

AGENDA
PLANNING COMMISSION PUBLIC HEARING/REGULAR MEETING
CITY OF FARMINGTON HILLS
MARCH 16, 2023 at 7:30 P.M.
FARMINGTON HILLS CITY HALL – CITY COUNCIL CHAMBERS
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. AMEND PLANNED UNIT DEVELOPMENT (PUD) 6, 1993

LOCATION: 27614 Middlebelt Road
PARCEL I.D.: 22-23-13-101-003
PROPOSAL: Amend PUD to permit drive-in restaurant use at one (1) existing southwesterly building
ACTION REQUESTED: Recommendation to City Council
APPLICANT: Masroor Ahmed
OWNER: Merchants Marketplace, LLC

B. ZONING TEXT AMENDMENT 1, 2023

CHAPTER OF CODE: 34, Zoning Ordinance
PROPOSED AMENDMENT: Amend principal permitted use within RA-2, One Family Residential District to permit economic development activities at municipal facilities
ACTION REQUESTED: Recommendation to City Council
SECTION: 34-3.1.5.B.v.f

C. CAPITAL IMPROVEMENTS PLAN 2023/2024 THROUGH 2028/2029

ACTION REQUESTED: Adoption of plan

5. Regular Meeting

A. REZONING REQUEST 1-2-2023

LOCATION: 29400 Orchard Lake Road
PARCEL I.D.: 22-23-11-101-003
PROPOSAL: Rezone parcel presently zoned B-4, Planned General Business District, to B-3, General Business District
ACTION REQUESTED: Set for public hearing
APPLICANT: Frank Jamil
OWNER: Amira Plaza, LLC

B. AMEND PLANNED UNIT DEVELOPMENT (PUD) 2, 2021, INCLUDING REVISED SITE PLAN 59-5-2022

LOCATION: 27400 Twelve Mile Road
PARCEL I.D.: 22-23-12-476-008
PROPOSAL: Construction of assisted living facility and detached, single-family condominiums in RA-1B, One Family Residential District

ACTION REQUESTED: Set for public hearing
APPLICANT: Optalis Group
OWNER: Evangelical Homes of Michigan

C. LOT SPLIT 5, 2022 (Final)

LOCATION: 29555 Orchard Lake Road
PARCEL I.D.: 22-23-03-477-058
PROPOSAL: Split parent parcel into two (2) parcels in B-2, Community Business, and B-3, General Business Districts

ACTION REQUESTED: Lot split approval (final)
APPLICANT: Steve Kolber
OWNER: Amit Patel

D. SITE PLAN 62-12-2022

LOCATION: 29555 Orchard Lake Road
PARCEL I.D.: 22-23-03-477-058
PROPOSAL: Construction of drive-in restaurant in B-2, Community Business, and B-3, General Business Districts

ACTION REQUESTED: Site plan approval
APPLICANT: Steve Kolber
OWNER: Amit Patel

E. ZONING TEXT AMENDMENT 2, 2023

CHAPTER OF CODE: 34, Zoning Ordinance
PROPOSED AMENDMENT: Amend Zoning Ordinance to include definition of “shipping container,” amend existing definition of “building,” and to include new subsection addressing use of off-site-built enclosures as accessory buildings or uses

ACTION REQUESTED: Set for public hearing
SECTIONS: 34-2.2 and 34-5.1.1

F. ELECTION OF OFFICERS

6. Approval of Minutes February 16, 2023, Regular Meeting
7. Public Comment
8. Commissioner/Staff Comments
9. Adjournment

Respectfully Submitted,

Marisa Varga, Planning Commission Secretary

Staff Contact

Erik Perdonik

City Planner, Planning and Community Development Department

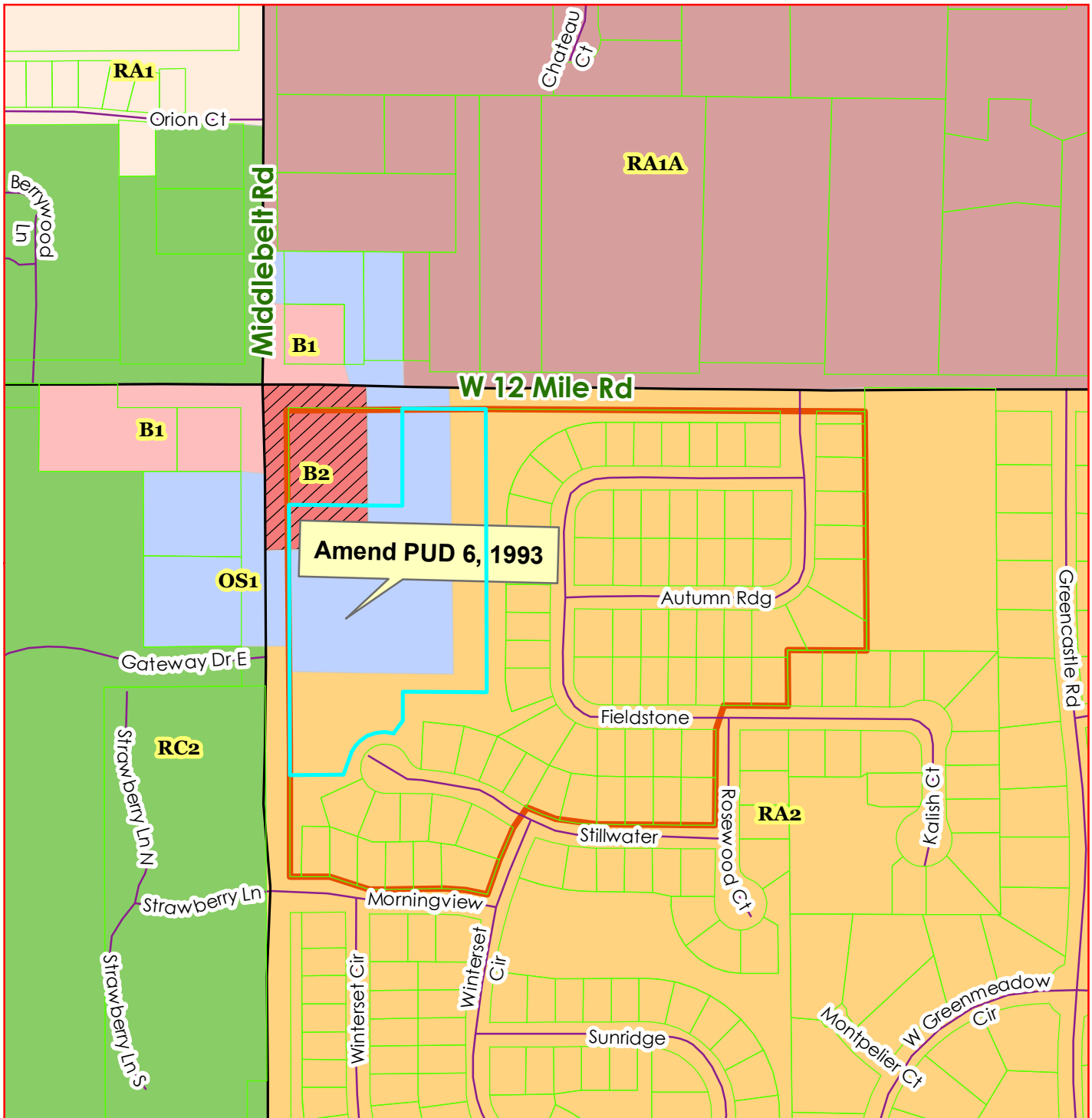
(248) 871-2540

eperdonik@fhgov.com

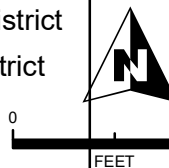
NOTE: Anyone planning to attend the meeting who has need of special assistance under the Americans with Disabilities Act (ADA) is asked to contact the City Clerk's Office at 248-871-2410 at least two (2) business days prior to the meeting, wherein arrangements/accommodations will be made. Thank you.

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Amend PUD 6, 1993
27604 Middlebelt, 13-101-003
Amend PUD to add drive-in restaurant use



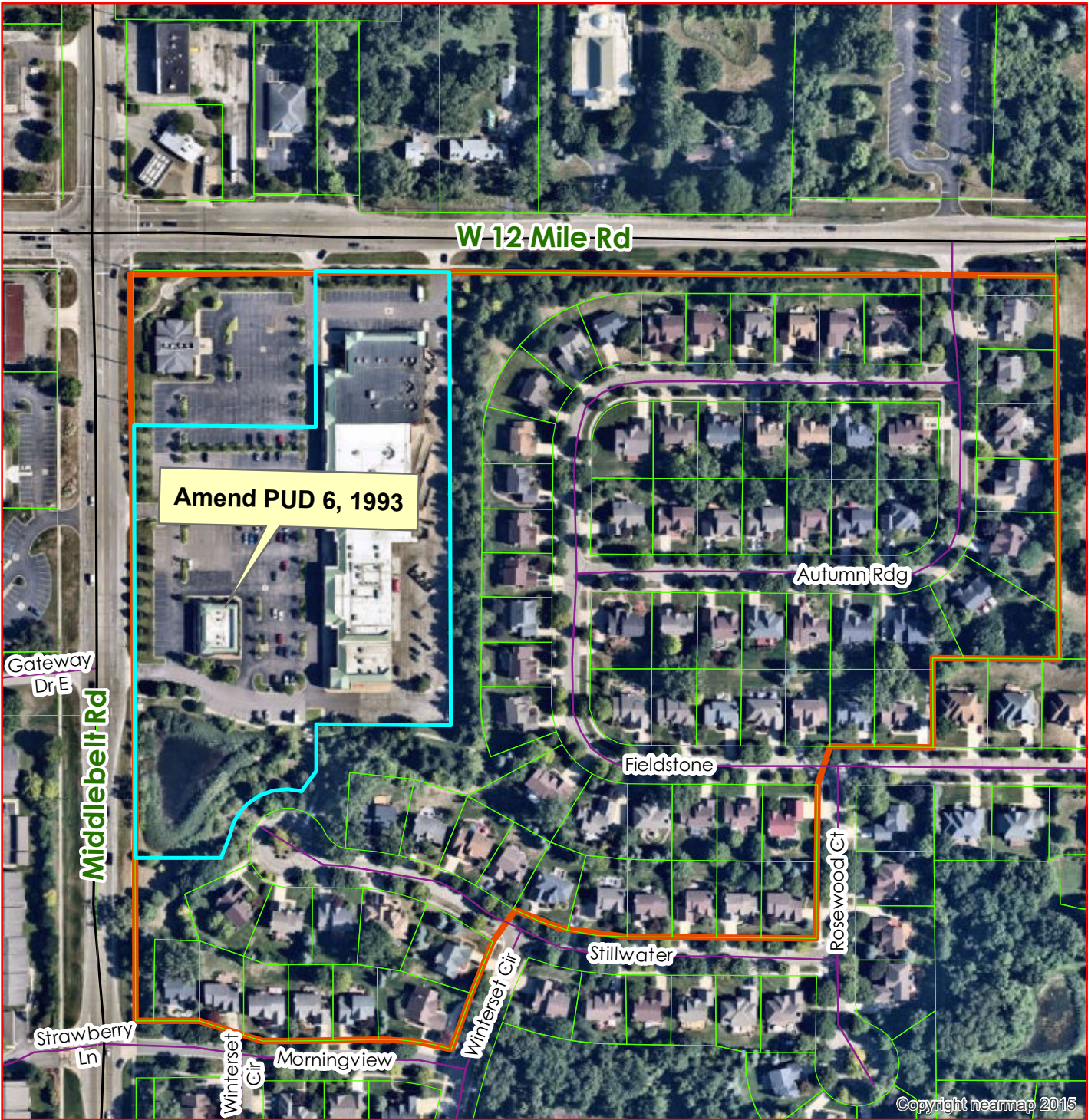
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|-----------------------------|---------------------------------------|
| Tax parcel | B-2 Community Business District |
| Minor roads | OS-1 Office Service District |
| Planned Unit Developments | RA-1 One Family Residential District |
| Zoning Districts | RA-1A One Family Residential District |
| Zoning Districts | RA-2 One Family Residential District |
| B-1 Local Business District | RC-2 Multiple Family Residential |



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.

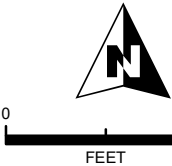
Amend PUD 6, 1993
27604 Middlebelt, 13-101-003
Amend PUD to add drive-in restaurant use



Planning Division

Legend:

- Tax parcel
- Minor roads
- Planned Unit Developments



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.

March 8, 2023

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

PUD Amendment Qualification

Case: Amendment to PUD 6, 1993
Site: 27604 Middlebelt (Parcel ID 23-13-101-003)
Applicant: Merchants Marketplace, LLC
Plan Date: 1/17/2023; concept plan submitted early March, 2023
Zoning: OS-4, B-2 & RA-2 w/ PUD

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



SUMMARY OF FINDINGS

Existing Conditions

1. **Zoning.** The site is zoned a mix of OS-1 and B-2 and is part of PUD 6, 1993. The southern and eastern fringe of the site has underlying RA-2 zoning.
2. **Existing site.** The portion of the overall PUD being considered here is 7.53 acres and is developed with a shopping center.
3. **Adjacent Properties.**

Direction	Zoning	Land Use
North (across 12 Mile)	B-1/OS-1/RA-1A	Commercial/office/single family
East	RA-2 w/ PUD*	Single family
South	RA-2 w/ PUD*	Single family
West	B-1/OS-1	Commercial/office

* The neighboring subdivisions were originally developed as part of the same PUD that included the shopping center in question.

4. **Site configuration and access.** The site is accessed from 12 Mile and Middlebelt Roads. The proposed amendment to the PUD would permit drive-through uses, and would by necessity lead to changes to the site's internal circulation.

PUD Amendment:

The applicant proposes to amend the PUD to drive-through restaurant uses.

Per Section 34-3.20.5.G, "Proposed amendments or changes to an approved PUD plan shall be submitted to the planning commission. The planning commission shall determine whether the proposed modification is of such minor nature as not to violate the area and density requirements or to affect the overall character of the plan, and in such event may approve or deny the proposed amendment. If the planning commission determines the proposed amendment is material in nature, the amendment shall be reviewed by the planning commission and city council in accordance with the provisions and procedures of this section as they relate to final approval of the Planned Unit Development."

As the planning commission considers whether the amendment constitutes a minor or major amendment to the PUD, it should consider that the proposed uses are not permitted in the underlying districts, and that deviations from underlying zoning are generally covered by the PUD agreement, which is an agreement between Council and the applicant.

The PC has determined that this is a major amendment to the PUD, and will make a recommendation to Council following the public hearing.

At this time, no site plan has been submitted, so site plan approval would follow amendment of the PUD agreement. A concept plan showing that the drive-through would be in the southernmost of the two buildings closest to Middlebelt Road is included in the request. A parking calculation was also provided showing that ordinance standards for parking would still be met on the site with the new drive-through.

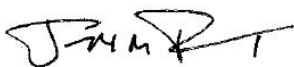
When considering drive-through uses, note that where drive-throughs are permitted in the B-3 district, they are not permitted on properties abutting residential districts.

Questions for Discussion

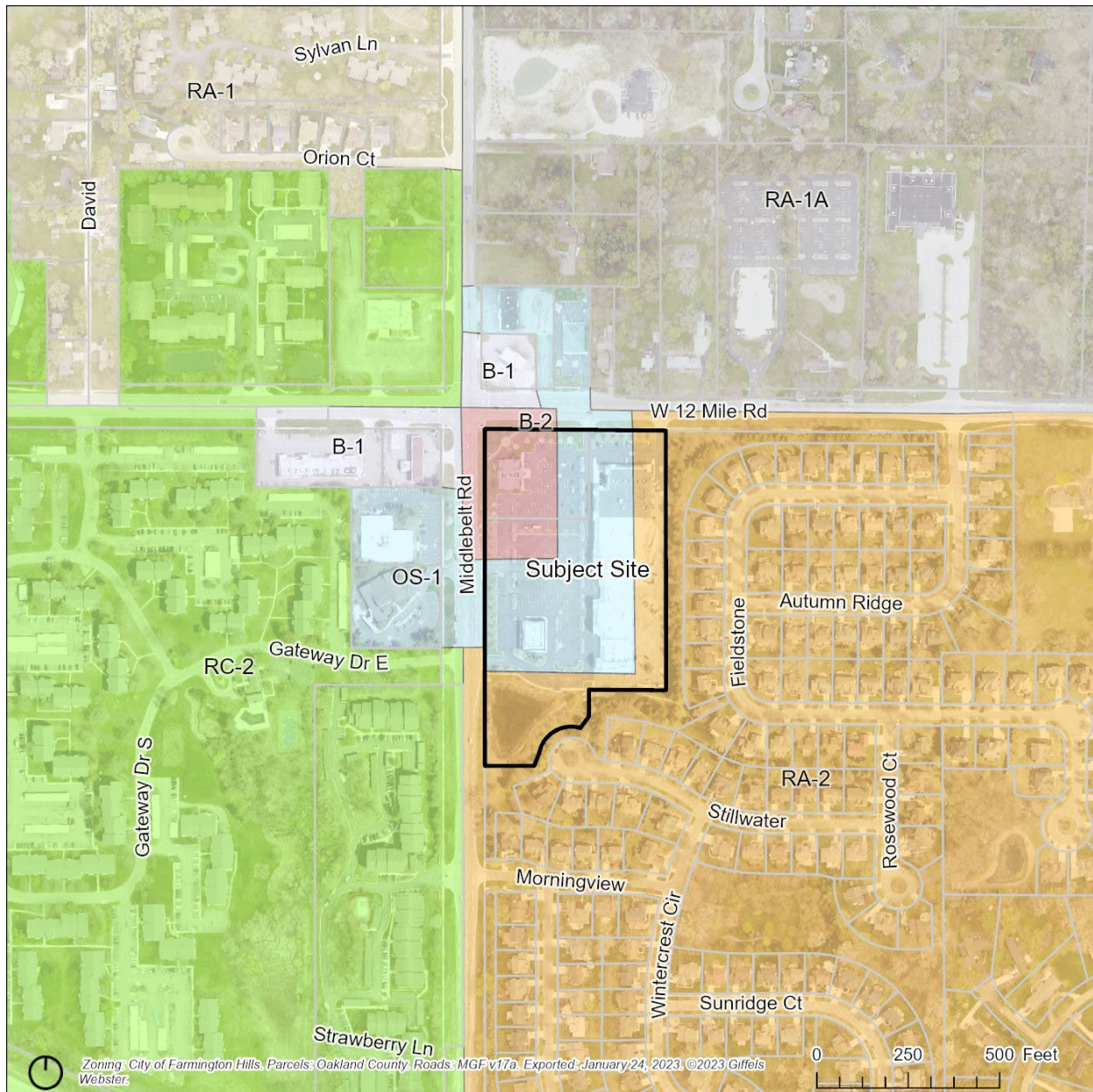
1. One of the requirements of final PUD approval is a use plan showing where certain uses corresponding to different zoning districts are planned within the PUD. The applicant's letter explaining the request does not specify which use area from the original PUD exhibit is being modified to permit a drive-through. The applicant specified at the February meeting that this request would affect Area A, which is consistent with what is shown on the conceptual plan.
2. Item 3.(a)(i) of the PUD agreement lists prohibited uses. One of the prohibited uses is an "assembly hall... .. or similar place of assembly," but a review of the site indicates that there appears to be an assembly use (the event studio) occupying the northernmost space in the primary shopping center building; **this amendment may present an opportunity to look at whether other modifications to the list of prohibited uses are warranted at this time.**
3. This is a request to amend an approved Planned Unit Development. If it inclined to recommend approval of the change, the Planning Commission should consider whether any additional public benefit should be sought in exchange for expanding the scope of the PUD, such as enhancements to the corner feature at Middlebelt and 12 Mile, or an enhanced outdoor patio area in front of the new use.

We are available to answer questions.

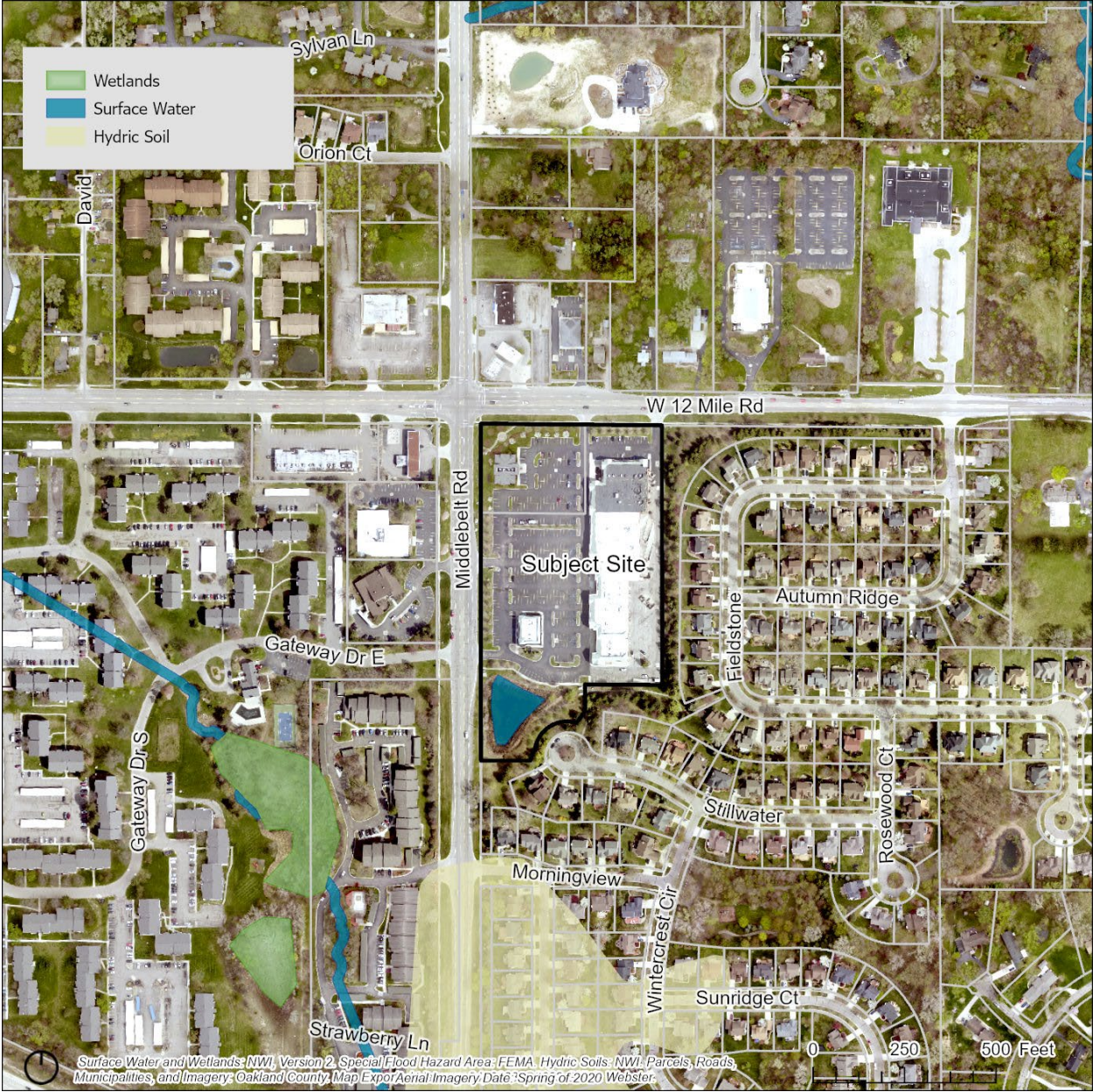
Respectfully,
Giffels Webster



Joe Tangari, AICP
Principal Planner



Current zoning




Wetlands



INTEROFFICE CORRESPONDENCE

DATE: February 8, 2023

TO: Erik Perdonik, Planning & Community Development

FROM: James Cubera, Engineering 

SUBJECT: 27604 Middlebelt Road
Biggy Coffee Drive Thru
Revised PUD 6, 1993
Sidwell #: 22-23-13-101-003

This office has received a concept plan for 27604 Middlebelt Road for what appears to be a Biggy Coffee. The plan is dated as received by the Planning Department on January 17, 2023. We are unable to review the plan in its current submitted format. We suggest that the plan be revised such that all proposed work be super imposed on the overall existing plan for the Timbercrest commercial plaza. Once that is resubmitted, we will be in a position to review the plan.

Note that with all modifications of existing developments the detention system must be cleaned out and confirmed to maintain its design volume. In addition, for any use that involves a proposed drive thru, a detailed traffic study must be provided supporting that stacking will not be an issue internally or in the public roadway. Any outstanding punch list items for the original site must be completed. With the above in mind, we wait for a more detailed plan for review.



