SFA) analysis of current performance and recommendations for the Hawk and the Costick Activities Center. The review will be with residents, the Mayor, City Council, City staff, and the Parks & Recreation Commission, to determine the best course forward for the Hawk and the Center and Campus.

Discussion:

- Tables at the golf course restaurant need to be replaced.
- Could Heritage Park have a snow sledding hill?
- FHGC might consider raising its prices. At what is being charged now, no one can get a tee time.
- Could the Hawk provide competitive swim meet facilities, as well as competitive tennis court facilities?

PUBLIC SERVICES

Public Services Acting Director Gushard, DPW Superintendent Schueller, and City Engineer Cubera were present on behalf of the Public Services Department.

Accomplishments of the 2023-2024 year included:

- \$1 million budget for city wide facilities improvements
 - Concrete and sidewalk replacement at various locations.
 - Security System CCTV Cameras
 - Roofing Replacement at the Police Station
 - Automatic Transfer Switch Replacement at the Police Station
 - Backup Boiler Installation at the Police Station
 - Automated Gate Installation at the P & G Garage
 - Replacement of the Inground Hoist at DPW
- Liquid Fill Point Upgrade at DPW
- New fuel island at City Hall Campus

2023/24 Water Main & Sanitary Accomplishments

- Kimberley Water Main Replacement, \$6M
- Sanitary Sewer Lining Program, \$2M (ongoing)

2023/24 Sidewalk & Drainage Accomplishments

Sidewalks

- Farmington Road, 12 Mile to Bayberry
- West side of Inkster Road between Hystone St. and 11 Mile Rd.
- M-5 Pedestrian Bridge Connection Improvements
- Major Road Sidewalk replacement program - \$100,000

Drainage

- Quaker Valley Road Culvert Replacement
- Farmington Freeway Industrial Park Drive Storm Sewer
- Heritage Hills Subdivision Phase 3 Storm Sewer
- 11 Mile Road (Farmington to Orchard Lake) Storm Sewer
- Woodcreek Subdivision Culvert Replacements
- Fire Station #2 Detention Pond Cleaning

2023/24 Major Road Accomplishments

2023 Major Roads (15.5 Million)

- Farmington Road (12 Mile to 13 Mile) - \$5.6M, \$2M in Federal Funds
- 14 Mile Road (Drake to Farmington) - \$3.3M, \$1.6M in Federal Funds
- Farmington Freeway Industrial Park (Research Drive & Freeway Park) Phase 2 of 3 - \$6.6M

2024 Major Roads (\$10.8 Million)

- 11 Mile Road (Farmington to Orchard Lake) - \$4.6M
- Farmington Freeway Industrial Park (Industrial Park Drive), Phase 3 of 3 - \$6M
- Signal Modernization & Upgrades at 14 & Inkster, 9 Mile & Gill and 9 Mile & Drake – \$240K

2023/24 Local Road Accomplishments

2023 Local Roads

- Heritage Hills/Wedgewood Commons, Phase 3
- Normandy Hills Subdivision
- Hull Road Gravel Conversion
- Local Road Resurfacing Projects
 - Halsted Commons & Spring Valley Road

2024 Local Roads

- Quaker Valley Farms Subdivision
- Heritage Hills / Wedgewood Commons, Phase 4
- Muer Cove - Gravel Road Conversion
- Local Road Resurfacing Projects
 - Ramble Hills & Windwood Pointe Subdivisions
 - Oakland & Oak Hills Subdivisions

2024/2025 Public Facilities

- \$1 Million Budget for City Wide Facilities Improvements
 - Concrete Pavement and Sidewalk Replacement at Varied Locations
 - Security System CCTV Camera Replacement and New Installation at Varied Locations
 - HVAC Upgrades at Fire Station #5 and Ice Arena
 - Brick Paver Patio Replacement at the Longacre House
 - Fire alarm Replacement at Fire Stations #3 and #4
 - Design of Future Facility Projects
- Citygate Signage/Landscaping at Orchard Lake Road and I-696
- DPW Generator Replacement
- Reconstruction of Fire Station #4 Parking Lot
- Orchard Lake Roundabout Landscape Enhancement

2024/2025 DPW Equipment Purchases

- 10-yard dump truck (\$300K)
- Rubber Tire Excavator (\$650K)