INTEROFFICE CORRESPONDENCE

DATE: March 10, 2023
TO: Planning Commission
FROM: Dennis Firment, Staff Lieutenant
SUBJECT: Revised PUD-6, 1993 (27604 Middlebelt)

The Fire Department has no objection to the qualification of this proposed project contingent upon compliance with the following:

1. Any interior modifications shall be subject to applicable permits through the City's Building Department.
2. The building shall be properly maintained and in accordance with Fire Prevention Code requirements.
3. Sites must be designed to accommodate fire apparatus with a 50' turning radius.
4. The minimum clearance between the finished roadway surface and any overhead obstruction shall be thirteen feet, six inches (13'6").

A handwritten signature in black ink, appearing to read "Dennis Firment", is written over a horizontal line.

Dennis Firment, Staff Lieutenant

27604 MIDDLEBELT ROAD
CITY OF FARMINGTON HILLS

OVERALL EXISTING SITE
PARKING CALCULATION

PARCEL NO. 23-13-101-003

SITE AREA - 7.53+/- ACRES

TOTAL BUILDING AREA - 64,069 SF

PARKING REQUIRED:

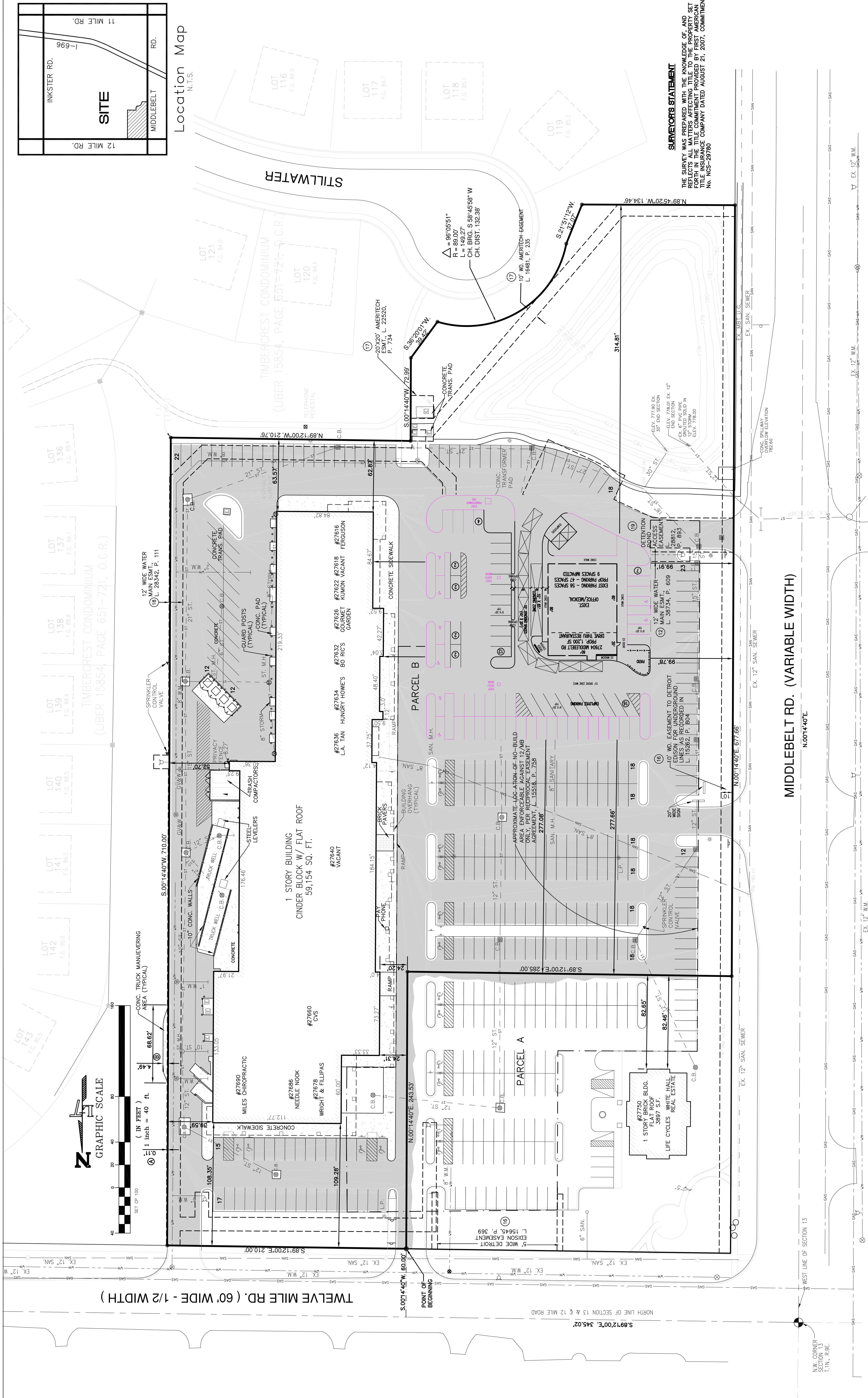
SHOPPING CENTERS - 1 SPACE/192 SF FOR *

* GROSS LEASABLE AREA CALCULATED AT 80% OF GROSS BUILDING AREA AREAS UNDER 400,000 SF

PARKING REQUIRED – 64,069 SF (GROSS) $0.80 \times 1/192 = (266.95)$ 267 SPACES

PARKING PROVIDED – EXISTING SITE – 313 SPACES

PARKING PROVIDED – PROPOSED SITE – 304 SPACES W/THE ADDITION OF THE DRIVE THRU



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LYHN D. ALLEN, CLERVRESI\$ER OF DE S

TIMBERCREST PLANNED UNIT DEVELOPMENT AGREEMENT

THIS AGREEMENT (the "Agreement") made this (--/L day of October, 1994, by and between the CITY OF FARMINGTON HILLS, a Michigan municipal corporation, hereinafter called the "City", and JONNA REALTY VENTURES, INC., a Michigan corporation, with principal address at 1533 North Woodward Avenue, Suite 145, Bloomfield Hills, Michigan 48304, hereinafter called "Proprietor", witnesses that:

WHEREAS, Proprietor has obtained approval for a Planned Unit Development under all provisions of the Code of the City, including Section 34-SBO(h) (1), subject to the execution and recording of an agreement setting forth the conditions upon which such approval is based; and

WHEREAS, the City desires to ensure that all of Proprietor's property that is the subject of this Agreement is developed and used in accordance with approved plans, subdivision plats, if any, condominium master deeds, if any, and applicable laws and regulations.

NOW, THEREFORE, IT IS HEREBY AGREED AS FOLLOWS:

1. The real property that is the subject of this Agreement (the "Property") is described in Exhibit A attached hereto and made a part hereof.

2. The Property shall be developed only in accordance with this Agreement as a Planned Unit Development ("PUD") as approved

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RECEIVED
CITY OF FARMINGTON HILL
CLERK'S OFFICE

.. O.K. -S.R.

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by City Council on September 26, 1994 as embodied herein, and the site plans, landscape plans and/or other plans and subdivision plats and condominium master deeds conforming to the PUD plan to be approved by the City Planning Commission and/or City Administration (and, as to subdivision plats, as may be approved by the City Council) as may be required by state law or the Code of the City. However, to the fullest extent allowed by law, in the event of any conflict between this Agreement and any state law, Code of the City or any other matter relied upon by the City Council, City Planning Commission or the City Administration or its departments, this Agreement shall control.

3. The Property shall be developed as follows, with the locations of the following described areas being generally set forth on the page(s) of Exhibit B attached hereto and made a part hereof:

(a) Six (6) acres (not including the buffers as provided in Paragraph 3(c)) may be developed as if the zoning district in which the six (6) acres are located were B-2, with such uses as the Zoning Ordinance of the City (the "Zoning Ordinance") presently provides or which may be expanded (but not contracted) in the future with the exceptions and subject to the following conditions:

(i) Drive-through facilities shall be permitted on Parcel A shown on the attached Land Use Plan, notwithstanding anything herein or in the ordinances to the contrary.

(ii) Event space, including but not limited to, assembly halls, concert halls or similar places of assembly, shall be permitted on Parcel A shown on the attached Land Use Plan,

notwithstanding anything herein or in the ordinances to the contrary.

(iii) The following uses shall be prohibited:
post offices; theaters; recreation space for children's
amusement parks, shuffleboard, miniature golf and similar
recreation businesses; automobile service centers; veterinary
hospitals or

clinics; bowling alleys, indoor archery, tennis, skating or similar indoor commercial recreation businesses; ~~affiliated~~ restaurants having more than one coin-operated amusement device per seven hundred fifty square feet of total floor area; free standing restaurants; and nightclubs. In addition, no principal use shall be an open air business use as described in Section 34-333(1) of the Zoning Ordinance.

(iv) All uses shall be contained within a building or buildings not exceeding, in the aggregate, 62,000 square feet of total floor area, except as herein provided.

(v) No single use shall be in excess of 25,000 square feet of total floor area.

(vi) No use shall be open for sales to the public between the hours of 12:01 a.m. and 5:00 a.m. within the ten (10) year period commencing with the recording of this Agreement.

(b) One and one quarter (1.25) acres may be developed as if the zoning district in which the one and one quarter (1.25) acres are located were OS-1, subject to the following conditions:

(i) The building(s) in which such OS-1 use takes place shall not exceed 3,500 square feet of total floor area which limitation, if a bank, savings bank, savings and loan association, credit union or similar institution, excluding drive-through facilities from such 3500 square foot limitation.

(ii) If a bank, savings bank, savings and loan association, credit union or similar institution, the use may have, as an accessory use thereto, drive-through facilities similar to other drive-through facilities of such type users.

(c) Approximately thirty-five (35) acres (collectively, the "Open Space") shall remain substantially undeveloped as a Woodland Preservation Park, a Central Park, a Northern Park, and areas of miscellaneous buffers, berms, landscaping, vegetation buffers, landscaped berms, wetland preservation zones, utility corridors, water detention areas and storm water management zones providing screening, recreational areas, storm water detention and other appropriate uses, subject to the following conditions:

(i) The Open Space, designated as provided above, shall be as generally set forth in Proprietor's PUD Plan.

(ii) Proprietor may make non-material modifications to the Open Space, other than that part designated as the Woodland Preservation Park, to accommodate larger residential lots or as may be appropriate to accommodate final storm water detention requirements or other City engineering requirements.

(iii) Subject to subparagraphs (i) and (ii), Proprietor shall, at the time of the platting of that portion of the Property described in Paragraph 3(d) or at the time of recording the master deed of a site condominium for the Property described in Paragraph 3(d), establish one or more entities to hold title to one or more areas of the Open Space and convey such area or areas of the Open Space to that entity or those entities. If an entity owning a part of the Open Space is an association of the homeowners of the Property described in Paragraph 3(d), the governing document for that Property shall require that such homeowners contribute to the maintenance of that part of the Open Space owned by the association through annual assessments.

(iv) At the time of the conveyance described in subparagraph (iii), Proprietor, or the entity or entities described in subparagraph (iii), as the case may be, shall grant a perpetual conservation easement over the Woodland Preservation Park. The conservation easement shall provide that the Woodland Preservation Park shall not be developed.

(d) The balance of the Property shall be developed pursuant to the regulations for RA-2 zoning districts, the district in which the balance of the property is located, subject to the following conditions and/or modifications:

(i) Lot widths shall be as follows: All lots adjacent to the eastern boundary of the Property shall be not less than 85 feet wide; some other lots, but not less than 5 in number, shall be not less than 80 feet wide and all other lots shall be not less than 70 feet wide.

(ii) The minimum depth of all lots shall be 110 feet; as a result, no lot shall have dimensions less than 70 feet by 110 feet.

(iii) Setbacks shall be as follows: front, 25 feet; rear, 35 feet; and side- least one: 7.5 feet; total of two: 15 feet.

(iv) Except in the event the City exercises one of the options described in Paragraph 7, the maximum number of lots shall be 165.

(v) Not more than thirty (30%) percent of the lots shall be developed with ranch homes; ranch homes shall have a minimum of 1,600 square feet.

(vi) The balance of the lots shall be developed with colonial, being 2 story, homes having a minimum of 1,800 square feet.

(vii) All homes developed on the lots will be site-built and will be single family detached residences.

4. As an alternative use to those described in Paragraphs 3(a) and (b), at the Proprietor's election, the one and one quarter (1.25) acres described in Paragraph 3(b) (not including the buffers as provided in Paragraph 3(c)) may be added to the six (6) acres described in Paragraph 3(a), but Proprietor may include within the uses for the seven and one quarter (7.25) acres described herein a use described in Paragraph 3(b), subject to the conditions stated therein so that, if such election is made, the building(s), excluding drive-through facilities, shall not exceed 65,500 square feet of total floor area, 3,500 square feet of total floor area of which would be restricted to OS-1 uses.

5. In addition to all other requirements set forth herein, Proprietor shall also provide for the direct off-site public roadway improvements (tapers, acceleration and deceleration lanes and curb cuts) necessary to the development, and the planned indirect off-site public roadway improvements, the latter being the widenings of 12 Mile and Middlebelt Roads and improvements to the intersection of such roads adjacent to the Property as described in the grant application heretofore made in connection therewith, subject to and conditioned upon the contribution required of the City in respect to the planned indirect off-site

public roadway improvements described above being timely made, as more fully described in Paragraph 6(a).

6. Proprietor's restrictions hereunder are conditioned upon and the City shall:

(a) contribute toward the cost of the planned indirect off-site public roadway improvements described in Paragraph 5, being the widenings of 12 Mile and Middlebelt Roads and improvements to the intersection of such roads adjacent to the Property, in the amount of \$75,000, and make public sidewalk improvements along Twelve Mile Road and Middlebelt Road for at least the length of the Property. In addition, the City shall fully cooperate with Proprietor in securing and do all processing necessary for the government grants (other than from the City) for the planned indirect off-site roadway improvements described above and shall timely make available to Proprietor all funds received by the City from such grants;

(b) make all improvements for and connected with the North Ravines Storm Drainage District sewer drain as required in connection therewith;

(c) stub water and sewer lines to the vacant parcels to the east of the Property and to Greencastle Subdivision;

(d) clear, restore and improve the surface drain to the south of Greencastle Subdivision pursuant to the City Engineer's recommendation; and

(e) If the City so determines, in its sole discretion, construct and maintain trails within the Woodland Preservation Park. Neither Proprietor nor its successors shall have any right

or obligation of maintenance or improvement in connection with the Woodland Preservation Park.

7. In partial consideration for the agreement of the City to the terms and provisions of this Agreement, Proprietor hereby grants the City the following options, conditioned upon strict compliance, time being of the absolute essence:

(a) an option to purchase a one half (.5) acre parcel at the corner of Twelve Mile and Middlebelt Roads (the "Corner") and the Woodland Preservation Park, consisting of 13.6 acres. The City's ownership of the Woodland Preservation Park shall be subject to the same restrictions as Paragraph 3(c)(iv) places on Proprietor or its successors.

(i) The price for the lands described in this Paragraph 7(a) is One Million Five Hundred Thousand (\$1,500,000) Dollars, payable in cash at closing.

(ii) Written notice of the exercise of this option must be received by Proprietor, with a copy to Proprietor's counsel, hereinafter set forth, no later than 4:00 p.m., Tuesday, November 15, 1994.

(iii) If notice is timely given and received, payment must be made in immediately available funds no later than 4:00 p.m., Friday, November 18, 1994; provided, however, that if title insurance cannot be provided to the City at that time, the closing will be held in escrow pending delivery of title insurance to the City.

(iv) If and only if this option is timely and validly exercised and full payment is timely received:

(A) The Corner shall be conveyed to the City to be forever used only as a public park constructed and maintained by the City.

(B) Notwithstanding Paragraphs 3(a) and 3(b), the remainder of the Property formerly subject to Paragraphs 3(a) and 3(b) shall be developed as if it were entirely within an RA-2 zoning district, subject to the conditions and modifications set forth in Paragraph 3(d).

(C) That part of the balance of the Property described in Paragraph 3(d) shall be developed pursuant thereto.

(D) The six and three quarter (6.75) acre parcel converted from business and office uses to residential use as a result of the exercise of this option shall be developed with lots not less than 70 feet wide and 110 feet deep.

(E) the Open Space shall nevertheless be available as an amenity to the Property and, except for the Woodland Preservation Park, may be used for storm water detention and similar uses.

(b) an option to purchase the six (6) acre parcel described in Paragraph 3(a).

(i) The price is Two Million (\$2,000,000) Dollars, payable in cash at closing.

(ii) Written notice of the exercise of this option must be received by Proprietor, with a copy to Proprietor's counsel, hereinafter set forth, no later than 4:00 p.m., Tuesday, November 15, 1994.

(iii) If notice is timely given and received, payment must be made in immediately available funds no later than 4:00 p.m., Friday, November 18, 1994; provided, however, that *if* title insurance cannot be provided to the City at that time, the closing will be held in escrow pending delivery of title insurance to the City.

(iv) If and only if the option is timely and validly exercised and full payment timely received, the six (6) acre parcel shall be forever used only as a public park or open space constructed and maintained by the City.

(v) In the event this option is exercised, the remaining 1.25 acres described in Paragraph 3(b) shall, notwithstanding Paragraph 3(b), be developed as if it were entirely within an RA-2 zoning district, subject to the conditions and modifications set forth in Paragraph 3(d).

8. Except as may be modified by this Agreement, the Code and Regulations of the City shall apply to the Property. Subject to the last sentence of Paragraph 2 and Paragraph 25, any substantial violation of the Code of the City by Proprietor with respect to the Property shall be deemed a breach of this Agreement.

9. Subject to the approval of the Michigan Department of Transportation, Proprietor shall provide an access to I-696 for the use of City emergency vehicles, without cost to Proprietor. The location of such access shall be determined by the parties subject to the approval of the Michigan Department of Transportation.

10. Exterior light fixtures serving the non-residential parts of the Property shall be completely enclosed and down lit.

11. The noise barrier (a berm or wall) reflected on proprietor's PUD plan shall be constructed along I-696 freeway before the issuance of a Certificate of Occupancy for any residential structure on the Property which shall be located within 400 feet of the northern line of the I-696 right of way.

12. The City Planning Commission shall have architectural review authority over any structure erected in the commercial area designated on Proprietor's PUD plan, which authority shall extend to building materials, color and the amount of each material employed. In addition, the City Council will have final review of the architectural design and aesthetics of any such structure(s).

13. Before the issuance of any Certificate of Occupancy for any commercial structure to be located on the Property, appropriate screening shall be provided to shield existing residences on the north side of Twelve Mile Road from headlights from motor vehicles exiting the Property.

14. The location and number of curb cuts for the non-residential development shall be determined at the time of site plan approval.

15. If such is within the control of Proprietor, tree number sixteen (16), a fifty eight (58) inch white oak on Twelve Mile Road, as designated on Proprietor's woodlands submission, shall be preserved.

16. Proprietor shall dedicate the full right of way of Twelve Mile Road and Middlebelt Road as shown on Proprietor's FUD plan within ninety (90) days of the date of the execution of this Agreement.

17. The Zoning Board of Appeals shall have no jurisdiction over the Property or the application of this Agreement.

18. A material breach of this Agreement by Proprietor shall constitute a nuisance per se. Subject to Paragraph 25, in the event of a breach of this Agreement by Proprietor, its agents, officers, employees or persons acting in concert with it, the City may notify Proprietor of the occurrence of the breach and issue a written notice requiring the breach be cured within thirty (30) days; provided, however, that if the breach, by its nature, cannot be cured within thirty (30) days, Proprietor shall not be in breach hereunder if Proprietor commences the cure within the thirty (30) day period and diligently pursues the cure to completion. Subject to Paragraph 25, failure to comply with such notice shall render Proprietor liable to the City in any suit for enforcement for actual costs incurred by the City including, but not limited to, attorneys' fees, expert witness fees, and the like.

19. This Agreement contains the entire agreement between the parties. No statements, promises or endorsements made by either party or agent of either party that are not contained in this Agreement shall be valid or binding. This Agreement may not be amended except in writing signed by the parties and recorded in the same manner as this Agreement. In the event Proprietor

desires to propose an amendment, an application shall be made to the City's Department of Planning and Community Development which shall process the application in the same manner called for in the PUD Ordinance for an original application, with required public hearings, with notification of the public to follow then existing City procedures. However, the procedures relating to qualification of the site shall not be required.

20. It is understood and agreed by the parties that if any part, term or provision of this Agreement is by the courts finally held to be illegal or in conflict with any law of the State of Michigan or the United States, the validity of the remaining portions or provisions shall not be affected, and the rights and obligations of the parties shall be construed and enforced as if this Agreement did not contain the particular part, term or provision held to be invalid.

21. This Agreement shall be governed by the laws of the State of Michigan, both as to interpretation and performance. Any and all suits for any and every breach of this Agreement may be instituted and maintained in any court of competent jurisdiction in the County of Oakland, State of Michigan.

22. No waiver of any breach of this Agreement shall be held to be a waiver of any other or subsequent breach. All remedies afforded in this Agreement shall be taken and construed as cumulative, that is, in addition to every other remedy provided by law.

23. The signers of this Agreement warrant and represent that they have the authority to sign this Agreement on behalf of

their respective principals and the authority to bind each party to this Agreement according to its terms. Further, each of the parties represents that the execution of this Agreement has been duly authorized and is binding on such party. Where appropriate, this Agreement shall bind the heirs, successors and assigns of the parties.

24. This Agreement shall run with the land and bind the parties, their heirs, successors, and assigns. This Agreement shall be recorded in the Oakland County Records by the City and a recorded copy thereof shall be delivered to Proprietor forthwith. It is understood that the Prop_erty is subject to changes in ownership and/or control at any time, but that successors shall take their interest subject to the terms of this Agreement.

25. In the event the Property, or any part thereof, is transferred so that the Property, in its entirety, is owned by more than one person or entity, any breach of this Agreement or violation of any applicable provision of the Code of the City occurring on any part of the Property will be the sole responsibility and liability of the person or entity who or which owns that part of the Property on which the breach or violation occurs and will have no effect whatsoever on the other portions of the Property or the owners of such other portions. It is also understood that the members of the City Council and/or the City Administration and/or its departments may change, but the City shall nonetheless remain bound by this Agreement.

26. Whenever the consent or approval of either of the parties hereto or their agencies, commissions, departments,

representatives or successors is required, such consent or approval shall not be unreasonably delayed, conditioned or withheld.

27. Notwithstanding the foregoing, Proprietor, for itself and its successors and assigns, retains the right to terminate the PUD pursuant to the Code of the City.

WITNESSES:
As to execution by the City

William M. Costick

William M. Costick

William M. Costick

William M. Costick

CITY OF FARMINGTON HILLS

By: William M. Costick

William M. Costick

WL

Its: City Manager

And Kathryn A. Dornan

Its: City Clerk

WITNESSES:
As to execution by the Proprietor

Carol E. Payne
Herb Carson

JONNA REALTY VENTURES, INC.,
a Michigan corporation

By: Christine Jonna Piligian

Its: President

STATE OF MICHIGAN)
) SS.
COUNTY OF OAKLAND)

The foregoing instrument was acknowledged before me this 11th day of October, 1994, by William M. Costick, City Manager, and Kathryn A. Dornan, City Clerk, of the City of Farmington Hills, for and on behalf of the City of Farmington Hills.

Notary Public Janet K. McNab

Notary Public, Oakland
County, Michigan
My commission expires _____

STATE OF MICHIGAN)) SS.
COUNTY OF OAKLAND)

5J-L The foregoing instrument was acknowledged before me this day of October, 1994, by Christ ine Jonna Piligian, President of Jonna Realty Ventures, Inc., a Michigan corporation, on behalf of the corporation.

CAROL E. PAYNE
Noter; Public. Ool<long Ccountf. !Vil
My CommISlion E:(plrss Dec. 5.199-5

Carol E. Payne
Notary Public
Oakland County, Michigan
My commission expires 1-1-5-c.i/-

DRAFTED BY:

John M. Donohue, Esq.
Kohl, Secrest, Wardle, Lynch,
Clark and Hampton
P.O. Box 3040
Farmington Hills, Michigan
48333-3040

WHEN RECORDED RETURN TO:

Kathryn A. Dornan, City Clerk
City of Farmington Hills
31555 Eleven Mile Road
Farmington Hills, Michigan
48336-1165

urtn? 2rc63'?

An irregularly-shap& arcel of vacant land loL. j in he City of Farmington Hills, Oakland County, Michigan, cc-ntaining unknown acres, more or less, more particularly described as follows:

A parcel of land located in the West one half of Section 13, T.1.N., R.9.E, City of Farmington Hills, Oakland County, Michigan, described as follows: Commencing at the Northwest corner of said Section 13. thence along the North section line (also being the centerline of Twelve Mile Road - 120' wide) S. 89° 12' 00" E, 1,306.08 feet; thence S. 00° 03' 36" E., 60 feet to the Point of Beginning; thence S. 00° 03' 36" E., 2,586.17 feet partially along the West line of "Greencastle" Subdivision (L. 67 P. 28 of Plats, Oakland County Records); thence along the East-West one-quarter line of said Section 13 and the South line of said "Greencastle" Subdivision, S. 89° 04' 01" E., 1,315.50 feet to the center of said Section 13; thence along the North-South one-quarter section of said Section 13, S. 01° 26' 23" W., 600.82 feet; thence along the North right-of-way line of Interstate Highway 696, N. 88° 51' 45" W., 54.04 feet and along a circular curve to the right an arc distance of 1,133.58 feet (said curve having a central angle of 24° 20' 45", a radius of 2,667.79 feet and a chord bearing N. 76° 41' 24" W., 1,125.07 feet) and N. 64° 31' 00" W., 1,517.90 feet; thence along the Easterly right-of-way line of Middlebelt (variable width) N. 00° 14' 42" E., 429.35 feet and N. 85° 45' 18" W., 40 feet and N. 00° 14' 42" E., 1,882.93 feet; thence along the South right-of-way line of Twelve Mile Road (South one-half being 60 feet wide) S. 89° 12' 00" E., 1,246.39 feet to the Point of Beginning.

AND 2°-/3-10{-}{})/

Also including a parcel of land in the City of Farmington Hills, Oakland County, Michigan, containing 3 acres, more-or less, more particularly described as follows:

Part of the East 1/2 of the Northwest 1/4 of Section 13, Town 1 North, Range 9 East, more particularly described as commencing at the North 1/4 corner of Section 13, Town 1 North, Range 9 East, Thence South 89 Degrees 13 Minutes 20 Seconds West a distance of 1136.05 feet to the point of beginning of this description; thence South 1 Degree 31 Minutes 40 Seconds East a distance of 660 feet; thence South 89 Degrees 13 Minutes 20 Seconds West a distance of 198 feet; thence North 1 Degree 31 Minutes 40 Seconds West a distance of 660 feet; thence North 89 Degrees 13 Minutes 20 Seconds East a distance of 198 feet; to the point of beginning, excepting therefrom a strip of land on the North and used for highway

purposes.

20 -/3 -/2 W-oO/

EXHIBIT A

* STANDS FOR THE DEGREE SYMBOL

Land Use Plan

Twelve Mile Road

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C Residential Subdivision - 48.8 acres (53.2% of site)

* Total test amount = 1000

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Scale: 1" = 100'

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Planned Unit Development Plan

Timberline relet of Farmington Hill

JJR/f:7 **...**



EXHIBIT B



DEPARTMENT OF PLANNING AND
COMMUNITY DEVELOPMENT

DATE: March 8, 2023

TO: Planning Commission

FROM: Erik Perdonik, City Planner

SUBJECT: Draft Zoning Text Amendment (ZTA) 1, 2023

BACKGROUND:

Draft ZTA 1, 2023, stems from City Council's June 2022 authorization of the potential use of space on the third floor of The HAWK Community Center for an educational innovation and economic development incubator, as well as Council's August 2021 endorsement of plans for the buildout of space on the third floor as part of the planned incubator.

The HAWK is zoned RA-2, One Family Residential; therefore, draft ZTA 1, 2023, would permit educational uses customarily associated with economic development incubators, such as classes and space, as principal permitted uses within the District. Because the uses would be permitted for only "municipal facilities" which are zoned RA-2, the uses would therefore become permitted for a couple of municipal properties in addition to the HAWK, including City Hall Campus and the Farmington Hills Golf Club.

ZTA 1, 2023, was drafted by the City Attorney's Office with input from the City's planning consultant.

Assistant City Manager, Joe Valentine, and Economic Development Corporation (EDC) Chairman, T.R. Carr, will be present to provide additional context for the draft zoning text amendment, as well as to provide additional detail regarding plans for the use of the third floor of the HAWK specifically.

ACTION REQUESTED:

Following a public hearing, a motion to RECOMMEND TO CITY COUNCIL that Zoning Text Amendment 1, 2023, BE ADOPTED.

ATTACHMENT:

- Draft ZTA 1, 2023

ORDINANCE NO. C-_____-2023

CITY OF FARMINGTON HILLS
OAKLAND COUNTY, MICHIGAN

AN ORDINANCE TO AMEND THE FARMINGTON HILLS CODE OF ORDINANCES, CHAPTER 34, "ZONING," ARTICLE 3, "ZONING DISTRICTS," SECTION 34-3.1.5, "RA-2 ONE FAMILY RESIDENTIAL," SUBSECTION 34-3.1.5.B, "PRINCIPAL PERMITTED USES," IN ORDER TO AMEND SUBSECTION 34-3.1.5.B.v.f TO ALLOW MUNICIPAL FACILITIES THAT PROVIDE ECONOMIC DEVELOPMENT EDUCATIONAL AND TEMPORARY OPERATIONAL SERVICES AS PRINCIPAL PERMITTED USES IN THE RA-2 ZONING DISTRICT.

THE CITY OF FARMINGTON HILLS ORDAINS:

Section 1 of Ordinance. Ordinance Amendment.

The Farmington Hills City Code, Chapter 34, "Zoning," Article 3, "Zoning Districts," Section 34-3.1.5, "RA-2 One Family Residential," Subsection 34-3.1.5.B, "Principal Permitted Uses," is amended to amend Subsection 34-3.1.5.B.v.f to read as follows:

Section 34-3.1.5. RA-2 One Family Residential

A. INTENT [*Unchanged.*]

B. PRINCIPAL PERMITTED USES

- i. Site built, one-family detached dwelling units
- ii. Farms
- iii. Neighborhood parks
- iv. Manufactured one-family detached dwelling units
- v. The following uses are permitted subject to the special conditions in Section 34-3.6:
 - a. Public, parochial or private elementary, intermediate or secondary schools offering courses in general education
 - b. Golf course, not including driving ranges or miniature golf courses
 - c. Churches
 - d. Nursery schools, day nurseries, and day care centers
 - e. Municipal buildings and uses not including any outdoor storage
 - f. Publicly owned and operated libraries, community wide parks and recreational facilities, and municipal facilities that provide both educational and temporary operational services (such as classes and space) for purposes of economic development in the community
 - g. Accessory buildings and uses customarily incidental to any principal permitted use.

C. SPECIAL APPROVAL USES [*Unchanged.*]

D. ACCESSORY USES [*Unchanged.*]

Section 2 of Ordinance. Repealer.

All ordinances, parts of ordinances, or sections of the City Code in conflict with this ordinance are repealed only to the extent necessary to give this ordinance full force and effect, and the Farmington Hills Ordinance Code shall remain in full force and effect, amended only as specified above.

Section 3 of Ordinance. Savings.

The amendments of the Farmington Hills Code of Ordinances set forth in this ordinance do not affect or impair any act done, offense committed, or right accruing, accrued, or acquired or liability, penalty, forfeiture or punishment, pending or incurred prior to the amendments of the Farmington Hills Code of Ordinances set forth in this ordinance.

Section 4 of Ordinance. Severability.

If any section, clause or provision of this ordinance shall be declared to be unconstitutional, void, illegal or ineffective by any court of competent jurisdiction, the validity of the ordinance as a whole, or in part, shall not be affected other than the part invalidated, and such section, clause or provision declared to be unconstitutional, void or illegal shall thereby cease to be a part of this Ordinance, but the remainder of this ordinance shall stand and be in full force and effect.

Section 5 of Ordinance. Effective Date.

The provisions of this ordinance are ordered to take effect twenty-one (21) days after enactment.

Section 6 of Ordinance. Date and Publication.

This ordinance is declared to have been enacted by the City Council of the City of Farmington Hills at a meeting called and held on the ____ day of _____, 2023, and ordered to be given publication in the manner prescribed by law.

Ayes:

Nays:

Abstentions:

Absent:

STATE OF MICHIGAN)
) ss.
COUNTY OF OAKLAND)

I, the undersigned, the qualified and acting City Clerk of the City of Farmington Hills, Oakland County, Michigan, do certify that the foregoing is a true and complete copy of the Ordinance adopted by the City Council of the City of Farmington Hills at a meeting held on the ____ day of _____, 2023, the original of which is on file in my office.

PAMELA B. SMITH, City Clerk
City of Farmington Hills

DRAFT

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City of Farmington Hills Capital Improvements Plan (CIP) 2023/2024 – 2028/2029

Paving



Storm Sewer



Heritage Park

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CAPITAL IMPROVEMENTS PLAN
2023/2024 – 2028/2029

Farmington Hills City Council

Vicki Barnett, Mayor
Mary Newlin
Jackie Boleware
Michael Bridges
Randy Bruce
Valerie Knol
Ken Massey

Farmington Hills Planning Commission

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

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

Gary Mekjian, City Manager
Joseph Valentine, Assistant City Manager
Jeffery King, Chief of Police
Jon Unruh, Fire Chief
Jason Olszewski, Deputy Fire Chief
Jason Baloga, Fire Marshal
Kelly Monico, Director of Central Services
Pam Smith, City Clerk
Ellen Schnackel, Director of Special Services
Karen Mondora, Director of Public Services
James Cubera, City Engineer
Derrick Schueller, Public Works Superintendent
Tammy Gushard, Senior Engineer
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 26, 2023
Planning Commission Public Hearing March 16, 2023

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CAPITAL IMPROVEMENTS PLAN

2023/2024 – 2028/2029

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 Multiple City Facilities
- Interior Lighting Replacement/Upgrades at Fire Station 3, The Hawk, Parks Maintenance Building, FHGC Pro-Shop & Driving Range, Ice Arena, DPW and Longacre.

- Backup Boiler Installation at Police Station
- City Hall Elevator Retrofit
- Roofing Replacement at the Ice Arena
- ADA Funds were used at the Costick Center to replace entrance doors.
- The DPW completed an interior painting project in the vehicle storage area and adjacent wash bay of the main garage.
- A new fuel island at the City Hall Campus includes installation of a new above-ground tank and dispensers, which will replace the existing fuel island and underground tanks just west of the police station.
- Design of electric charging stations at City Hall Campus

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 21/22 budget year, the police department replaced the body armor for 92 of the 112 sworn members. This body armor had reached the end of the manufacturer's warranties and required replacement. With the hiring of new officers and the warranty expiration of the current officer's body armor, the department was able to replace all the body armor.
- The police department replaced several pieces of inoperable fitness equipment in our fitness room. Five irreparable pieces of cardiovascular equipment were replaced with four new pieces of cardiovascular equipment. Specifically purchased were three new treadmills and a Stairmaster machine. Also replaced cable weights, a leg extension machine, cross-fit weights, a barbell bar, and a new set of kettlebell weights.
- The Police Department created a computer forensic laboratory. This allows investigators to examine and analyze forensic data from electronic devices. This data is critical to modern criminal investigations and the department is now prepared to pursue this investigative option fully. The department purchased office furniture, electronic secure lockers, computer hardware and software. Training and certification were provided for two forensic examiners which will now allow for the expansion of our digital forensics program and retrieval of electronic evidence.
- The police department worked with Central Services to navigate our bid process, to purchase two replacement BMW patrol motorcycles. These motorcycles are utilized for traffic enforcement, parade details, dignitary motorcades, and security details. The replaced motorcycles originally purchased in 2012, were used as trade in value.
- The police department worked with Central Services to navigate the bid process, to add a tactical robot to enhance its operational ability and safety in responding to emergency situations. This

robot will be remote controlled and equipped with three cameras, which provide high-definition real time video to the users and incident commanders. It will also be equipped with a FLIR camera which will allow for visibility in low light and identifying heat sources. The robot has two types of communication capabilities which would allow the operator to speak directly with individuals who may pose a danger to the public without exposing the officer. This robot can climb and maneuver all obstacles. This equipment will be extremely valuable in clearing building and confronting armed or barricaded individuals while providing a increased safety to officers and the public.

Technology

- The City implemented a Disaster Recovery as a Service (DRaaS) Solution to manage emergency loss of important data.
- The City Implemented a Citizen Problem Solution to assist residents in reporting Geospatial related issues (i.e., tree down, crack in sidewalk, etc.)
- Implemented some Windows 11 upgrades which required replacement of PC's.
- Implemented 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
- Implemented a new Time & Attendance System Solution to include all general employees' units as well as advanced scheduling for Police, Fire and Public Works.
- Began implementation of Smart Cities projects including Smart lighting/Poles for Longacre House and Smart signage for City Hall Campus, Founders Sports Park and Heritage Park.
- 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 City Council Chambers and South Conference Room

Parks and Recreation

- 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.

- Added/replaced signage at parks and facilities.
- Resurfaced Trail near Nature Center at Heritage Park
- Purchased Ford F550 Swap Loader with V Box
- Purchased rough mower for FH Golf Club
- Purchased greens roller for FH Golf Club
- Purchased utility cart for FH Golf Club
- Purchased sprayer for FH Golf Club
- Installed service window at FH Golf Club restaurant
- Installed patio extension at FH Golf Club
- Forestry mowed 4 acres of invasive species buckthorn at Woodland Hills
- Replaced all pool pumps and filters at Costick Center
- Replaced roof at Ice Arena
- Refurbished lobby men's and women's restrooms at Ice Arena
- Replaced refrigeration pumps at Ice Arena
- Replaced roof at Spicer House
- Replaced parking lot lights (13) with LED heads at Hawk
- Replaced concrete pad for North Shelter at Heritage Park
- Replaced concrete pads at Founders North and South concession stands and Pioneer Park
- Replaced DVR's and cameras at Hawk, Costick Center, Parks and Golf Maintenance, Ice Arena, Nature Center, FH Golf Club, Grant Center, and Longacre House
- Completed facility study with Sports Facilities Companies
- Purchased shade system for Hawk
- Purchased sound management systems for Black Box and Heritage Hall at Hawk
- Purchased gym curtain dividers for gym at Hawk
- Purchased Tricaster for Video Division
- Completed Parks and Recreation Master Plan

- Replaced roofs at Founders North and South concession stands, Pioneer Park, and Heritage North Shelter
- Started plan for adaptive playground equipment at Heritage Park
- Repaired portions of the Longacre stone wall along Farmington Rd
- Replaced Hawk Stadium Turf
- Repaired Hawk Stadium track
- Started an Invasive Species Plan within parks system

Equipment, Fire

- Fire Department took delivery of an Aerial Apparatus to replace Ladder 2
- Fire Department awaits delivery of three (3) Stryker Stretcher systems.
- Fire Department awaits delivery of two (2) Squad units.
- Fire Department is in process of replacing Firefighter Turnout Gear.

Equipment, DPW

- Replaced two tandem axle live bottom dump trucks.
- Replace Forestry Truck.
- Purchased Utility Work Machine.
- Replaced Front-End Loader.
- Replaced two Zero-Turn Riding Lawn Mowers.
- Replaced two Brush Chippers.
- Replaced Enclosed Trailer.

Fleet & Motor Pool Vehicles

- Replaced two DPW and one Engineering heavy duty pick-up trucks with snowplows.
- Replaced three 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 on Whitlock Street.
- Constructed lateral storm sewer in Heritage Hills Subdivision (construction Phase 2).
- Preliminary assessment of the Pebblecreek crossing Forestbrook Drive.
- Preliminary assessment of the Minnow Pond Drain crossing Farmington Road.
- Construction of lateral Storm Sewer along Rockridge Street.
- Construction of lateral storm sewer on Shiawassee Avenue (Hawthorne Street to Nine Mile Road).
- Construction of lateral storm sewer on Interchange Court.
- Construction of lateral storm sewer on Fourteen Mile Road, Farmington Road to Orchard Lake Road.

Sanitary Sewer

- 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 on Whitlock Street.
- Constructed lateral storm sewer in Heritage Hills Subdivision (Construction Phase 2).
- Preliminary assessment of the Pebblecreek crossing Forestbrook Drive.
- Preliminary assessment of the Minnow Pond Drain crossing Farmington Road.
- Construction of lateral storm sewer along Rockridge Street.
- Construction of lateral storm sewer on Shiawassee Avenue (Hawthorne Street to Nine Mile Road).
- Construction of lateral storm sewer on Interchange Court.
- Construction of lateral storm sewer on Fourteen Mile Road, Farmington Road to Orchard Lake Road.

Water main

- Replaced water main throughout the Kendallwood Subdivision #1.

- Construction of new water main on Thirteen Mile Road between Valley Road and Wellington Road.

Sidewalks

- Installed sidewalk on the south side of Eleven Mile Road from Hystone Street to Inkster Road.
- Installed sidewalk on the west side of Farmington Road, from north of Twelve Mile Road to Bayberry Road.

Transportation

- Reconstructed Fourteen Mile Road from Drake Road to Farmington Road.
- Reconstructed Farmington Road from Twelve Mile Road to Thirteen Mile Road.
- Reconstructed Farmington Freeway Industrial Park – Phase 2 of 3
- Design of Farmington Freeway Industrial Park Road reconstruction (Phase 3 of 3)
- Design of Eleven Mile Road reconstruction from Farmington Road to Orchard Lake Road.
- 2022-Local Road Reconstruction Projects.
 - Heritage Hills and Wedgewood Commons (Phase 2 of 5)
 - Chatsworth Road
 - Rockridge Street
- 2022 Local Road Capital Preventative Maintenance Projects (Mill and Overlay Program)
 - Randall Street and River Glen Street
 - Lundy Drive
 - Salvador Street and Ambeth Street from Tuck Road to Dunkirk
- 2022 Local Road Gravel to Pave Conversion.
 - Whitlock Street
 - Salvador Street from western City limits to west of Hugo Street
- Designed 2023 Local Road Reconstruction projects.
- Designed 2023 Local Road Gravel Conversion to Hard Surface Pavement project.

CIP Summary

The below 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, 2023/2024- 2028/2029

EXPENDITURE TYPE	TOTAL COST	CITY COST	MAINTENANCE COSTS	City cost figures shown are in thousands of dollars.						FUTURE	# OF PROJECTS
				2023/24	2024/25	2025/26	2026/27	2027/28	2028/29		Projects
Public Facilities	9,515,000	9,515,000	NC	1,710	3,305	1,150	1,150	1,100	1,100	0	8
Police	845,000	580,000	NC	230	540						6
Tech & Comm	8,675,357	8,675,357	400,000	1,775	1,250	1,250	1,250	950	950	1,250	4
Parks & Recreation	41,929,000	41,579,000	470,000	5,548	5,790	5,338	5,162	5,108	2,133	12,500	9
Fire Equipment	5,275,000	5,275,000	NC	895	1,015	885	1,310	1,170			5
DPW Equipment	6,625,000	6,625,000	NC	1,035	995	1,055	1,350	1,130	1,060		6
Fleet Motor Pool Vehicles	1,648,000	1,648,000	NC	249	258	269	279	291	302		6
Drainage	26,155,000	23,940,000	NC	2,220	4,668	4,939	3,811	5,657	2,645		29
Sanitary Sewers	25,914,000	25,914,000	NC	2,500	6,079	6,380	5,200	2,500	3,255		8
Watermains	56,336,000	56,336,000	NC	10,654	10,151	13,601	10,161	3,810	7,959		18
Sidewalks	3,341,000	3,133,000	NC	547	252	615	574	488	657		11
Transportation	139,520,000	133,540,000	NC	26,685	24,165	20,235	19,765	19,835	22,855		18
Local Roads	68,270,000	68,270,000	NC	12,730	12,000	11,600	10,500	10,300	11,140		17
Industrial Commercial Roads	16,380,000	16,380,000	NC	6,000	5,000	800	1,100	1,680	1,800		6
Major Road Capital Preventative Maintenance	7,810,000	7,810,000	NC	2,000	650	920	1,500	840	1,900		7
TOTALS:	\$418,238,357	\$409,220,357	\$870,000	\$74,778	\$76,118	\$69,037	\$63,112	\$54,859	\$57,756	\$13,750	158

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



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-2023/2024.

- Concrete Pavement and Sidewalk Replacement at Varied Locations
- Security System CCTV Camera Replacement and New Installation at Varied Locations
- Automated Transfer Switch Replacement at Police Station
- Roof Replacement at Police Station
- Automated Gate Installation at Parks and Golf Maintenance Building

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 Fire Department is currently working on plans for the Training space at the Hawk Community Center. Currently there are no immediate needs for Fire Station Improvements.

5. Courthouse Parking Lot

Reconstruction/rehabilitation of the courthouse parking lots.

6. Citygate Signage on Orchard Lake Road Bridge Over I-696

Installation of a Citygate sign on the Orchard Lake Road overpass over the I-696 expressway.

7. DPW Liquid Fill Point Upgrades

A more reliable and dependent system to support liquid deicing and dust control. These upgrades will replace the current 3 existing fill points, which have reached the end of their useful life.

8. West Parking Lot of City Hall Campus

Reconstruction/rehabilitation of the far west parking lot of the City Hall campus, located west of the Police Department's parking lot.

PUBLIC FACILITIES

Reference No.	PROJECT	TOTAL COST	CITY COST	MAINTENANCE COSTS	PROJECTED FUNDING & SOURCE	City Cost figures shown are in thousands of dollars.						
						2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	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	DPW Liquid Fill Point Upgrades	150,000	150,000	NC	100% City	150 CF						
6	West Parking Lot of City Hall Campus	410,000	410,000	NC	100% City	410 CF						
7	Courthouse Parking Lot	405,000	405,000	NC	100% City		405 CF					
8	Citygate Signage on Orchard Lake Road Bridge Over I-696	1,750,000	1,750,000	NC	100% City		1,750 CF					
TOTAL:		\$9,515,000	\$9,515,000	NC		1710	3305	1150	1150	1100	1100	0

CF: Capital Fund
NC: No Change

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

Revised: 3-16-2023

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POLICE

PROPOSED POLICE PROGRAMS AND EQUIPMENT

1. UAVs (Drone) Replacement

The current police department drones are five years old and are experiencing numerous mechanical and electrical failures. Drones are technology driven and have become quickly antiquated. Additionally, the current drones require substantial assembly before and disassembly after each flight. This slows the operator's ability to rapidly deploy the drone and contributes to mechanical failures. These technological, operational, and mechanical failures inhibit the ability to rapidly deploy this resource when searching for missing or wanted people. Drone technology continues to evolve, and this requested replacement equipment will address the current equipment challenges and the improve the department's emergency response and investigative capabilities. The estimated total cost for this project is \$40,000

2. Building Maintenance Improvement and Repairs

The police department building requires maintenance in various areas of the building. Work area updates were last conducted 14 years ago by installing a new carpet in the Operations Bureau. Numerous areas of the department display carpet that is worn and stained beyond cleaning. In other places, paint is chipped off the walls and discolored due to wear. Numerous ceiling tiles are broken, and many of them require replacement due to staining from water leaks. Several private offices have seen an increase in the turnover of personnel occupying them, and there is damage to walls: many areas, especially those open to the public, need drywall patching and repainting. The tiled floors need professional cleaning due to a grime buildup, especially in the public and high traffic areas. The estimated total cost for this project is \$55,000.

3. Mobile Command Post

The Police Department's current Mobile Command Post Vehicle has been in service for 23-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 \$350,000.

4. **Ballistic Helmets**

Recently, the Department has outfitted every patrol vehicle with a rifle plate carrier, quick litter, and additional emergency equipment to prepare for high-risk events. The Department is seeking to add a ballistic helmet to increase the safety and capability of responding officers. Outdated, military surplus ballistic helmets are currently stored in each of the Command Vehicles. This current practice forces officers to wait for this life saving equipment to arrive and then alter the equipment's sizing apparatus or make entry without the equipment. The Department seeks to issue size specific ballistic helmets to each Officer to increase safety and timeliness in the event of a critical incident. The estimated total cost for this project is \$50,000.

5. **Patrol Rifles**

Currently, the Department maintains 38 patrol rifles that are at the end of their service life. This is the second generation of patrol rifles since the program was implemented in 2005. Replacing rifles with the latest technology is the optimum course of action. The most cost-effective method for replacement is a hybrid "officer buy-back" program, where the agency initially purchases the rifles, owning a set number of rifles for agency use and allowing officers to purchase their specific rifles. Officers would reimburse the city in 26 equal payments for one year via payroll deduction. The estimated initial cost for this project is \$350,000.00. After the trade-in of current rifles and the buyback program, the total estimated cost for the department is approximately \$85,000.



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.						
						2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	FUTURE
1	UAVs System Replacement	40,000	40,000	NC	100% City	40 CF						
2	Building Improvement & Repairs	55,000	55,000	NC	100% City	55 CF						
3	Mobile Command Post Vehicle	350,000	350,000	NC	100% City		350 CF					
4	Ballistic Helmets	50,000	50,000	NC	100% City	50 CF						
6 *	Patrol Rifle System *	350,000	85,000	NC	100% City	85 CF						
	TOTAL:	\$845,000	\$580,000	NC		230	350	0	0	0		0

CF: Capital Fund
 NC: No Change
 (*City buy back program)

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

Revised: 3-16-2023

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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 2023/2024 the following projects are proposed

- Personal Computer & Notebook replacements for 300+ end users to accommodate Windows 11.
- 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.
- Continued Implementation of Windows 11 upgrades.
- Add Uninterruptable Power Supplies (UPS) to multiple, essential PC's throughout the City.
- 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 2023/2024 the following projects are proposed

- **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 2023/2024 and \$250,000 per year is requested for, 2025/26, 2026/27 & 2027/28.