2024/2025 Drainage Projects

- Farmington Freeway Industrial Park Storm Sewer, Phase 3
- Heritage Hills and Wedgewood Commons Storm Sewer, Phase 4
- Woodcreek Hills Subdivision Storm Sewer
- 9 Mile Road Storm Sewer, Walsingham Dr. to Farmington Rd.
- Shady Ridge Dr. Storm Sewer
- Biddestone Lane Culvert
- Edgehill Culvert Replacement
- Richland Gardens Subdivision Storm Sewer, Phase 1

2024/2025 Water Main & Sanitary Projects

- Kendallwood Subdivisions #2 & #4 Water Main Replacement
- Biddestone Lane Water Main & Sanitary Sewer Loop / Extension (dependent on resident interest)
- Annual Sanitary Sewer Lining Program (ongoing)

2024/2025 Sidewalk Projects

Sidewalk replacement along major roads, including brick paver repair/replace - \$100K

- 9 Mile Rd., South side, Drake to Farmington - \$580K
- 13 Mile Road at Pebble Creek Crossing, Pedestrian Bridge Rehab - \$25K
- North side of 12 Mile Road, Middlebelt to Inkster - \$400K (dependent on right-of-way)

2024/2025 Major Road Projects

- 9 Mile Rd., Walsingham Dr. to Farmington Rd.
 - \$10.7 Million
- Signal Modernization at 13 Mile & Halsted, 13 Mile & Farmington and 11 Mile & Halsted
 - \$600K
- Sinacola Industrial Park
 - \$1 Million
- Freedom Road, Maple St. to Grand River Ave. Preventive Maintenance
 - \$1.36 Million

2024/2025 Local Road Projects

Candidate Projects

- Fairway Hills Drive
- Trestain Road
- Scottsdale Road
- Edgehill Avenue
- Woodcreek Hills Subdivision & Supervisor's Plat Woodcreek Farms
- Richland Gardens Area
- Shady Ridge - Gravel Road Conversion
- Annual Local Road Resurfacing program

Discussion:

- Commissioner Mantey pointed out that for the last two years the Planning Commission had included in their recommendation the purchase of sidewalk snow removal equipment, specifically to target 12

Mile Road and Grand River in the vicinity of the bus shop. Yet the sidewalk snow removal equipment had never made it into the actual CIP.

Several Commissioners spoke strongly in support of purchasing snow removal equipment. People should not have to walk in the street when it snowed – this was the opposite of walkability and accessibility.

- Schools and parks should be shown on the sidewalk maps.
- In response to a question as to whether sidewalks could be installed on New Market Road where many students walk, Engineer Cubera said that was an industrial road and did not meet requirements for city sidewalk construction. Additionally, New Market was not ditched, and there was no curb and gutter, making sidewalk installation prohibitively expensive.
- Changes in policy relative to sidewalk installation requirements should be part of the Master Plan review.
- Commissioners were concerned with the cost of the Orchard Lake Roundabout Landscape Enhancement, including the cost of the overhead pass sign (\$1.2M).

After discussion and amendment, the following motions were offered:

MOTION by Grant, support by Varga, that based on community feedback during the ongoing Master Plan update process that there is a strong public desire to prioritize walkability, specifically during winter months, the Planning Commission recommends that:

- **A line item of \$75,000 be allocated during the first year for sidewalk snow clearing and salting equipment, to be used along major roads, e.g., Grand River and 12 Mile Road, and**
- **That a paragraph be included in the CIP narrative noting this item has been added by the Planning Commission as a result of public input during the Master Plan update process.**

Motion passed by voice vote 6-1 (Brickner opposed).

MOTION by Trafelet, support by Grant, to set the Capital Improvements Plan 2024/2025 through 2029/2030 for Public Hearing for the Planning Commission’s next available meeting agenda, February 15, 2024.

Motion passed unanimously by voice vote.

PUBLIC COMMENT: None

COMMISSIONER’S COMMENTS:

Commissioner Mantey pointed out that the temporary cement batch plant that has been located for several years at Drake and Grand River is directly across the street from the densest population in the City. The census tract immediately across Drake has a density in excess of 15,000 people per square mile, with a density right next to that of 10,000 people per square mile. This is also a development that has 16% white people, the lowest percentage in Farmington Hills. Last year when driving by the batch plant Commissioner Mantey had to roll up his windows because of the dust. Why would the City approve a location for a temporary batch plant next to its densest and largest minority population? Some of those people complained last year and the City should pay attention to them.

ADJOURNMENT:

MOTION by Ware, support by Mantey, to adjourn the meeting at 9:35 pm.

Motion carried unanimously by voice vote.

Respectfully submitted,
Marisa Varga
Planning Commission Secretary

/cem