- **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 2023/2024 and \$350,000 per year is requested for 2024/25, 2025/26, 2026/27, 2027/28 & 2028/2029.

3. Police and Fire Departments Complete Radio System Replacement

The police and fire radio system are reaching end-of-life and will be replaced by Oakland County. The County has developed financial plans to ensure funding availability; however, it is unclear if funding assistance will occur. Therefore, it is the responsibility of each Public Safety Answering Point (PSAP) to plan for funding responsibilities for the project. In 2022/23 \$174,643.20 was spent to replace a portion of the radio systems. \$75,356.80 has been requested for the 2023/24 budget to prepare for the final purchases necessary for the PD/County – Wide Radio Project.

4. ERP/Financial Software

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

TECHNO

TECHNOLOGY

Reference No.	PROJECT	TOTAL COST	CITY COST	MAINTENANCE COSTS	PROJECTED FUNDING & SOURCE	City Cost figures shown are in thousands of dollars.						
						2023/24	2024/25	2025/26	2026/27	2027/2028	2028/29	FUTURE
1	City-Wide Technology	2,450,000	2,450,000	60,000 AC	100% City	350 CF	350 CF	350 CF	350 CF	350 CF	350 CF	350 CF
2	Unified Communications & Smart Cities Projects	4,200,000	4,200,000	40,000 AC	100% City	600 CF	600 CF	600 CF	600 CF	600 CF	600 CF	600 CF
3	ERP/Financial Software	1,950,000	1,950,000	300,000 AC	100% City	750 CF	300 CF	300 CF	300 CF			300 CF
4	Police and Fire Departments Complete Radio System Replacement, beginning 2021/2022	75,357	75,357	NC	100% City	75 CF						
	TOTAL:	\$8,675,357	\$8,675,357			1,775	1,250	1,250	1,250	950	950	1,250

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; 1/26/2023

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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 5 years)

The Accruent Study performed for this facility indicated over \$16,000,000 in repairs/replacements over the next five (5) 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.

- Additional HAWK items not in Accruent Study
 - Gym Floor Resurfacing and Striping (\$30,000) Note: seeking \$30,000 Grant from Oakland County
- HAWK priority items as identified in the Accruent Study
 - Replace Air Handling Unit serving the Theatre (AHU-10) (\$100,000)
 - Replace Air Handling Unit serving Harrison Hall (AHU-17) (\$50,000)
 - Replace Air Handling Unit serving Dance Studio, 2D/3D Art (AHU-23) (\$100,000)
 - Replace Air Handling Unit serving Blackbox, Offices, Lesson Rooms, Lesson Studio, and Scene Shop (AHU-24) (\$100,000)
 - Replace Air Handling Unit serving Performance Studio, Offices, and Makerspace Upper Level (AHU-25) (\$100,000)

2. 2023/2024 Vehicles, Equipment and Infrastructure (\$1,198,000)

Vehicles and Equipment

- Parks **(\$268,000)**
 - Truck (2), ¾ Ton 4WD Pickup w/Plow (\$94,000).
 - Mower, Utility 60" ZTR (\$14,000).
 - Rough Mower (\$70,000).
 - Cart, Utility Vehicle w/plow for City Hall (\$25,000)
 - Cart for Park Maintenance (\$15,000).
 - Sidewalk snow removal equipment (\$50,000)
- Golf **(\$100,000)**
 - Triplex Mowers (2) (\$70,000).
 - Carts (2) for Turf Maintenance (\$30,000).

Infrastructure

- Parks **(\$130,000)**
 - Trail and Wayfinding Signs (\$40,000).
 - Playground Equipment (\$25,000).
 - Riley Skate Park Repairs (\$20,000)
 - Founders Park Baseball Field Improvements (Infield and fence repairs, grading) (\$45,000)

(2b.) Parks (\$350,000 City, \$350,000 DNR Grant = \$700,000)

- Heritage Park Adaptive Playground (\$700,000) Note: seeking \$350,000 Grant from DNR.)

3. 2024/25 Vehicles, Equipment and Infrastructure (\$1,090,000)

Vehicles and Equipment

- Parks **(\$290,000)**
 - Truck (1), ¾ Ton 4WD Pickup w/Plow (\$50,000).
 - Ford F550 Swap Loader with V Box (\$125,000).
 - Mower, Utility 60" ZTR (\$15,000).
 - Tractor, Utility (\$75,000)
 - Utility Cart for Park Maintenance (\$25,000).
- Golf **(\$490,000)**
 - Utility Carts (2) for Turf Maintenance (\$20,000).
 - Golf Cart Fleet with Lithium Batteries (\$400,000).
 - G Air Handling Unit Serving the Theatre Mowers (2) (\$70,000).

Infrastructure

- Golf **(\$250,000)**
 - Asphalt cart path resurfacing (\$250,000)
- Parks **(\$60,000)**
 - Heritage restroom improvements (\$60,000).

4. 2025/2026 Vehicles, Equipment and Infrastructure (\$638,000)

Vehicles and Equipment

- Parks **(\$133,000)**
 - Truck, ¾ Ton 4WD Pickup w/Plow (\$39,000).
 - Mower, Utility 60" ZTR (\$14,000).
 - Sewer Repairs, P&G (\$30,000).
 - ABI Force Groomer (\$50,000).
- Golf **(\$105,000)**
 - Mower, Sidewinder Rotary (\$45,000).
 - Mower, Wide Area (\$60,000).

Infrastructure

- Ice Arena **(\$150,000)**
 - Rubber Flooring (\$150,000)
- Golf **(\$250,000)**
 - Asphalt cart path resurfacing (\$250,000)

5. 2026/2027 Vehicles, Equipment and Infrastructure (\$462,000)

Vehicles and Equipment

- Parks **(\$147,000)**
 - Truck, Canyon (2) (\$80,000)
 - Walk Behind 48" (\$7,000)
 - Cart, Utility (\$25,000)
 - Tractor, Utility 35-60 HP (\$35,000)

Infrastructure **(\$315,000)**

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

6. 2027/2028 Vehicles, Equipment and Infrastructure (\$408,000)

Vehicles and Equipment

- Parks **(\$153,000)**
 - Truck, Canyon (\$30,000)
 - Truck, ¾ Ton 4WD Pickup w/Plow (\$39,000).
 - Mower (\$14,000).
 - Mower (\$70,000).
- Golf **(\$50,000)**
 - Mower (\$50,000).

Infrastructure

- Parks **(\$205,000)**
 - Site Security and Life Safety in Parks- (\$40,000)

- Trails and Wayfinding (\$40,000).
- Playground Equipment (\$125,000).

7. **2028/2029 Vehicles, Equipment and Infrastructure (\$633,000)**

Vehicles and Equipment

- Parks **(\$88,000)**
 - Truck, ¾ Ton 4WD Pickup w/Plow (\$39,000).
 - Mower, Utility 60" ZTR (\$14,000).
 - Tractor, Utility 35-60 HP (\$35,000).
- Golf **(\$225,000)**
 - Rough Mower (\$70,000)
 - Triplex Mowers (2) (\$70,000).
 - Utility Carts (2) for Turf Maintenance (\$25,000).
 - Sprayer (\$60,000)
- Infrastructure **(\$320,000)**
 - Trail and Wayfinding Signs (\$40,000)
 - Longacre Wall Repair (\$100,000)
 - Playground Equipment (\$25,000)
 - Site Security and Life Safety in Parks- (\$40,000)
 - Roof Replacements (\$50,000)
 - Concrete replacement (\$30,000)
 - Master Plan per Department of Natural Resources (\$35,000)

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.						
						2023/24	2024/25	2025/26	2026/27	2027/2028	2028/29	FUTURE
1	The Hawk, 1st & 2nd floors	9,000,000	9,000,000	315,000 AC	100% City	1,800 CF	1,800 CF	1,800 CF	1,800 CF	1,800 CF		
1b.	The Hawk, 3rd floor	7,000,000	7,000,000	NC	100% City	1,400 CF	1,400 CF	1,400 CF	1,400 CF	1,400 CF		
2b.	Heritage Park Adaptive Playground	700,000	350,000	NC	50% City 50% Grant	350 CF						
2 - 7	Parks Vehicles, Equipment	1,079,000	1,079,000	NC	100% City	268 CF	290 CF	133 CF	147 CF	153 CF	88 CF	
2 - 7	Golf Vehicles, Equipment	970,000	970,000	NC	100% City	100 CF	490 CF	105 CF		50 CF	225 CF	
2 - 7	Parks Infrastructure	1,030,000	1,030,000	NC	100% City	130 CF	60 CF	CF	315 CF	205 CF	320 CF	
2 - 7	Golf & Ice Arena Infrastructure	650,000	650,000	NC	100% City		250 CF	400 CF				
8	Acquisition of Park Land	1,500,000	1,500,000	NC	100% City							1,500 CF
9	Costick Center	20,000,000	20,000,000	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:	\$41,929,000	\$41,579,000	\$470,000		5,548	5,790	5,338	5,162	5,108	2,133	12,500

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

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

Revised: 3-16-2023

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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

FIRE APPARATUS PURCHASES

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

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

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

PROPOSED FIRE APPARATUS PURCHASES

1. 2023/2024 Fire Equipment and Apparatus

- Purchase replacement Squad (\$360,000).
- Purchase replacement Squad (\$360,000).
- Purchase one (1) utility vehicle to replace fleet vehicle (\$65,000).
- Purchase of Turnout gear and equipment (\$40,000).
- Purchase Ballistic Protection and equipment (\$70,000).

2. 2024/2025 Fire Equipment and Apparatus

- Purchase replacement Engine (\$950,000).
- Purchase one (1) utility vehicle to replace fleet vehicle (\$65,000).

3. 2025/2026 Fire Equipment and Apparatus

- Purchase replacement Squad (\$360,000).
- Purchase replacement Squad 360,000).
- Purchase one (1) utility vehicle to replace fleet vehicle (\$65,000).
- Replacement Battalion Chief Vehicle (\$100,000).

4. 2026/2027 Fire Equipment and Apparatus

- Purchase replacement Squad (\$360,000).
- Purchase replacement Engine (\$950,000).

5. **2027/2028 Fire Equipment and Apparatus**

- Purchase replacement Squad (\$360,000).
- Purchase replacement Squad (\$360,000).
- Purchase replacement Turnout Gear (\$450,000).



FIRE EQUIPMENT

Reference No.	PROJECT	TOTAL COST	CITY COST	MAINTENANCE COSTS	PROJECTED FUNDING & SOURCE	City Cost figures shown are in thousands of dollars.						
						2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	FUTURE
1	2023/2024 Fire Equipment and Apparatus	895,000	895,000	NC	100% City	895 CF						
2	2024/2025 Fire Equipment and Apparatus	1,015,000	1,015,000	NC	100% City		1,015 CF					
3	2025/2026 Fire Equipment and Apparatus	885,000	885,000	NC	100% City			885 CF				
4	2026/2027 Fire Equipment and Apparatus	1,310,000	1,310,000	NC	100% City				1,310 CF			
5	2027/2028 Fire Equipment and Apparatus	1,170,000	1,170,000	NC	100% City					1,170 CF		
	TOTAL:	\$5,275,000	\$5,275,000	NC		895	1,015	885	1,310	1,170		

NC: No Change

CF: Capital Fund

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

Revised: 1-26-2023

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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. 2023/2024 Equipment

- Two 5-Yard Swap Loader Dump Trucks (Chassis only)– Replacements (\$280,000 each, Total \$560,000)
- Refurbish Existing Equipment (\$50,000)
- Vacuum Street Sweeper-Replacement (\$375,000)
- Sidewalk snow removal equipment (\$50,000)

2. 2024/2025 Equipment

- 10-Yard Dump Truck – Replacement (\$300,000)
- Refurbish Existing Equipment (\$50,000)
- Rubber Tire Excavator – Replacement (\$645,000)

3. 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 (\$185,000)
- 3-Yard Truck – Replacement (\$210,000)

4. 2026/2027 Equipment

- Refurbish Existing Equipment (\$50,000)
- Sign Installation Truck – Replacement (\$265,000)
- Rubber Tire Backhoe – Replacement (\$400,000)
- Road Grader – Replacement (\$390,000)
- Sewer Camera & Van – Replacement (\$245,000)

5. 2027/2028 Equipment

- Mechanical Street Sweeper – Replacement (\$445,000)
- Refurbish Existing Equipment – (\$50,000)
- Sewer Vacuum Truck – Replacement (\$635,000)

6. **2028/2029 Equipment**

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



DPW EQUIPMENT

Reference No.	PROJECT	TOTAL COST	CITY COST	MAINTENANCE COSTS	PROJECTED FUNDING & SOURCE	City Cost figures shown are in thousands of dollars.						
						2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	FUTURE
1	2023/2024- DPW Equipment	1,035,000	1,035,000	NC	100% City	1,035 CF						
2	2024/2025 DPW Equipment	995,000	995,000	NC	100% City		995 CF					
3	2025/2026 DPW Equipment	1,055,000	1,055,000	NC	100% City			1,055 CF				
4	2026/2027 DPW Equipment	1,350,000	1,350,000	NC	100% City				1,350 CF			
5	2027/2028 DPW Equipment	1,130,000	1,130,000	NC	100% City					1,130 CF		
6	2028/2029 DPW Equipment	1,060,000	1,060,000	NC	100% City						1,060 CF	
	TOTAL:	6,625,000	6,625,000			1,035	995	1,055	1,350	1,130	1,060	0

CF: Capital Fund
NC: No Change

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

Revised: 3-16-2023

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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. 2023/2024 Vehicles

- 3-Fleet and Pool Vehicles – Replacement (\$95,000)
- 3 Pickup Trucks and Plows – Pub Services, Road Maintenance. & Engineering.
(3 at \$51,200, Total \$153,600)

2.. 2024/2025 Vehicles

- 3-Fleet and Pool Vehicles – Replacement (\$98,800)
- 3 Pickup Trucks and Plows – Pub Services, Road Maintenance & Engineering.
(3 at \$53,200, Total \$159,600)

3. 2025/2026 Vehicles

- 3-Fleet and Pool Vehicles – Replacement (\$102,700)
- 3 Pickup Trucks and Plows – Pub Services, Road Maintenance & Engineering.
(3 at \$55,300, Total \$165,900)

4. 2026/2027 Vehicles

- 3-Fleet and Pool Vehicles – Replacement (\$106,800)
- 3 Pickup Trucks and Plows – Pub Services, Road Maintenance. & Engineering.
(3 at \$57,500, Total \$172,500)

5. 2027/2028 Vehicles

- 3-Fleet and Pool Vehicles – Replacement (\$111,100)
- 3 Pickup Trucks and Plows – Pub Services, Road Maintenance. & Engineering.
(3 at \$59,800, Total \$179,400)

6. 2028/2029 Vehicles

- 3-Fleet and Pool Vehicles – Replacement (\$115,500)
- 3 Pickup Trucks and Plows – Public Services, Road Maintenance. & Engineering.
(3 at \$62,100, Total \$186,300)

FLEET & MOTOR POOL VEHICLES

Reference No.	PROJECT	TOTAL COST	CITY COST	MAINTENANCE COSTS	PROJECT ED FUNDING &	City Cost figures shown are in thousands of dollars.						
						2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	FUTURE
1	2023/2024 Vehicles	249,000	249,000	NC	100% City	249 CF						
2	2024/2025 Vehicles	258,000	258,000	NC	100% City		258 CF					
3	2025/2026 Vehicles	269,000	269,000	NC	100% City			269 CF				
4	2026/2027 Vehicles	279,000	279,000	NC	100% City				279 CF			
5	2027/2028 Vehicles	291,000	291,000	NC	100% City					291 CF		
6	2028/2029 Vehicles	302,000	302,000	NC	100% City						302 CF	
	TOTAL:	\$1,648,000	\$1,648,000			249	258	269	279	291	302	

CF: Capital Fund

NC: No Change

Revised: 1-26-2023

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. **Woodcreek Hills Subdivision Culvert Replacement – Easement Assistance and CE**

The replacement of the five existing road culverts in the Woodcreek Hills Subdivision includes extending their lengths to allow for an improved road crossing and the elimination of existing guardrail. This will require the acquisition of multiple easements for each culvert to complete the construction and allow access for future maintenance.

5. **Eleven Mile Road Storm Sewer, Farmington Road to Orchard Lake Road**

This project includes providing additional lateral storm sewers along Eleven Mile Road from Farmington Road to Orchard Lake Road as well as the rehabilitation of the existing storm sewer system.

6. **Farmington Freeway Industrial Park Storm Sewer, Phase 2 & 3**

This project involves providing improved drainage by installing additional storm sewers in the Farmington Freeway Industrial Park 2 and 3 and connecting to the existing storm sewer system.

7. **Heritage Hills and Wedgewood Commons Storm Sewer, Phases 3, 4 & 5**

This project involves providing improved drainage by installing additional storm sewers laterals in Heritage Hills and Wedgewood Commons (construction of Phases 3, 4 and 5) and connecting to the existing storm sewer system.

8. **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.

9. **Nine Mile Road Storm Sewer, Walsingham Drive to Drake Road**

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

10. **Nine Mile Road Storm Sewer, Drake Road to Gill Road**

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

11. **Shady Ridge Drive Storm Sewer**

This project a lateral storm sewer for Shady Ridge Drive.

12. **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.

13. 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.

14. Nine Mile Road Storm Sewer, Gill Road to Farmington Road

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

15. 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.

16. Biddestone Lane Storm Sewer

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

17. Goldsmith Street Culvert Replacements

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

18. 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 in order to minimize erosion.

19. 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.

20. 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.

21. 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.

22. 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.

23. 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.

24. 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.

25. 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.

26. 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.

27. 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.

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.



DRAINAGE

Reference No.	PROJECT	TOTAL COST	CITY COST	MAINTENANCE COSTS	PROJECTED FUNDING & SOURCE	City Cost figures shown are in thousands of dollars.						
						2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	FUTURE
1	Storm Water NPDES Permit Program	630,000	630,000	NC	100% City	105 CF	105 CF	105 CF	105 CF	105 CF	105 CF	
2	Miscellaneous Storm Sewer Repair, Maintenance and Improvement Program	1,620,000	1,620,000	NC	100% City	270 CF	270 CF	270 CF	270 CF	270 CF	270 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	Woodcreek Hills Subdivision Culvert Replacement - Easement Assistance and CE	500,000	500,000	NC	100% City	500 CF						
5	Eleven Mile Road Storm Sewer, Farmington Road to Orchard Lake Road	420,000	420,000	NC	100% City	420 CF						
6	Farmington Freeway Industrial Park Storm Sewer, Phase 2 & 3	800,000	800,000	NC	100% City	400 CF	400 CF					
7	Heritage Hills and Wedgewood Commons Storm Sewer, Phases 3, 4 & 5	1,500,000	1,500,000	NC	100% City	500 CF	500 CF	500 CF				
8	Richland Gardens Subdivision Storm Sewer	1,350,000	1,350,000	NC	100% City		450 CF	450 CF	450 CF			
9	Nine Mile Road Storm Sewer, Walsingham Drive to Drake Road	450,000	450,000	NC	100% City		450 CF					
10	Nine Mile Road Storm Sewer, Drake Road to Gill Road	400,000	400,000	NC	100% City		400 CF					
11	Shady Ridge Drive Storm Sewer	218,000	218,000	NC	100% City		218 CF					
12	Biddestone Lane Culvert	1,850,000	1,850,000	NC	100% City		1,850 CF					
13	Caddell Drain, Nine Mile Road at Drake Road	4,232,000	2,539,000	NC	60% City 40% O			2,539 CF				
14	Nine Mile Road Storm Sewer, Gill Road to Farmington Road	400,000	400,000	NC	100% City			400 CF				
15	Folsom Road Storm Sewer, Nine Mile Road to Orchard Lake Road	350,000	350,000	NC	100% City			350 CF				
16	Biddestone Lane Storm Sewer	300,000	300,000	NC	100% City			300 CF				
17	Goldsmith Street Culvert Replacements	270,000	270,000	NC	100% City				270 CF			
18	Harwich Drive Drainage Improvement	133,000	133,000	NC	100% City				133 CF			
19	Caddell Drain Improvements - Phase II	1,305,000	783,000	NC	60% City 40% O				783 CF			
20	Rockshire Street Culvert Rehabilitation/Replacement	1,000,000	1,000,000	NC	100% City				1,000 CF			
21	Rockshire Street, Edgemoor Street, and Bramwell Street Storm Sewer	400,000	400,000	NC	100% City				400 CF			
22	Drake Road Storm Sewer, Nine Mile Road to north of M-5	375,000	375,000	NC	100% City				375 CF			
23	Camelot Court/Farmington Meadows Storm Sewer	1,000,000	1,000,000	NC	100% City					500 CF	500 CF	
24	Hearthstone Road Culvert Rehabilitation/Replacement	1,234,000	1,234,000	NC	100% City					1,234 CF		
25	Tuck Road Bridge Rehabilitation, south of Folsom Road	3,023,000	3,023,000	NC	100% City					3,023 CF		

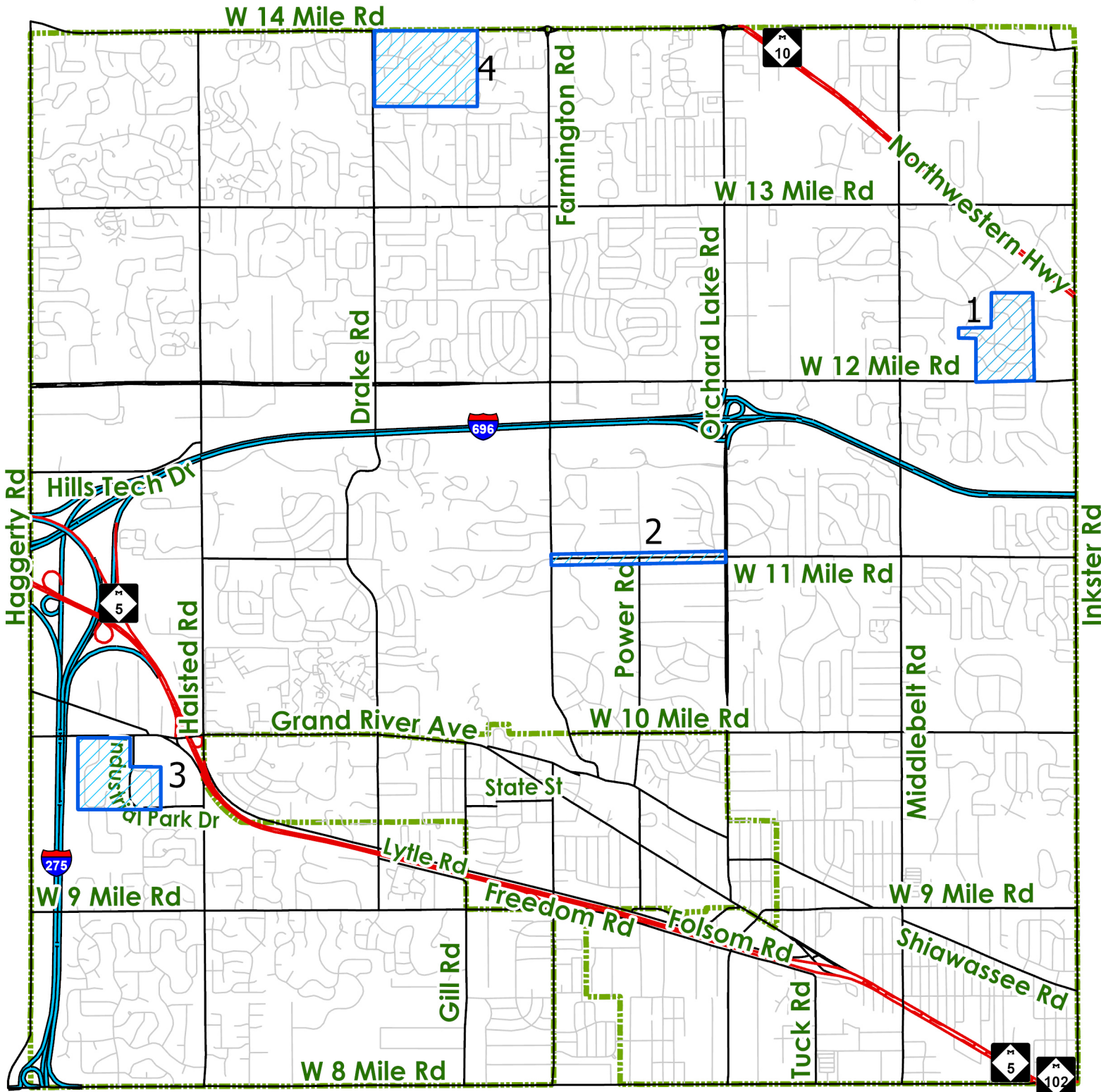
26	Metroview Drive Storm Sewer, Eight Mile Road to Green Hill Road	500,000	500,000	NC	100% City					500 CF		
27	Woodcreek Hills Subdivision Storm Sewer	620,000	620,000	NC	100% City						620 CF	
28	Tuck Road Storm Sewer, Folsom Road to Eight Mile Road	425,000	425,000	NC	100% City						425 CF	
29	Shiawassee Road Storm Sewer, Middlebelt Road to Inkster Road	700,000	700,000	NC	100% City						700 CF	
	SUB-TOTAL:	\$26,155,000	\$23,940,000	NC		2,220	4,668	4,939	3,811	5,657	2,645	

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

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

Revised: 1-26-23

2023/2024 Drainage Projects



1. Woodcreek Hills Subdivision Culvert Replacement
2. Eleven Mile Road Storm Sewer, Farmington Road to Orchard Lake Road
3. Farmington Freeway Industrial Park Storm Sewer - Phase 2
4. Heritage Hills and Wedgwood Commons Storm Sewer - Phase 3

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. **Eleven Mile Road Sanitary Sewer, west of City Hall Campus to Pillsbury Street**

Provide public sanitary sewer on Eleven Mile Road from west of the City Hall Campus to Pillsbury Street.

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

Provide public sanitary sewer on Rockshire Avenue and Edgemoor Street

5. **Goldsmith Street Area Sanitary Sewer**

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

6. **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.

7. **Metroview Street Area Sanitary Sewer**

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

8. **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.

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.						
						2023/24	24/25	2025/26	2026/27	2027/28	2028/29	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)	809,000	809,000	NC	100% PB		809 PB					
3	Eleven Mile Road Sanitary Sewer, west of City Hall Campus to Pillsbury Street	2,770,000	2,770,000	NC	100% PB		2,770 PB					
4	Rockshire Avenue and Edgemoor Street Sanitary Sewer	472,000	472,000	NC	100% PB			472 PB				
5	Goldsmith Street Area Sanitary Sewer	2,658,000	2,658,000	NC	100% PB			2,658 PB				
6	Low Pressure Gravity Sanitary Sewer System	750,000	750,000	NC	100% PB			750 PB				
7	Metroview Street area Sanitary Sewer	2,700,000	2,700,000	NC	100% PB				2,700 PB			
8	Shiawassee Road Sanitary Sewer, Middlebelt Road to Inkster Road	755,000	755,000	NC	100% PB						755 PB	
	TOTAL:	25,914,000	25,914,000	NC		2,500	6,079	6,380	5,200	2,500	3,255	

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

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

Revised: 1-26-2023

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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. Fire Protection lines in subdivisions without Water Main

This project will provide fire protection in subdivisions without an existing water main system, such as Supervisor's Plat of West Franklin Estates.

2. Kimberley Subdivision Water Main Replacement

This is in the residential neighborhood west of Middlebelt Road and north of Eleven Mile Road. It is an area of older pipe built in the 1950s with frequent water main breaks. Existing 6" and 8" water main on Middlebelt will be replaced with a 12" water main, connecting the existing 30" on Eleven Mile with an existing 12" on Middlebelt. The existing 6" and 8" water mains within the subdivision would be replaced with 8" water main to improve system reliability and meet current design standards. This is a large project and may be constructed over several years.

3. 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.

4. **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.

5. **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.

6. **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.

7. **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.

8. **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.

9. **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.

10. **Metroview Street Water Main Installation**

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

11. **Westbrooke Manor Subdivision No. 1 Water Main Replacement**

This is in the residential neighborhood west of Orchard Lake Road and south of Thirteen Mile Road. It is an area of older pipe built in the 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. 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

13. 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.

14. 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.

15. 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.

16. 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.

17. 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.

18. 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.



WATER MAINS

Reference No.	WATER MAIN PROJECT	TOTAL COST	CITY COST	MAINTENANCE COSTS	PROJECTED FUNDING & SOURCE	City Cost figures shown are in thousands of dollars.						
						2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	FUTURE
1	Fire Protection lines in subdivisions without Water Main	3,000,000	3,000,000	GF	100% City	500 GF	500 GF	500 GF	500 GF	500 GF	500 GF	
2	Kimberley Subdivision Water Main Replacement	10,154,000	10,154,000	NC	100% City	10,154 WS						
3	Kendallwood Subdivision No. 2 Water Main Replacement	5,248,000	5,248,000	NC	100% City		5,248 WS					
4	Kendallwood Subdivision No. 4 Water Main Replacement	3,181,000	3,181,000	NC	100% City		3,181 WS					
5	Biddestone Lane Water Main-- Loop/Extension	1,222,000	1,222,000	NC	100% PB		1,222 WS					
6	Kendallwood Subdivision No. 3 Water Main	5,385,000	5,385,000	NC	100% City			5,385 WS				
7	Westbrooke Manor Subdivision No. 2 Water Main Replacement	3,962,000	3,962,000	NC	100% City			3,962 WS				
8	Rockshire Avenue, Edgemoor Street, and Bramwell Street Water Main Extension	1,954,000	1,954,000	NC	100% PB			1,954 PB				
9	Goldsmith Street Water Main Installation	1,800,000	1,800,000	NC	100% PB			1,800 PB				
10	Metroview Street Water Main Installation	2,100,000	2,100,000	NC	100% PB				2,100 PB			
11	Westbrooke Manor Subdivision No. 1 Water Main Replacement	3,193,000	3,193,000	NC	100% City				3,193 WS			
12	Westbrooke Plaza Water Main Replacement and Relocation	571,000	571,000	NC	100% City				571 WS			
13	Westbrooke Manor Subdivision Water Main Replacement	3,797,000	3,797,000	NC	100% City				3,797 WS			
14	Water Main Extension across 30425 Farmington Road	162,000	162,000	NC	100% City					162 WS		
15	Westbrooke Manor Subdivision No. 3 Water Main Replacement*	1,624,000	1,624,000	NC	100% City					1,624 WS		
16	Westbrooke Manor Subdivision No. 4 Water Main Replacement	1,524,000	1,524,000	NC	100% City					1,524 WS		
17	Old Homestead Subdivision Water Main Replacement	5,661,000	5,661,000	NC	100% City						5,661 WS	
18	Shiawasse Road Water Main, Middlebelt Road to Inkster Road	1,798,000	1,798,000	NC	100% City						1,798 WS	
TOTAL:		\$56,336,000	\$56,336,000	NC		10,654	10,151	13,601	10,161	3,810	7,959	

SAD: Special Assessment District

WS: Water System Fund

NC: No Charge

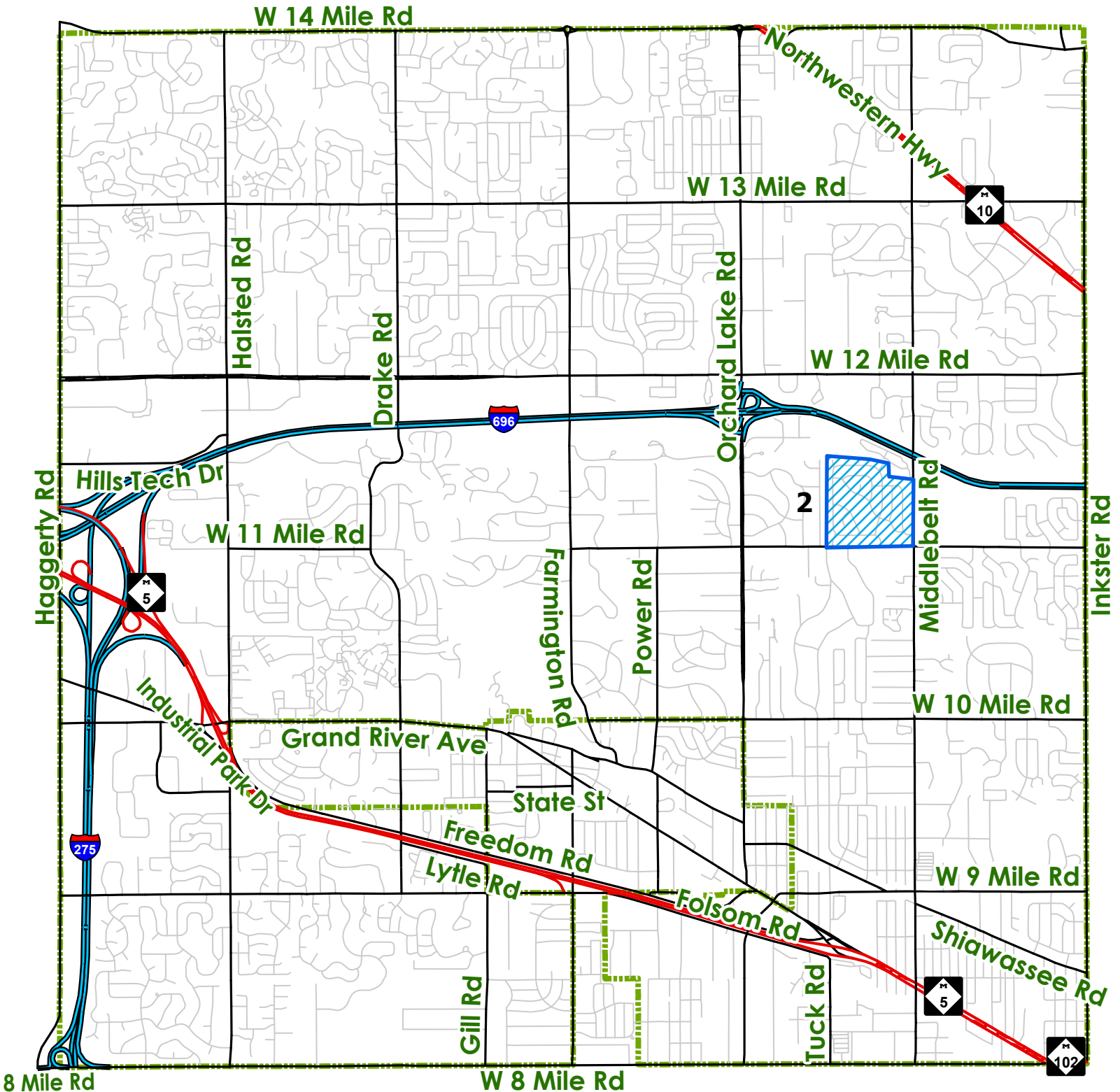
PB: Payback District

GF: General Fund

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

Revised: 1-26-2023

2023/2024 Water Main Projects



1. Fire Protection Lines in Subdivisions Without Water Main - To Be Determined
2. Kimberley Subdivision Water Main Replacement

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

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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

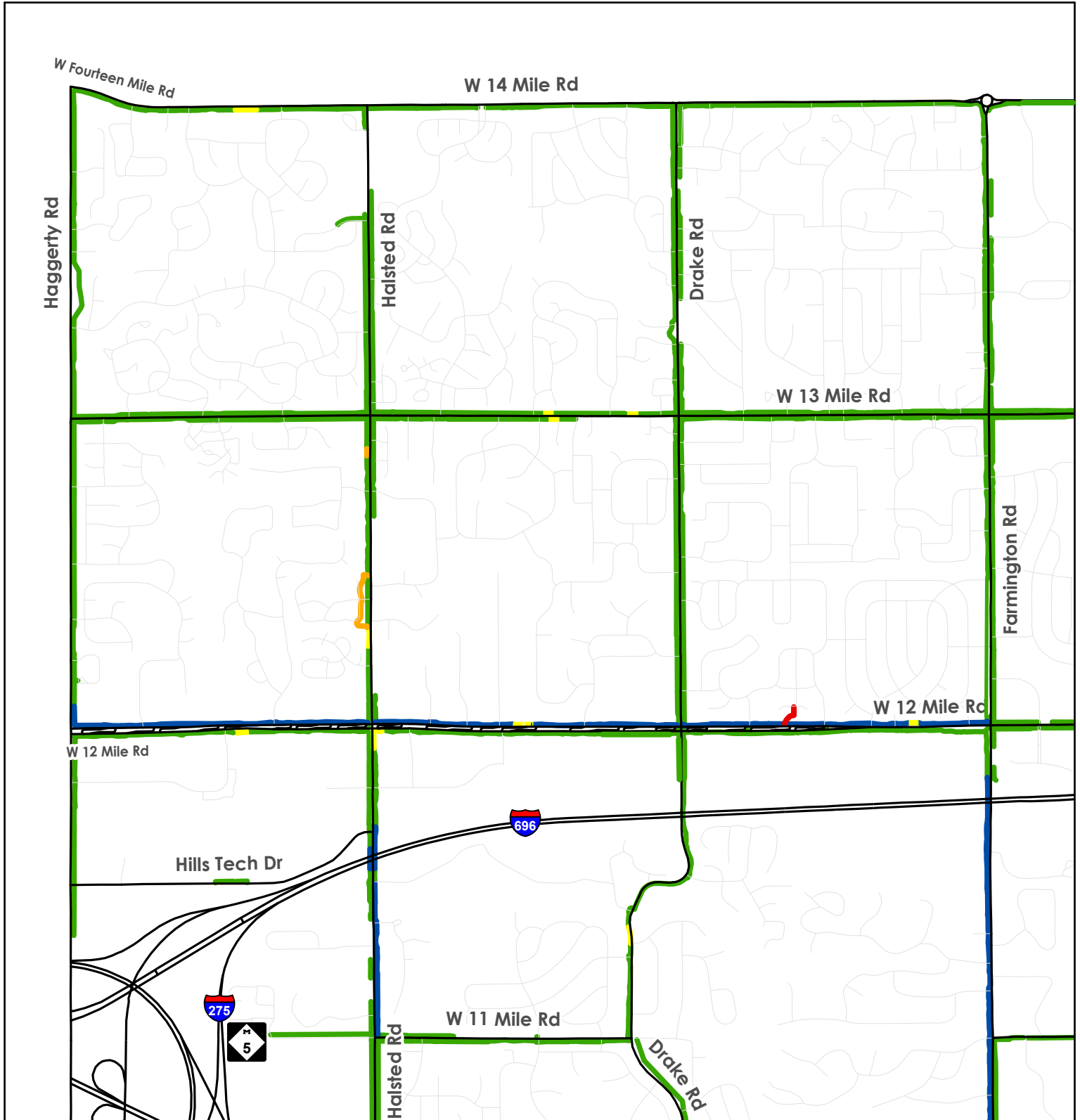
Reference No.	PROJECT	TOTAL COST	CITY COST	MAINTENANCE COSTS	PROJECTED FUNDING & SOURCE	City Cost figures shown are in thousands of dollars.						
						2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	FUTURE
1	Sidewalk replacement along major roads including brick paver repair/replace	600,000	600,000	NC	100% City	100 CF	100 CF	100 CF	100 CF	100 CF	100 CF	
2	Neighborhood Sidewalk Replacement Program SAD	50,000		NC	100% SAD							
3	Farmington Road, west side, Twelve Mile Road to Bayberry Street	337,000	337,000	NC	100% City	337 CF						
4	M-5 Pedestrian Bridge Connection Improvements	270,000	110,000	NC	40% City 60% FG	110 CF						
5	Nine Mile Road, south side, Drake Road to Farmington Road	302,000	304,000	NC	100% City		152 CF	152 CF				
6	Pathway Improvements, Rock Ridge Lane to Oak Crest Drive	110,000	110,000	NC	100% City			110 CF				
7	Ten Mile Road from 30265 to 30701 Ten Mile Road	253,000	253,000	NC	100% City			253 CF				
8	Ten Mile Road from S. Duncan to Creekside Drive	156,000	156,000	NC	100% City				156 CF			
9	Eleven Mile Road, north side, Old Homestead to Drake Road	318,000	318,000	NC	100% City				318 CF			
10	Farmington Road, east side, Glenmuir Street to Fourteen Mile Road	388,000	388,000	NC	100% City					388 CF		
11	Inkster Road, west side, Mystone Dr. to the north end of the I-696 overpass (south property line of 27777 Inkster Road)	557,000	557,000	NC	100% City						557 CF	
SUB-TOTAL:		\$3,341,000	\$3,133,000	NC		547	252	615	574	488	657	0

CF: Capital Fund
AC: Annual Costs
NC: No Change
CDBG: Community Development Block Grant
SAD: Special Assessment District
FG: Federal Grant

Revised: 1-26-2023

* 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



0 0.28 0.55
Mile

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

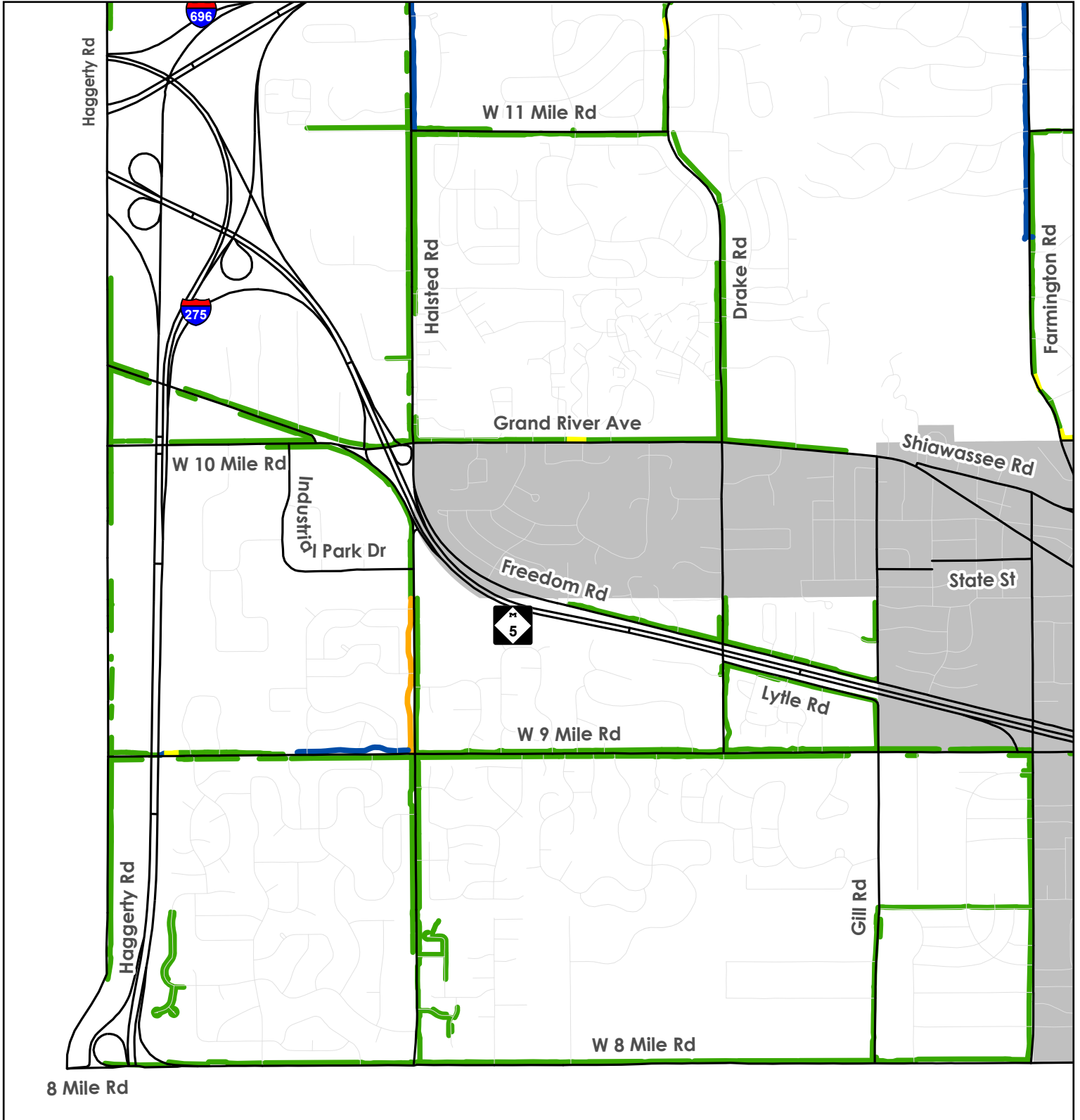
—	8' concrete	—	5' concrete
—	8' brick	—	5' brick
—	8' asphalt	—	5' asphalt



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Mile

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

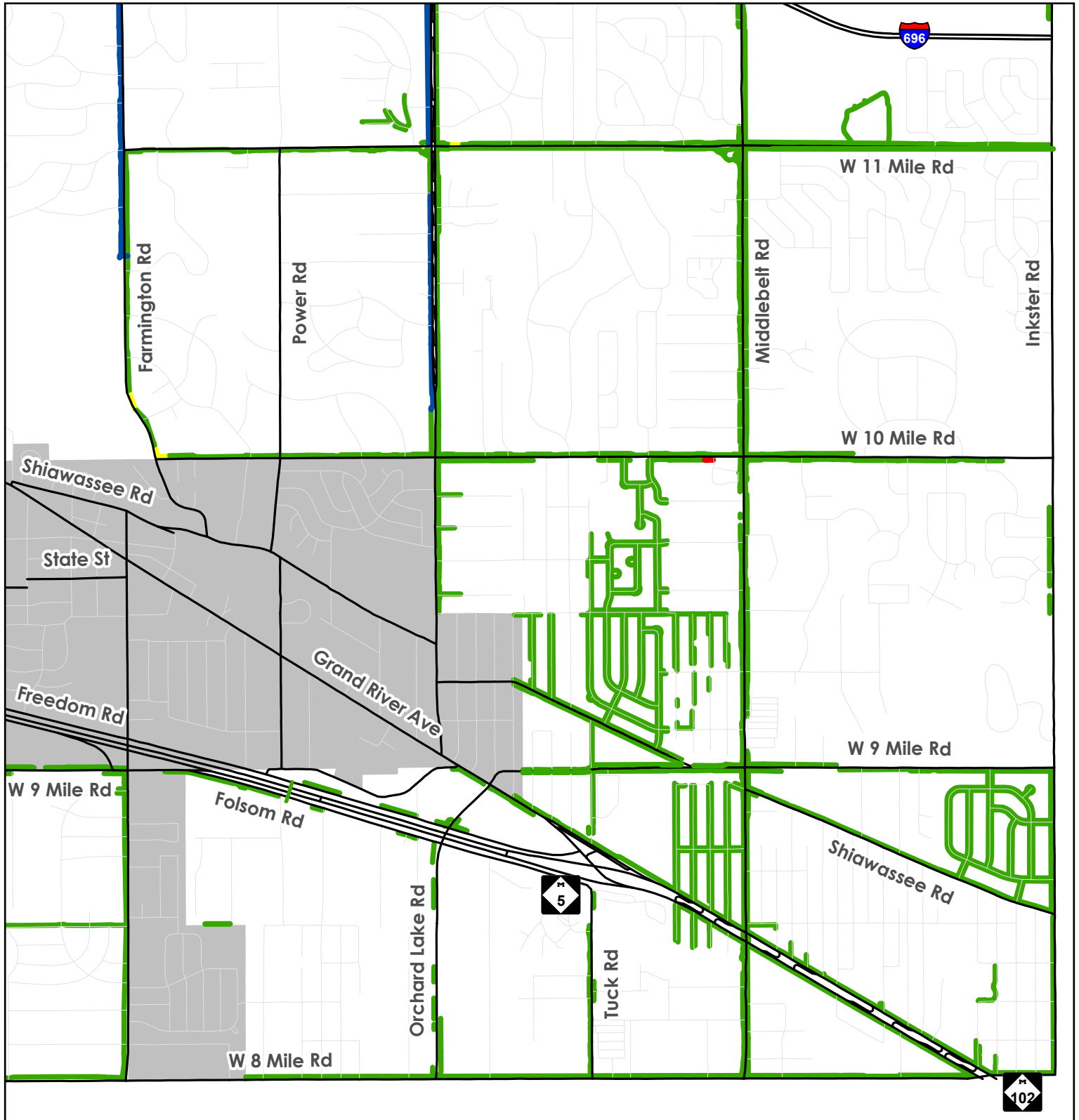
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Sidewalk Locations



Legend

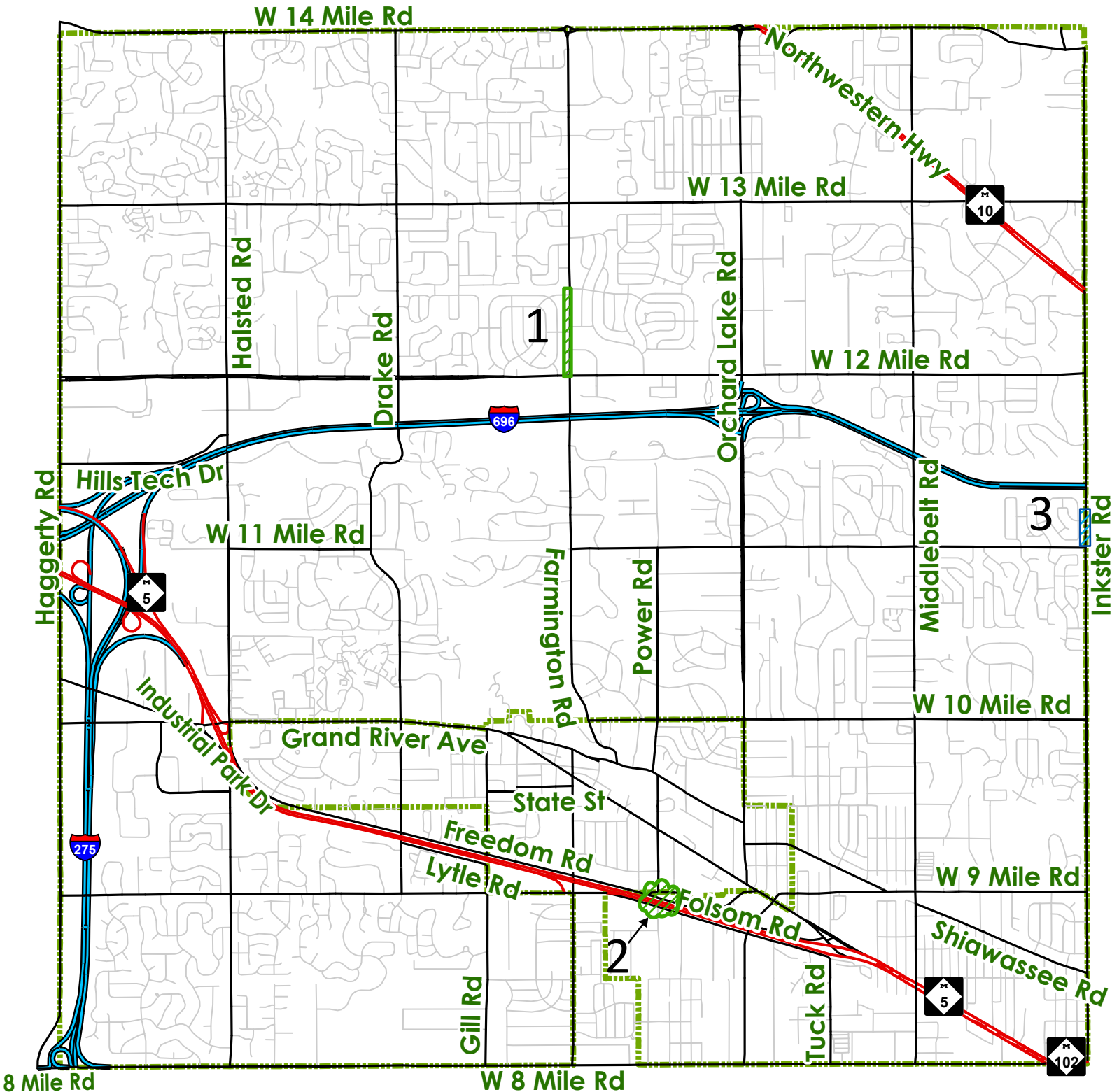
Sidewalks

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Mile

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2023/2024 Sidewalk Projects



1. Farmington Road, West Side, 12 Mile Rd to Bayberry St
2. M-5 Pedestrian Bridge Connection Improvements

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 and how fast the pavement is deteriorating.

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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

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 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 are on a 5-year projection and are included directly after the Major Road Transportation CIP spreadsheet. Recently the residents of Farmington Hills approved a local road millage that replaces the Special Assessment process and funds reconstruction of local roadway.

3. **Tri-Party TBD**

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.

4. **Major Road Capital Preventative Maintenance Projects** **(See Major Road Capital Preventative Maintenance spreadsheet)**

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 of the surface and some base repair.

5. **Industrial/Commercial Road Rehabilitation (See Industrial/Commercial Spreadsheet)**

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.

6. **Signal Modernization**

Modernization of the traffic signals at 14 Mile Road and Inkster Road, 9 Mile Road and Gill Road, and 9 Mile Road and Drake Road. This project includes construction of new box

spans, pedestrian signal upgrades, upgrades for ADA compliance, and installation of new controllers and electrical components.

7. **Eleven Mile Road, Farmington Road to Orchard Lake Road**

Reconstruction/rehabilitation of this mile of roadway.

8. **Nine Mile Road, Drake Road to Gill Road**

Reconstruction of this mile of roadway.

9. **Nine Mile Road, Gill Road to Farmington Road**

Reconstruction/rehabilitation of this mile of roadway.

10. **Nine Mile Road, Walsingham Drive to Drake Road**

Reconstruction of this mile of roadway.

11. **Folsom Road, Nine Mile Road to Orchard Lake Road**

Reconstruction of this mile of roadway.

12. **Halsted Road, Eight Mile Road to Nine Mile Road**

Reconstruction/rehabilitation of this mile of roadway.

13.. **Drake Road, Nine Mile Road to M-5**

Reconstruction/rehabilitation of this section mile of roadway.

14. **Halsted Road, Twelve Mile Road to Fourteen Mile Road**

Reconstruction/rehabilitation of this section of roadway.

15. **Farmington Road, Thirteen Mile Road to Fourteen Mile Road**

Reconstruction/rehabilitation of this mile of roadway.

16. **Metroview Drive, Eight Mile Road to Green Hill Road**

Reconstruction/rehabilitation of this mile of roadway

17. **Shiawassee Road, Inkster Road to Middlebelt Road**

Reconstruction/rehabilitation of this mile of roadway.

18. **Tuck Road, Folsom Road to Eight Mile Road**

Reconstruction/rehabilitation of this mile of roadway.

TRANSPORTATION

Reference No.	PROJECT	TOTAL COST	CITY COST	MAINTENANCE COSTS	PROJECTED FUNDING & SOURCE	City Cost figures shown are in thousands of dollars.						FUTURE
						2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	
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	
2	Local Road Reconstruction, (See Local Road spreadsheet)	68,270,000	68,270,000	NC	100% City	12,730 WGM	12,000 WGM	11,600 WGM	10,500 WGM	10,300 WGM	11,140 WGM	
3	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	
4	Major Road Capital Preventative Maintenance Projects (See Major Road Capital Preventative Maintenance spreadsheet)	7,810,000	7,810,000	NC	100% City	2,000 WGM	650 WGM	920 WGM	1,500 WGM	840 WGM	1,900 WGM	
5	Industrial/Commercial Rd Rehabilitation (See Industrial/Commercial spreadsheet)	16,380,000	16,380,000	NC	100% City	6,000 WGM	5,000 WGM	800 WGM	1,100 WGM	1,680 WGM	1,800 WGM	
6	Signal Modernization	840,000	240,000	NC	72% FG 38% City	240 WGM						
7	Eleven Mile Road, Farmington Road to Orchard Lake Road	4,600,000	4,600,000	NC	100% City	4,600 WGM						
8	Nine Mile Road, Drake Road to Gill Road	2,700,000	2,700,000	NC	100% City		2,700 WGM					
9	Nine Mile Road, Gill Road to Farmington Road	2,700,000	2,700,000	NC	100% City		2,700 WGM					
10	Nine Mile Road, Walsingham Drive to Drake Road	2,700,000	2,700,000	NC	100% City			2,700 WGM				
11	Folsom Road, Nine Mile Road to Orchard Lake Road	3,100,000	3,100,000	NC	100% City			3,100 WGM				
12	Halsted Road, Eight Mile Road to Nine Mile Road	4,600,000	4,600,000	NC	100% City				4,600 WGM			
13	Drake Road, Nine Mile Road to M-5	950,000	950,000	NC	100% City				950 WGM			
14	Halsted Road, Twelve Mile Road to Fourteen Mile Road	3,500,000	1,500,000	NC	60% FG 40% City					1,500 WGM		
15	Farmington Road, Thirteen Mile Road to Fourteen Mile Road	5,000,000	3,000,000	NC	60% FG 40% City					3,000 WGM		
16	Metroview Drive, Eight Mile Road to Green Hill Road	1,400,000	1,400,000	NC	100% City					1,400 WGM		
17	Shiawassee Road, Inkster Road to Middlebelt Road	4,400,000	4,400,000	NC	100% City						4,400 WGM	
18	Tuck Road, Folsom Road to Eight Mile Road	2,500,000	2,500,000	NC	100% City						2,500 WGM	
SUB-TOTAL:		\$ 139,620,000	\$ 133,640,000	NC		26,685	24,165	20,235	19,765	19,835	22,855	

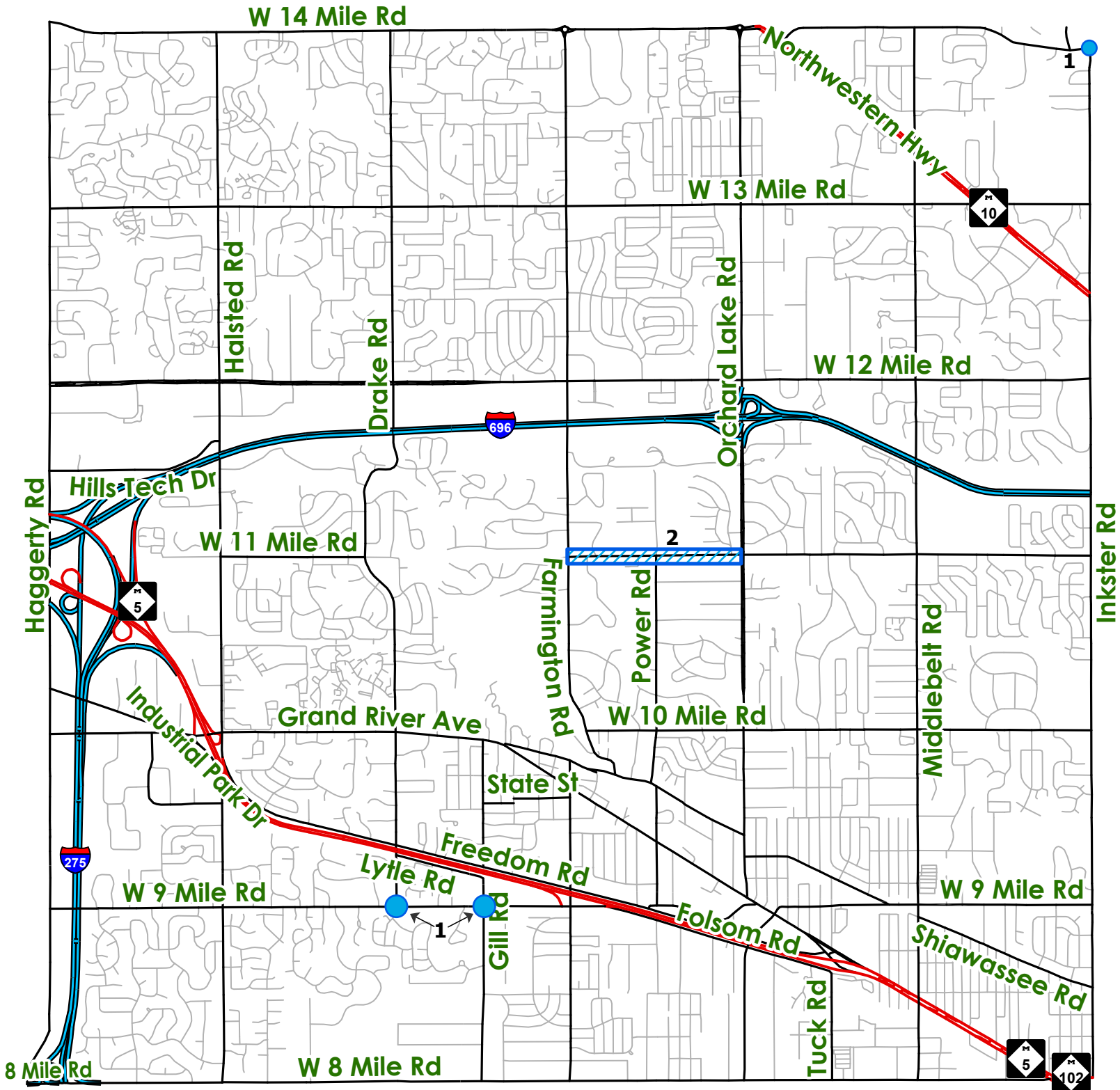
FG: Federal Grant
O: Other
OC: Oakland County
NC: No Change
SG: State Grant

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: 3-16-2023

2023/2024 Major Road Projects



1. Signal Modernization
2. Eleven Mile Road, Farmington Road to Orchard Lake 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 and how fast the pavement is deteriorating.

LOCAL ROADS

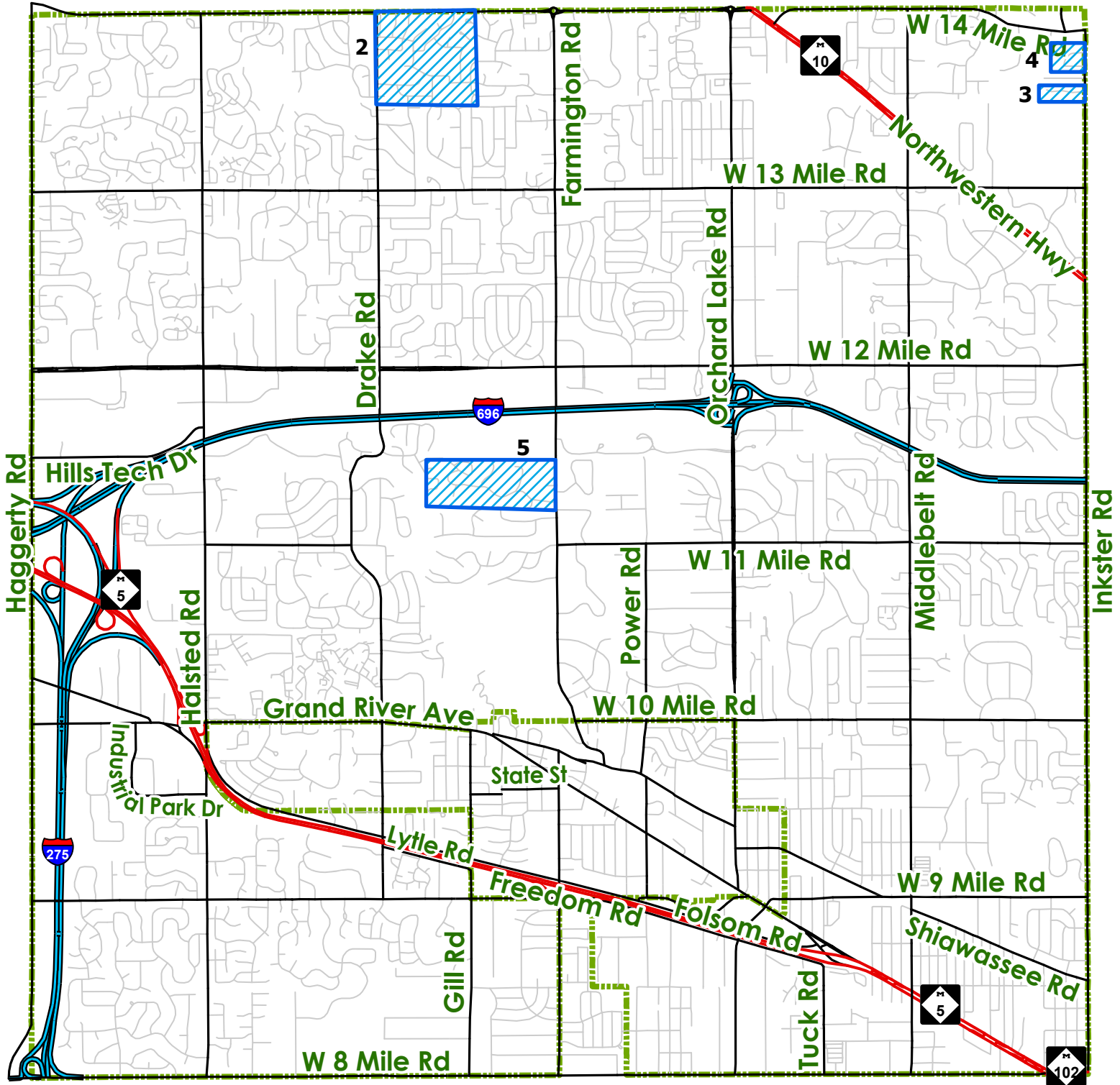
Reference No.	PROJECT	TOTAL COST	CITY COST	MAINTENANCE COSTS	PROJECTED FUNDING & SOURCE	City Cost figures shown are in thousands of dollars.						
						2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	FUTURE
1	Local Road Capital Preventative Maintenance Projects	6,000,000	6,000,000	NC	100% City	1,000 M	1,000 M	1,000 M	1,000 M	1,000 M		
2	Heritage Hills/Wedgewood Commons Phases 4 & 5	11,000,000	11,000,000	NC	100% City	5,500 M	5,500 M					
4	Faigreen Hills (Fairway Hills Dr.)	650,000	650,000	NC	100% City	650 M						
5	Coventry (Scottsdale Rd.)	830,000	830,000	NC	100% City	830 M						
6	Supervisor's Plat of Quaker Valley Farms	4,750,000	4,750,000	NC	100% City	4,750 M						
7	Country Corner (Gramercy Ct.)	500,000	500,000	NC	100% City		500 M					
8	Richland Gardens Area Project	15,000,000	15,000,000	NC	100% City		5,000 M	5,000 M	5,000 M			
9	Woodcreek Hills Subdivision	5,600,000	5,600,000	NC	100% City			5,600 M				
10	Supervisor's Sub #8 (Goldsmith)	1,500,000	1,500,000	NC	100% City				1,500 M			
11	Barbizon Estates	3,000,000	3,000,000	NC	100% City				3,000 M			
12	Farmington Hills Subdivision (Broadview Dr., Dohany Dr.)	3,500,000	3,500,000	NC	100% City					3,500 M		
13	Camelot Courts / Farm Meadows Subdivision	8,800,000	8,800,000	NC	100% City					4,400 M	4,400 M	
14	Franklin Fairways	1,400,000	1,400,000	NC	100% City					1,400 M		
15	Greencastle Subdivision	4,200,000	4,200,000	NC	100% City						4,200 M	
16	Hunters Pointe Colony	840,000	840,000	NC	100% City						840 M	
17	Trestain (Part of Trestain Farms)	700,000	700,000	NC	100% City						700 M	
SUB-TOTAL:		\$68,270,000	\$68,270,000	NC		12,730	12,000	11,600	10,500	10,300	11,140	

NC: No Change
M: Millage

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

Revised: 1-26-2023

2023/2024 Local Road Projects



1. Local Road Capital Preventative Maintenance Projects - To Be Determined
2. Heritage Hills/Wedgewood Commons Phase 4 & 5
3. Fairgreen Hills (Fairway Hills Dr.)
4. Coventry (Scottsdale Rd.)
5. Supervisor's Plat of Quaker Valley Farms

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.

INDUSTRIAL/COMMERCIAL ROADS

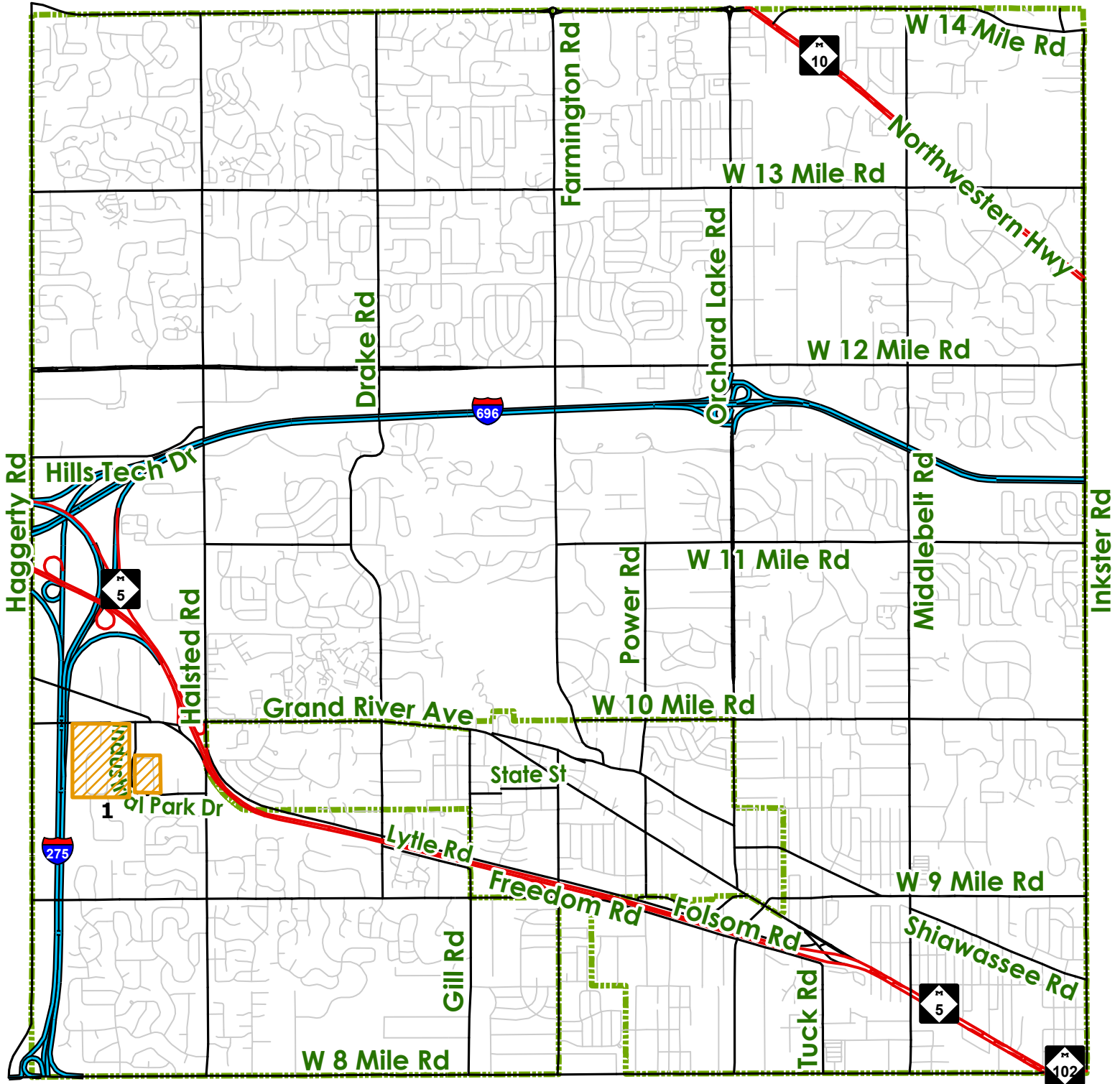
Reference No.	PROJECT	TOTAL COST	CITY COST	MAINTENANCE COSTS	PROJECTED FUNDING & SOURCE	City Cost figures shown are in thousands of dollars.						
						2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	FUTURE
1	Farmington Freeway Industrial Park, Phase 2	6,000,000	6,000,000	NC	100% City	6,000 WGM						
2	Farmington Freeway Industrial Park, Phase 3	5,000,000	5,000,000	NC	100% City		5,000 WGM					
3	Farmington Hills IRO Park North (Enterprise Ct.)	800,000	800,000	NC	100% City			800 WGM				
4	Sinacola Industrial Park	1,100,000	1,100,000	NC	100% City				1,100 WGM			
5	North Industrial Drive	1,680,000	1,680,000	NC	100% City					1,680 WGM		
6	Hallwood/Hallwood Court	1,800,000	1,800,000	NC	100% City						1,800 WGM	
	TOTAL:	\$16,380,000	\$16,380,000	NC		6,000	5,000	800	1,100	1,680	1,800	0

WGM: Weight & Gas Revenue & Millage

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

Revised: 1-26-2023

2023/2024 Industrial Road Projects



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.

1. Farmington Freeway Industrial Park, Phase 2

*Projects are referencing CIP Tables.

MAJOR ROAD CAPITAL PREVENTIVE MAINTENANCE

Reference No.	PROJECT	TOTAL COST	CITY COST	MAINTENANCE COSTS	PROJECTED FUNDING & SOURCE	City Cost figures shown are in thousands of dollars.						
						2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	FUTURE
1	Freedom Road, Drake Road to Gill Road	640,000	640,000	NC	100% City	640 M						
2	Freedom Road, Maple Street to Grand River Ave	1,360,000	1,360,000	NC	100% City	1,360 M						
3	Freedom, City Limits to Drake	650,000	650,000	NC	100% City		650 M					
5	Independence, Middlebelt Road to Ontaga	920,000	920,000	NC	100% City			920 M				
4	Drake Road, Eleven Mile Road to Twelve Mile Road	1,500,000	1,500,000	NC	100% City				1,500 M			
6	Gill/Lytle, Drake Road to Nine Mile Road	840,000	840,000	NC	100% City					840 M		
7	Farmington Road, Eleven Mile Road to Twelve Mile Road	1,900,000	1,900,000	NC	100% City						1,900 M	
	TOTAL:	\$7,810,000	\$7,810,000	NC		2,000	650	920	1,500	840	1,900	

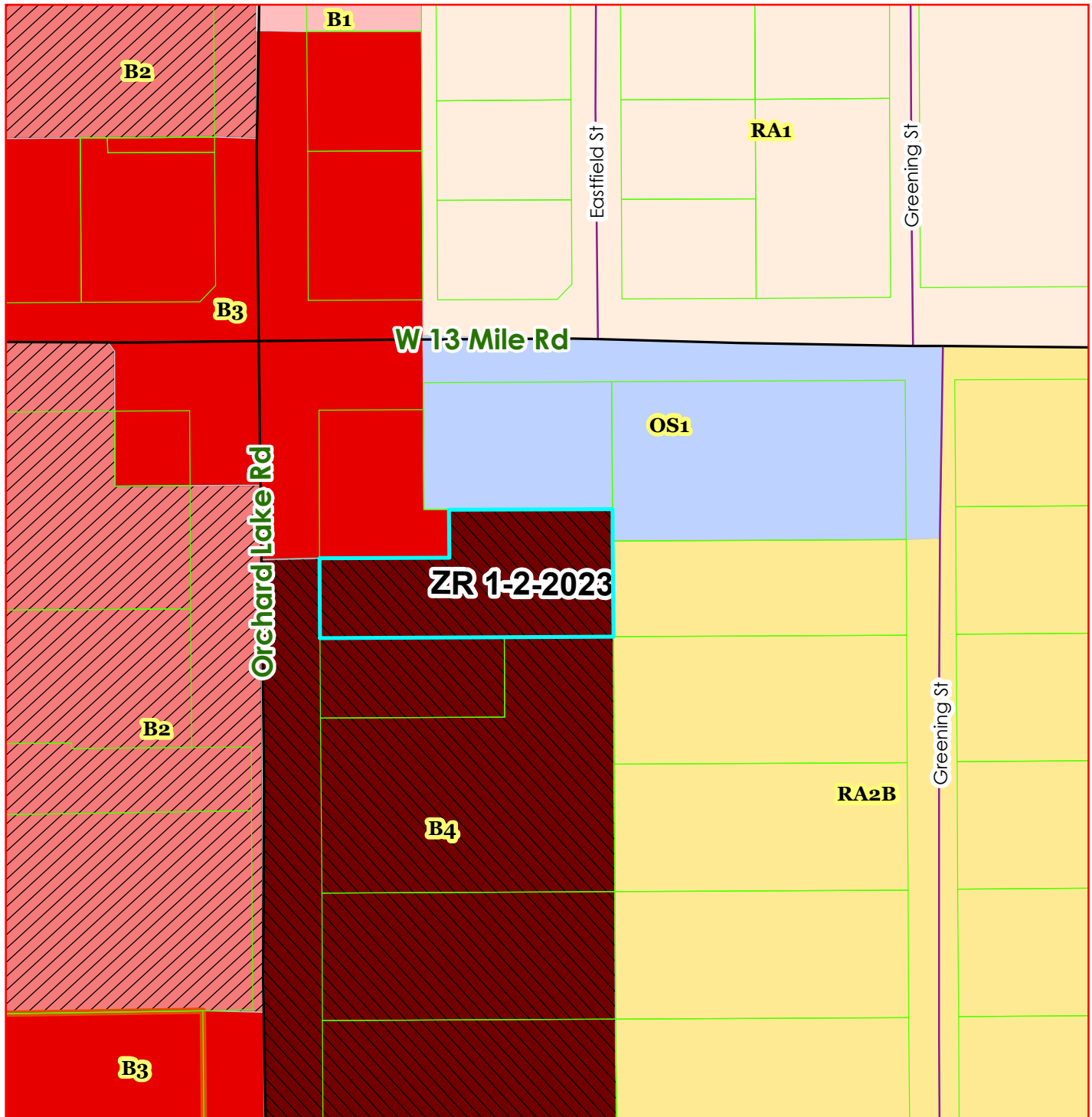
NC: No change
M: Millage

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

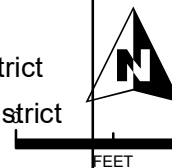
Revised: 1-26-2023

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Rezoning 1-2-2023
29400 Orchard Lake Rd., 11-101-003
Rezone property from B-4 to B-3



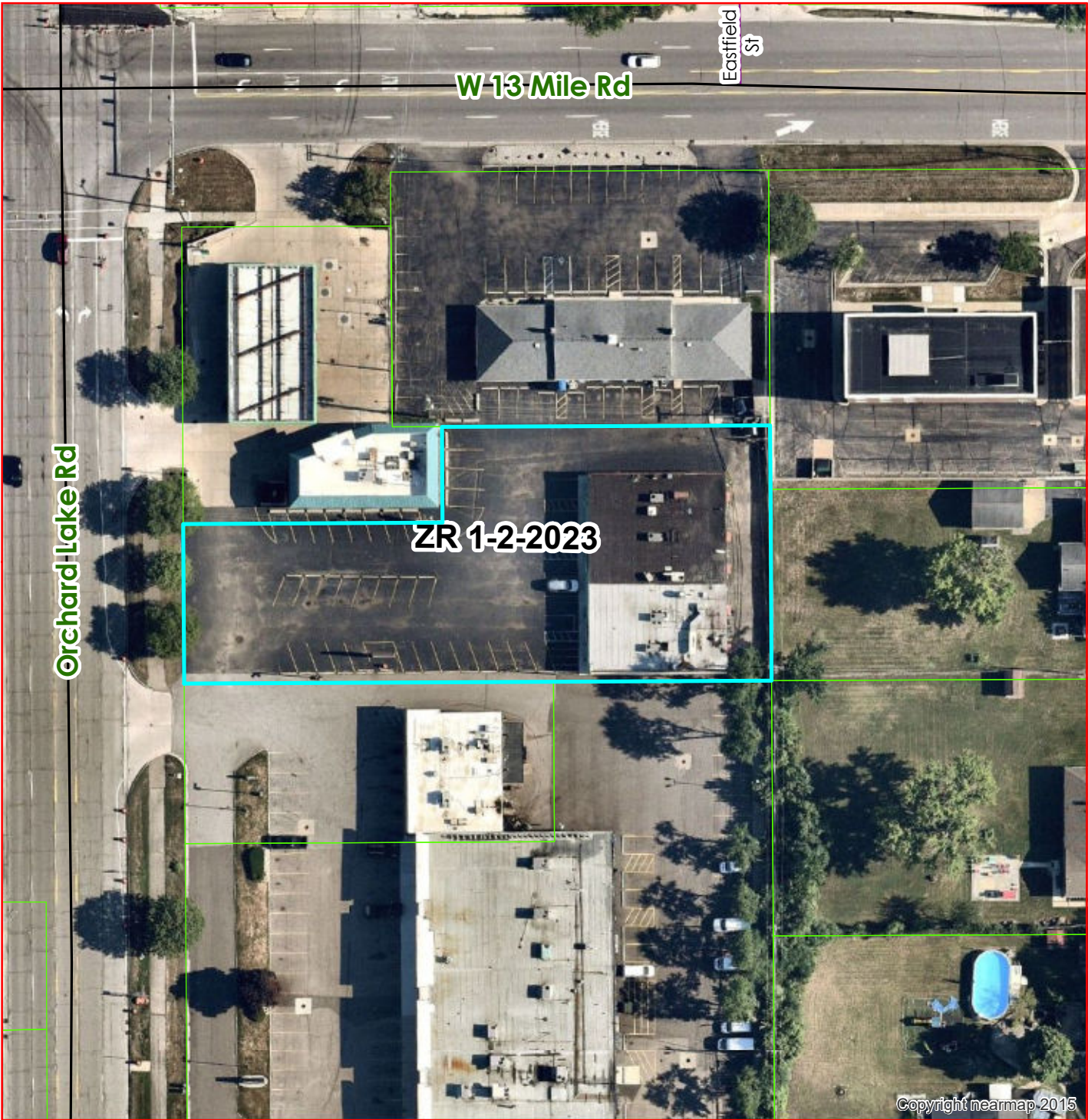
- | | |
|-----------------------------|---------------------------------------|
| Tax parcel | B-2 Community Business District |
| Minor roads | B-3 General Business District |
| Planned Unit Developments | B-4 Planned General Business District |
| Zoning Districts | OS-1 Office Service District |
| Zoning Districts | RA-1 One Family Residential District |
| B-1 Local Business District | RA-2B One Family Residential District |



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

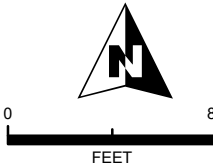
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Rezoning 1-2-2023
29400 Orchard Lake Rd., 11-101-003
Rezone property from B-4 to B-3



Planning Division

- Tax parcel
- Minor roads



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

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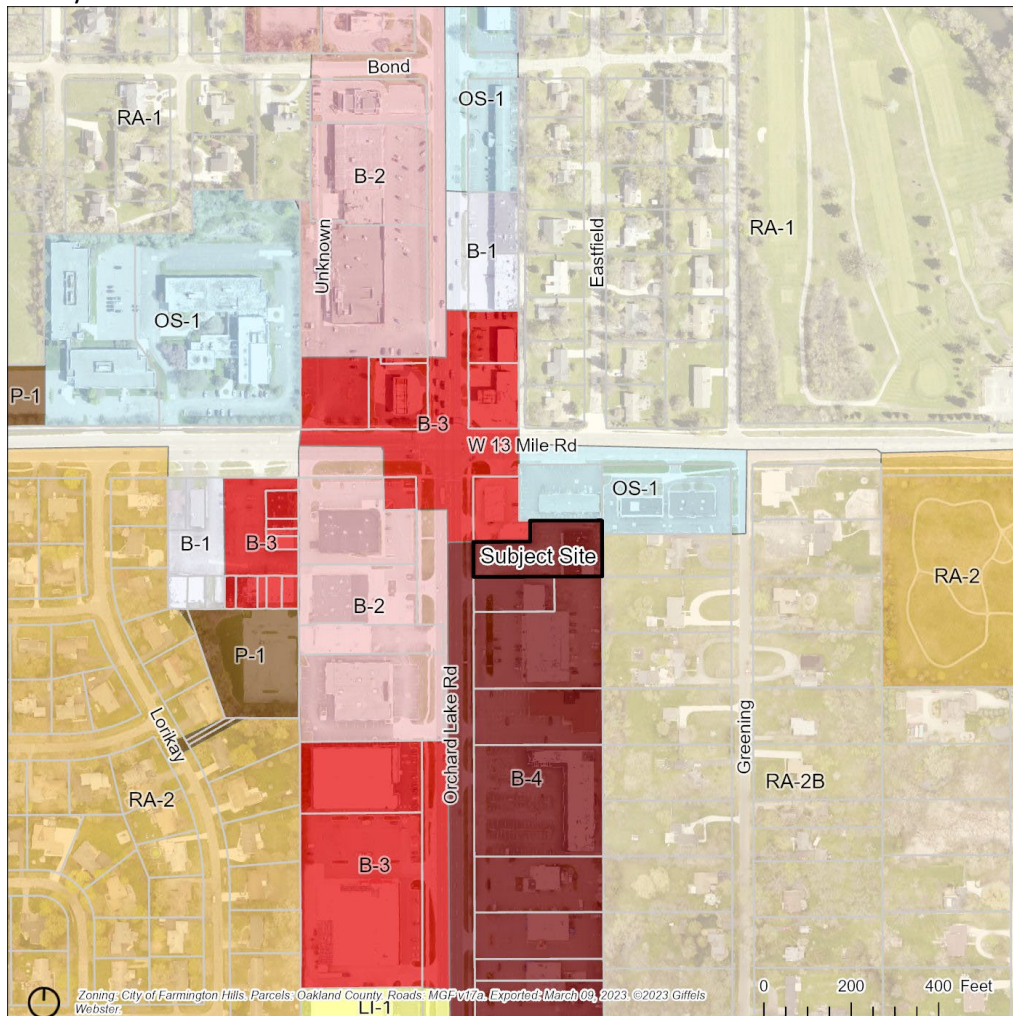
March 9, 2023

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

Rezoning Review

Case: ZR 1-2-2023
Site: 29400 Orchard Lake (Parcel ID 22-23-11-101-003)
Applicant: Frank Jamil
Plan Date: Received 2/10/2023
Request: Rezone from B-4 to B-3

We have completed a review of the request for rezoning referenced above and a summary of our findings is below. Items in **bold** require specific action by the Applicant. Items in *italics* can be addressed administratively.



SUMMARY OF FINDINGS

Existing Conditions

1. **Zoning.** The subject property is 0.75 acres and currently zoned B-4 Planned General Business. It is located on the east side of Orchard Lake Road, just south of 13 Mile Road.
2. **Existing Development.** The site is developed with a small multi-tenant commercial building. It is accessed from Orchard Lake Road, but does not have its own direct driveway; access is across the parcels to the north and south. There is a row of parking spaces along the south side of the medical office building to the north, and these spaces back out into the parking lot of this site.
3. **Adjacent Properties.** Zoning and use of adjacent properties is as follows:

Direction	Zoning	Land Use	Future Land Use Category
North	OS-1/B-3	Medical/Gas Station	Industrial
East	RA-2B	Single-Family	Industrial
South	B-4	Strip Mall	Commercial/Mixed Use
West	B-3 and B-3	Gas Station/Commercial	Non-Center Type Business

4. **Master Plan.** This land is designated Shopping Center Type Business on the Future Land Use Map. The Future Land Use Map is intended to show a generalized plan for future development and is not precise in terms of the exact boundaries of each land use category. See item 1 below for discussion.
5. **Residential Densities Map.** The residential densities map does not include a designation for this site.
6. **Special Planning Areas.** The parcel is not part of any special planning areas.

Proposed Zoning Versus Current Zoning

The applicant is proposing to rezone the property in question to B-3 for the stated purpose of conducting retail on the site. Note that retail is already permitted in the existing district.

Standard	B-4 District	B-3 District	Existing
Front Setback	120 ft	25 ft	Approx. 200 ft
Rear Setback	20 ft (20 from residential)	20 ft (20 from residential)	20 ft
Side Setback (north)	10 ft	10 ft	Approx 24 ft
Side Setback (south)	10 ft	10 ft	0 ft (nonconforming)
Max Height	50 ft/3 stories	50 ft/3 stories	? (clearly compliant)
Front Yard Open Space	10%	50%	Currently nonconforming

Front yard open space and the south side setback are currently nonconforming. The setback nonconformity will not be changed by the rezoning. However, the nonconforming front yard open spaces will be changed; the B-3 district has a much smaller front setback, but also requires more open space; new development is not proposed at present, and a concept plan was not provided.

Items to Consider for Zoning Map Amendment

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

The Master Plan designates this site and its neighbors to the south as Shopping Center Type Business, with Non-Center Type Business and Small Office to the north. Current zoning is consistent with the Master Plan.

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

The site would transition from one commercial designation to another; the effect on services and roads is likely to be very minimal.

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

The property is developed as zoned presently, apart from the noncompliant south side setback and front yard open space.

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

The site is bordered by both B-4 and B-3 parcels, as well as OS-1 Office Service, with residential to the rear. Commercial property across Orchard Lake is zoned B-2.

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

It is unlikely that the requested zoning will significantly change the burden on nearby thoroughfares.

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

There is 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.

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 application is not specific about the type of retail use the applicant is contemplating.

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 Shopping Center Type Business, which generally contemplates commercial development such as strip malls and stand-alone retail or restaurants. On the FLU map, commercial designations follow Orchard Lake Road to the north and south. The Future Land Use Plan map includes this note: "This plan is intended to show generalized land use and is not intended to indicate precise size, shape, or dimension."

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

This rezoning could be perceived as an extension of the B-3 district to the northeast.

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

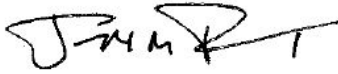
It appears that little about the physical development of the property would change.

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.

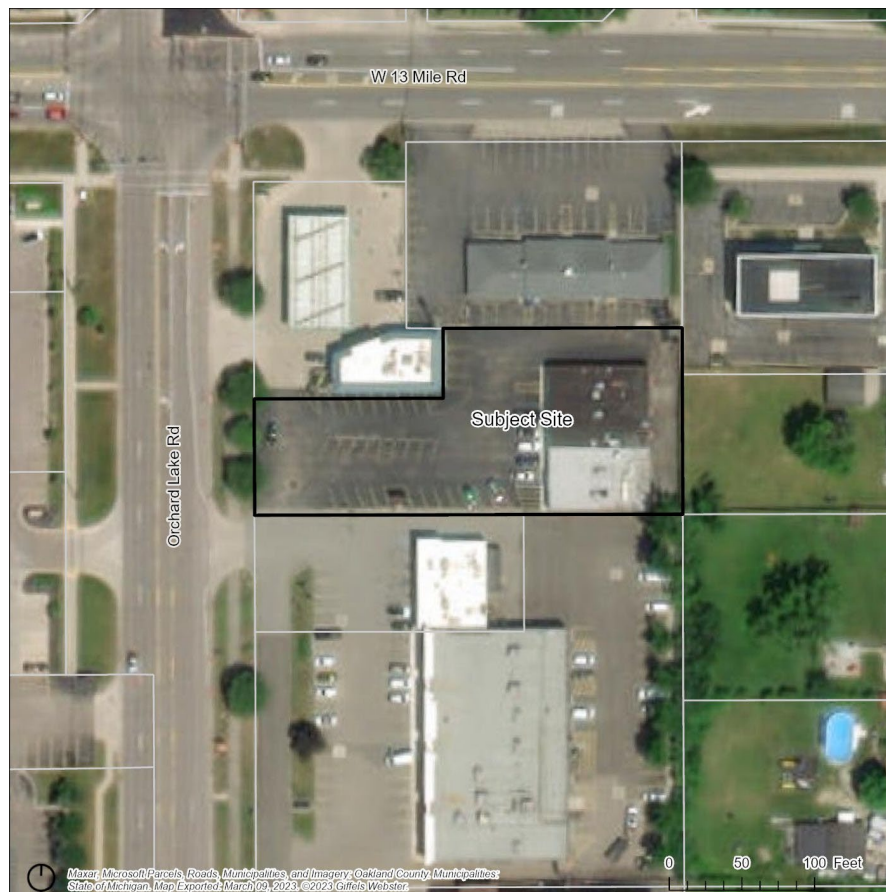
Sincerely,

Giffels Webster



Joe Tangari, AICP
Principal Planner

cc: Gary Mekjian, City Manager
Ed Gardiner, Director of Planning and Community Development
Erik Perdonik, City Planner
Almira Fulton, Fire Department
James Cubera, Senior Engineer



A. INTENT

The B-3 general business districts are designed to provide sites for more diversified business types which would often be incompatible with the pedestrian movement in the local business district or the community business district.

i **User Note:** For uses listed in **bold blue**, refer to Article 4, or click on use, for use-specific standards

B. PRINCIPAL 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^m
- 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^m or lodge halls
- xvi. Data processing, computer centers
- xvii. Restaurants^m, 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**^m § 34-4.34
 - b. **Drive-in restaurants**^m § 34-4.35

B. PRINCIPAL PERMITTED USES (cont.)

- 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**^m § 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**^m § 34-4.31
- j. **Vehicle Wash** § 34-4.40
- k. **Indoor Recreation Facilities** § 34-4.19
- l. Public buildings, public utility^m 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** § 34-4.32
- n. **Cellular tower**^m and cellular antennae^m § 34-4.24
- o. **Indoor health and fitness studio and instructional dance studios** § 34-4.58.1

C. SPECIAL APPROVAL USES

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

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

D. ACCESSORY USES

- i. **Electric vehicle**^m **infrastructure** § 34-4.55
- ii. **Fabrication, repair, and processing of goods** § 34-4.29



A. INTENT

The B-4 planned general business districts are designed to provide for a variety of retail and service establishments in business areas abutting major thoroughfares and so located and planned as to provide convenient customer parking, store servicing and pedestrian traffic movement within the business district and with a minimum of conflict with traffic on abutting traffic arteries. To assure optimum site planning relationships and minimum internal and external traffic conflict, each use will be reviewed as it relates to its site and abutting sites and as it relates to the entire B-4 district and abutting districts



User Note: For uses listed in **bold blue**, refer to Article 4, or click on use, for use-specific standards

B. PRINCIPAL PERMITTED USES

The following uses are permitted subject to the required conditions in **Sections 34-3.10 and 34-3.22**

- 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. **Fabrication, repair, and processing of goods** § 34-4.29
- x. Sit down restaurant^m
- xi. **Theaters, assembly halls, concert halls or similar places of assembly** § 34-4.44
- xii. Churches
- xiii. Business schools and colleges or private schools operated for profit
- xiv. Motels
- xv. Other uses similar to the above uses
- xvi. Accessory structures and uses^m customarily incident to any of the above uses

B. PRINCIPAL PERMITTED USES (cont.)

- xvii. Retail sales of plant materials not grown on site and sales of lawn furniture, playground equipment and other home garden supplies
- xviii. **Veterinary hospital or clinic** § 34-4.26
- xix. **Indoor Recreation Facilities** § 34-4.19
- xx. **Outdoor space for seating areas accessory to a restaurant** § 34-4.32
- xxi. **Private clubs^m and lodge halls** § 34-4.18
- xxii. **Fast food or carryout restaurant^m** § 34-4.27
- xxiii. **Cellular antennae^m** § 34-4.24

C. SPECIAL APPROVAL USES

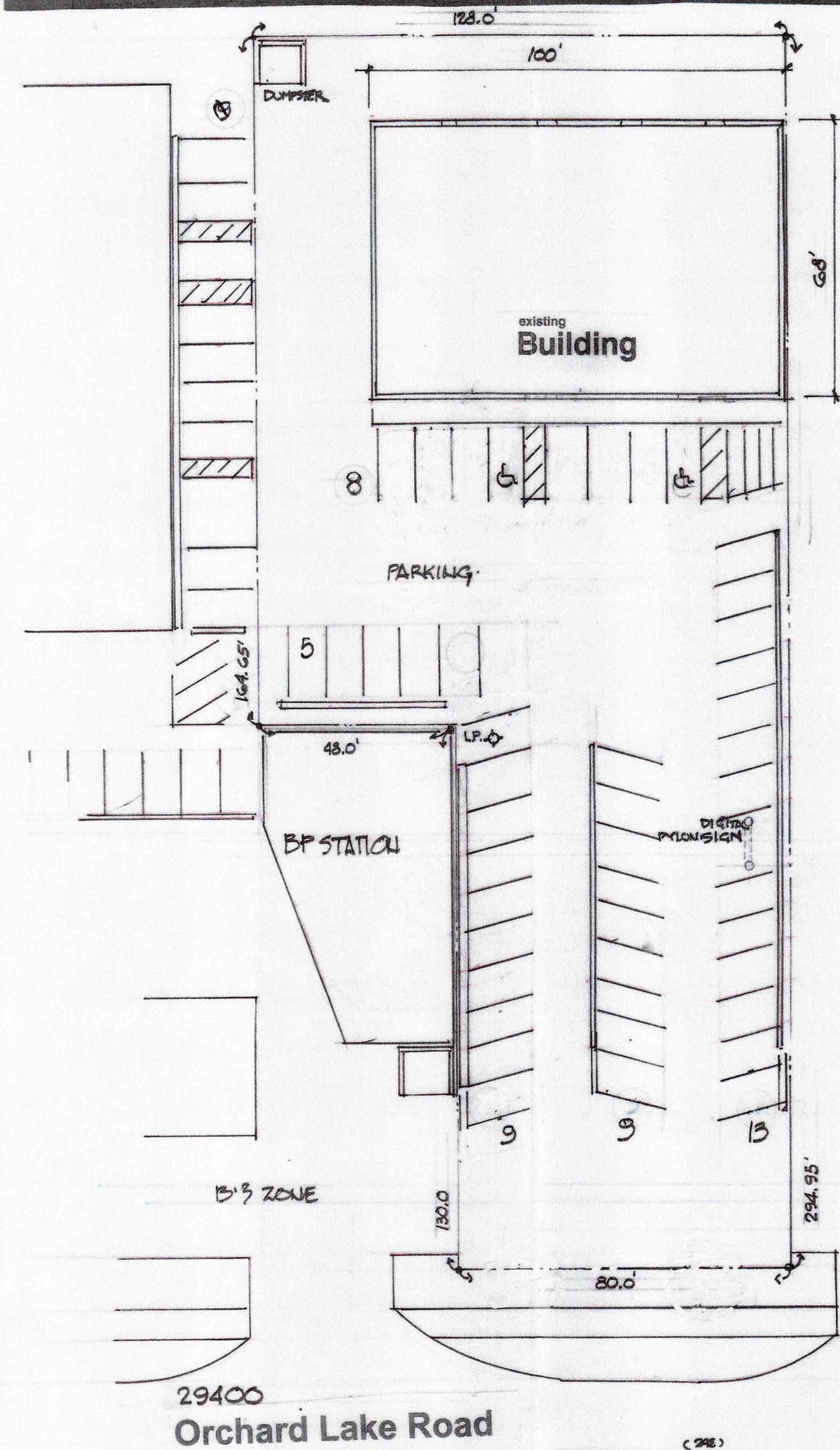
The following uses are permitted subject to the required conditions in **Section 34-3.10 and 34-3.22**.

- i. **Coin-operated amusement device arcades,^m billiard parlors or other similar indoor recreation uses** § 34-4.19.3
- ii. **Establishments with coin-operated amusement devices^m** § 34-4.33
- iii. **Mortuary establishment** § 34-4.41

D. ACCESSORY USES

- i. **Electric vehicle^m infrastructure** § 34-4.55





Orchard Lake Road

FRANK JAMIL (248) 416-8500



SITE PLAN

SCALE: 1"=20'-0" 02-23

-7-11-

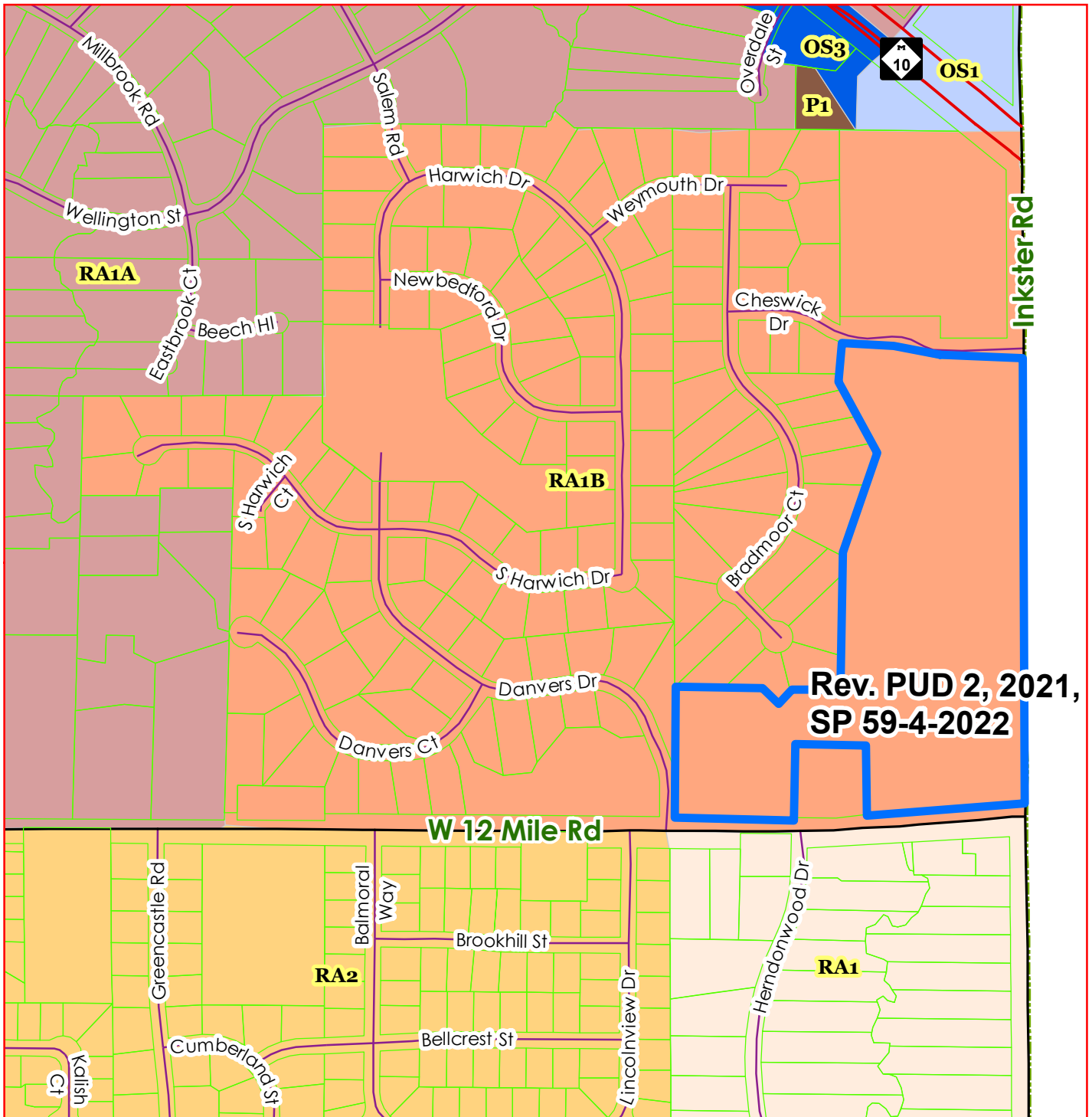
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CITY OF FARMINGTON HILLS
PLANNING DEPT.



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Rev. PUD 2, 2021, SP 59-5-2022
 27400 Twelve Mile Rd., 12-476-008, RA-1B
 Assisted Senior Living and detached, single-family condominiums



- | | |
|---|--|
| Tax parcel | P-1 Vehicular Parking District |
| Minor roads | RA-1 One Family Residential District |
| Zoning Districts | RA-1A One Family Residential District |
| Zoning Districts | RA-1B One Family Residential District |
| OS-1 Office Service District | RA-2 One Family Residential District |
| OS-3 Special Office District | |



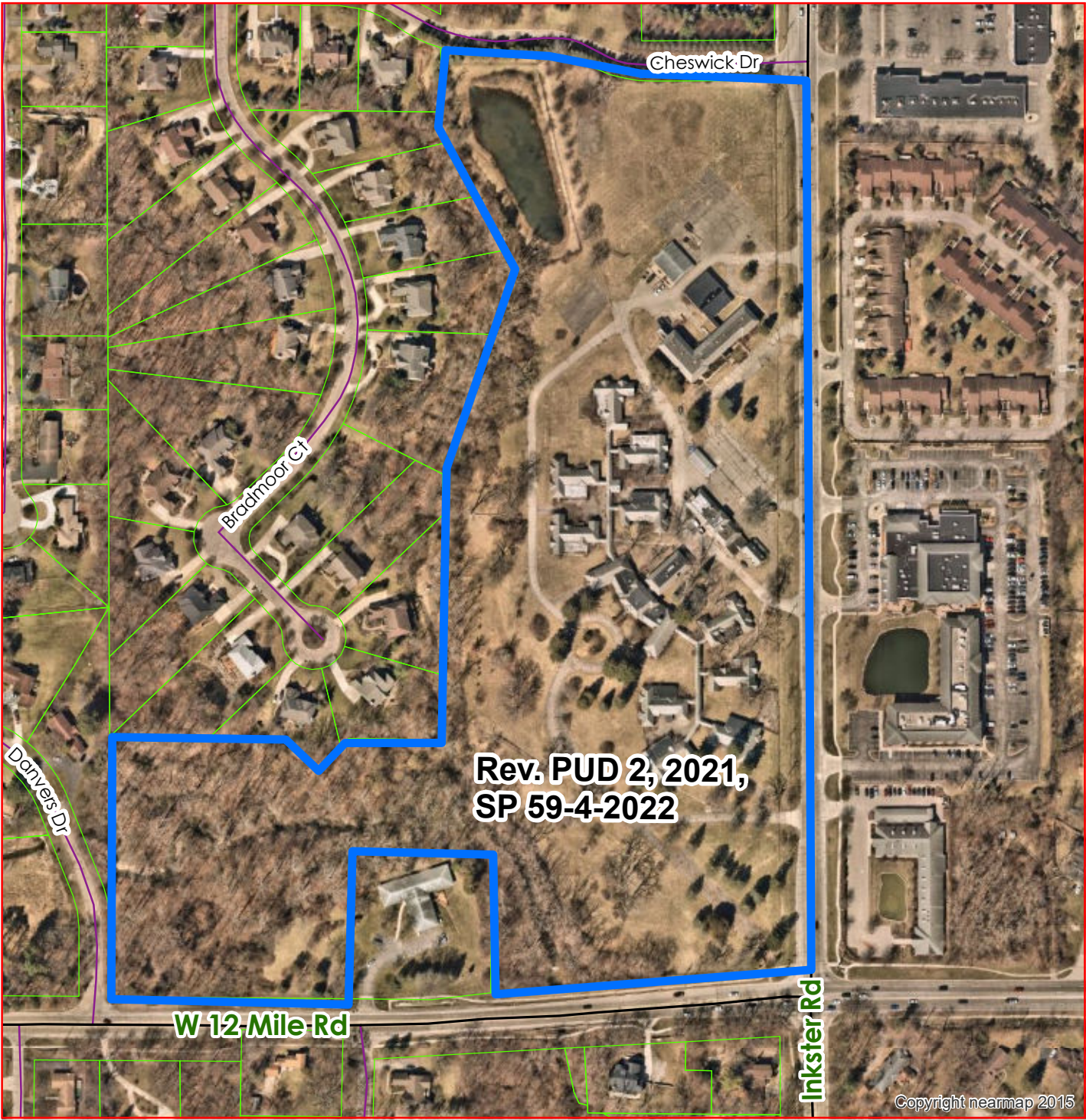
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SOURCE: City of Farmington Hills, 2022
 Oakland County GIS, 2022

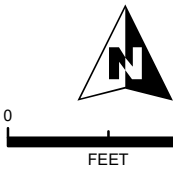
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Rev. PUD 2, 2021, SP 59-5-2022
27400 Twelve Mile Rd., 12-476-008, RA-1B
Assisted Senior Living and detached, single-family condominiums



Planning Division

- Tax parcel
- Minor roads



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

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March 8, 2023

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

PUD Major Amendment/Site Plan/Landscape Plan/Tree Removal

Case: PUD 2, 2021
Site: 24700 12 Mile Rd (Parcel ID 22-23-12-476-008)
Applicant: Optalis Healthcare/Robertson Brothers
Application Date: Revised 2/21/2023
Zoning: RA-1B One Family Residential District (26,000 square feet)

We have completed a review of the application for final PUD 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 site is currently zoned RA-1B One Family Residential District (26,000 square feet).
2. **Existing site.** The site is 31.5 acres and is developed with an abandoned orphanage consisting of 15 buildings. Pebble Creek runs along the western edge of the property, and through the southern portion.
3. **Adjacent Properties.**

Direction	Zoning	Land Use
North	RA-1B	Residential access street
East (Southfield)	RT Attached Single Family/OS Office Service	Townhomes/medical office
South	RA-1	Single family homes
West	RA-1B	Single family homes

4. **Site configuration and access.** The site is currently accessible from Inkster Road via five driveways.

PUD Qualification:

The Planning Commission previously determined that the proposed amendment to the PUD is a major amendment to the approved PUD plan for this site. This amendment primarily affects the residential portion of the approved plan, and removes all attached units, though there are also small changes to the skilled nursing portion of the plan.

As a reminder, the criteria for PUD qualification are presented below, with changes from the original plan noted as appropriate.

Criteria for qualifications. In order for a zoning lot to qualify for the Planned Unit Development option, the zoning lot shall either be located within an overlay district or other area designated in this chapter as qualifying for the PUD option, or it must be demonstrated that all of the following criteria will be met as to the zoning lot:

- A. The PUD option may be effectuated in any zoning district.
- B. The use of this option shall not be for the sole purpose of avoiding the applicable zoning requirements. Any permission given for any activity or building or use not normally permitted shall result in an improvement to the public health, safety and welfare in the area affected.
In addition to relief from ordinance standards, the applicant is proposing a mix of skilled nursing and detached residential uses; skilled nursing is not permitted in the RA-1B district.
- C. The PUD shall not be utilized in situations where the same land use objectives can be accomplished by the application of conventional zoning provisions or standards. Problems or constraints presented by applicable zoning provisions shall be identified in the PUD application. Asserted financial problems shall be substantiated with appraisals of the property as currently regulated and as proposed to be regulated.
The use of the site has long since ceased, but orphanages are not a permitted use in the RA-1B district, and are instead permitted in the RC-1, RC-2, RC-3, and SP-1 districts, as governed by Section 34-4.17, and so would be a nonconforming use in the district. The plan proposes a use

that is permitted in the three RC districts listed above as well as 51 detached condominium units; the arrangement of the site shown on the site plan requires several deviations from the standards of the underlying district.

- D. The Planned Unit Development option may be effectuated only when the proposed land use will not materially add service and facility loads beyond those contemplated in the Future Land Use Plan unless the proponent can demonstrate to the sole satisfaction of the city that such added loads will be accommodated or mitigated by the proponent as part of the Planned Unit Development.

The number of dwelling units proposed on the site's northern half exceeds the number of single-family units that could be built on the residential portion of the site under current zoning.

- E. The Planned Unit Development must meet, as a minimum, one of the following objectives of the city:
- i. **To permanently preserve open space or natural features because of their exceptional characteristics or because they can provide a permanent transition or buffer between land uses.**
 - ii. **To permanently establish land use patterns which are compatible or which will protect existing or planned uses.**
 - iii. **To accept dedication or set aside open space areas in perpetuity.**
 - iv. **To provide alternative uses for parcels which can provide transition buffers to residential areas.**
 - v. To guarantee the provision of a public improvement which could not otherwise be required that would further the public health, safety, or welfare, protect existing or future uses from the impact of a proposed use, or alleviate an existing or potential problem relating to public facilities.
 - vi. **To promote the goals and objectives of the Master Plan for Land Use.**
 - vii. **To foster the aesthetic appearance of the city through quality building design and site development, the provision of trees and landscaping beyond minimum requirements; the preservation of unique and/or historic sites or structures; and the provision of open space or other desirable features of a site beyond minimum requirements.**
 - viii. **To bring about redevelopment of sites where an orderly change of use is determined to be desirable.**

*The applicant is proceeding with the previous narrative for the PUD. Though only one objective must be met by the plan, the applicant's narrative directly addresses all eight objectives, except for objective v. **When this PUD was originally approved, the planning commission cited all objectives except for objective v.***

Objectives i, ii, iii, and vii are all addressed primarily via the preservation of trees along Inkster Road, large wooded areas on the western edge of the site, and the topography and other natural conditions of Pebble Creek in the southern portion of the site. To further address item ii, the applicant notes that the use provides a transition from the medical and office uses across Inkster to the single family uses to the west. To further address objective vii, the applicant notes that the existing chapel will be preserved, while the adjoining skilled nursing facility will be designed to

complement it, with high-quality materials. The applicant similarly promises high-quality materials and design on the single-family units.

The applicant makes the case that objective iv. is met by stepping down residential uses from attached units to detached ranches with walkouts as the site gets closer to the adjacent single-family neighborhood, as well as preserving the existing natural vegetation. The plan no longer proposes attached units.

Regarding objective vi, the applicant asserts that goals of the 2009 Master Plan will be met by the plan, noting that the site will serve as a transitional property between more intensive uses east of Inkster and less intensive uses to the west, while preserving a historic building and improving access management. The goals of the Master Plan for Special Residential Planning Area No. 3, which covers this site, are addressed in detail later in this review.

Regarding objective viii, the applicant cites similar factors to the response to objective vi.

- F. The PUD shall not be allowed solely as a means of increasing density or as a substitute for a variance request; such objectives should be pursued through the normal zoning process by requesting a zoning change or variance.

Given that one of the proposed uses is not permitted in the underlying district, and that the plan would require variances in the districts that do permit those uses, it appears that the PUD is not sought solely to avoid a variance. A PUD is recommended for the site in the 2009 Master Plan.

Request for final determination. Per Section 34-3.20.5.B, the following must be submitted when seeking final determination of PUD qualification:

a. A boundary survey of the exact acreage being requested done by a registered land surveyor or civil engineer (scale not smaller than one inch equals one hundred (100) feet).	Y
b. A topographic map of the entire area at a contour interval of not more than two (2) feet. This map shall indicate all major stands of trees, bodies of water, wetlands and unbuildable areas (scale: not smaller than one inch equals one hundred (100) feet).	Y
c. A proposed land use plan indicating the following at a scale no smaller than one inch equals one hundred (100) feet (1" = 100'):	Y
(1) Land use areas represented by the zoning districts enumerated in Section 34-3.1.1 through Section 34-3.1.30 of this chapter.	Y
(2) Vehicular circulation including major drives and location of vehicular access. Preliminary proposals as to cross sections and as to public or private streets shall be made.	Y
(3) Transition treatment, including minimum building setbacks to land adjoining the PUD and between different land use areas within the PUD.	Y
(4) The general location of nonresidential buildings and parking areas, estimated floor areas, building coverage and number of stories or height.	Y

(5) The general location of residential unit types and densities and lot sizes by area.	Y
(6) A tree location survey as set forth in Section 34-5.18, Tree Protection, Removal and Replacement.	Y
(7) The location of all wetlands, water and watercourses and proposed water detention areas.	Y
(8) The boundaries of open space areas that are to be preserved and reserved and an indication of the proposed ownership thereof.	Y
(9) A schematic landscape treatment plan for open space areas, streets and border/transition areas to adjoining properties.	Y
d. A preliminary grading plan, indicating the extent of grading and delineating any areas which are not to be graded or disturbed.	Y
e. An indication of the contemplated water distribution, storm and sanitary sewer plan.	Y
f. A written statement explaining in detail the full intent of the applicant, indicating the type of dwelling units or uses contemplated and resultant population, floor area, parking and supporting documentation, including the intended schedule of development.	Y

The applicant has submitted a package meeting the minimum requirements for final determination.

Site Plan & Use:

1. **Summary of Proposed Use.** The plan still calls for two primary use areas on the site: a 100-bed skilled nursing facility on the southern portion of the site, and mixed residential on the north portion. The residential portion has been substantially altered, however. The approved version of the plan included 94 units, 64 of which were two-bedroom attached townhomes spread over 12 buildings, with 3-7 units each. The remaining 30 units were two-bedroom detached ranch-style units with walkout basements (this portion of the plan has been more or less preserved from the original approval). All buildings currently on the site will be removed, except for the existing historic chapel; the corner sign will also remain as a landmark.
2. **Land Use Plan.** The plan breaks down the land uses proposed for the property as follows (the areas dedicated to open space are no longer listed separately from the areas planned for development:
 - a. **Mixed Residential (called Phase 1B):** 14 acres net
 - b. **Skilled Nursing (called Phase 1A):** 14.1 acres net
 - c. **Natural Preservation:** 6.2 acres in the Phase 1A area, with 1.09 acres potentially to be split and sold for single-family development

About 19.6% of the site is assigned to open space uses and preservation of the existing landscape.
3. **Historic Designation.** The parcel is a designated historic site. The applicant proposes to demolish most of the buildings, preserving the existing chapel to be incorporated into the skilled nursing facility. The Historic District Commission has issued a notice to proceed, subject to the following:
 - a. Materials from demolished buildings will be stockpiled for future re-use.

- b. The proponent will not proceed with any demolition until all other associated approvals are received.
 - c. Any building approved for demolition but left standing will remain subject to Historic District Commission review.
4. **Master Plan.** The master plan designates the site single family residential. The residential density map identifies this parcel as low density, which is consistent with current zoning. The Master Plan also identifies this parcel as Special Residential Planning Area No. 3 and sets the following goals and policies for the parcel:
- Maintain the historic character of the site
The chapel and corner sign are proposed to remain, and the site's southwestern portion is proposed to remain in its natural state.
 - Arrive at a plan for development that will be compatible with abutting residential uses, including a suitable transition area of single-family to existing residential use
The plan proposes two uses: skilled nursing and detached single-family residential in the area closest to the adjacent neighborhood.
 - Pay special attention to traffic control because of intersection, topography of the roads and the proximity of the bridge on Twelve Mile Road
The site plan reduces the number of driveways to three and attempts to either align the new drives with driveways across Inkster or move them away from other driveways to avoid turning conflicts. Engineering has requested a study to determine whether the northernmost driveway is too close to Cheswick Rd.
 - Consider the PUD Option as a means to accommodate the complexities of the site
The applicant is seeking approval of a major amendment to an approved PUD.
 - Work with the developer on suitable plans that will achieve the goals
The PUD process is designed to give the planning commission input into the design of the site.
 - Feature the historic buildings on the site
One historic building is preserved in the plan.
 - Protect the environment and drainage pattern of Pebble Creek, which is part of the Green River Corridor
Development is kept away from Pebble Creek, and the narrative refers to a plan to dedicate seven acres around the creek for conservation.
 - Carefully control the location of access for traffic management purposes
Per the comment above, the applicant appears to have considered access management issues in the conceptual design.
 - Emphasize vehicular access from Inkster Road because of grade changes and high traffic volume on Twelve Mile Road
All access is shown from Inkster on the site plan.
 - Require widening of Inkster Road if there is any non-residential development
The applicant proposes a skilled nursing facility and mixed residential development.
 - Establish residential lots or other suitable transition abutting the existing lots to the west
The applicant suggests that smaller detached units and natural vegetative screening will serve as the transition to single family housing to the west.

5. **Density.** The applicant is proposing two uses: skilled nursing and single-family residential. **Relief is sought to allow skilled nursing, which is not permitted in the underlying district.**
- a. **Skilled nursing.** Per Section 34-4.17, convalescent homes in the RC-1, RC-2, RC-3, and SP-1 districts require 1,000 square feet of open space for each bed in the home. 100,000 square feet of open space is required. 556,922 square feet is provided in the skilled nursing land use area (this, however, includes the Inkster Road right-of-way; nevertheless, this standard is met).
- b. **Residential.** The applicant proposes 51 detached single-family units in the 14.1-acre residential use area of the plan. The underlying RA-1B district requires minimum lot size of 26,000 square feet, or 1.675 units per acre. Proposed density is 3.6 units/acre. **This exceeds the underlying permitted density and requires relief from ordinance standards. Note that this is a reduction in density from the previously approved plan, which included a total of 94 units, some of which were attached.**

6. **Dimensional Standards of the RA-1B District.**

Standard	Required	Proposed
Lot Size 34-3.1.2.D	23,400 sq ft min/26,000 sq ft min average	N/A – no individual lots proposed
Lot width 34-3.1.2.D	140 ft min	1673 ft
Lot coverage 34-3.1.2.D	35% max	9% on skilled nursing portion, 18% on mixed residential
Front setback 34-3.1.2.D	50 ft	30 ft – relief sought (40 ft for residential)
Rear setback 34-3.1.2.D	35 ft	55 ft
Side setback 34-3.1.2.D	15 ft/total of 30 ft	30 ft from Cheswick Right-of-Way
Building height 34-3.1.2.D	Max. 30 ft*	Skilled nursing: 29.5 ft Detached Single-Family: 20 ft

7. **Rooftop Screening.** Screening of rooftop equipment on the skilled nursing facility is required. The applicant noted in an 8/4/2022 letter that all rooftop units will be screened per ordinance (there is a note on the architectural plans as well). Mechanical equipment on the ground shall be screened per Section 34-5.1.4.D.
8. **Dumpster Enclosure.** A dumpster enclosure is shown in the screened loading area for the skilled nursing facility. Waste management for the residential units is proposed to be handled individually by unit.
9. **Parking.** Parking requirements for all proposed uses are met. Each single-family unit has a garage, as well as a driveway space. The applicant noted in a letter during the original approval that the parking along the northern property line meets the 10-foot right-of-way setback; **this dimension should be shown on the plans.**

Use	Standard	Proposed
Skilled Nursing Facility	1space/4 beds = 25 spaces	122 spaces
Single-Family Homes	2 spaces per unit = 102 spaces	102 spaces (in garages)

The applicant explained in the response letter dated 8/4/22 that the nature of the skilled nursing facility requires a higher parking count than the standard in the ordinance.

10. Off-street parking dimensions (34-5.3.3.A & B.).

Item	Required	Proposed/Comments
Maneuvering lane width	20 ft for 90-degree parking	24 ft
Parking space width	9 ft.	9 ft
Parking space length	20 ft. for minimum required (May include a maximum two-foot unobstructed vehicle overhang area at the front of the parking space.) 17 ft. for additional parking (May include a maximum one-foot unobstructed vehicle overhang area at the front of the parking space)	Skilled nursing: 20 ft Single-family spaces provided in garages

11. Barrier Free Parking. Eight ADA spaces are proposed for the skilled nursing facility.

12. Landscaping (34-5.14).

Item	Required			Proposed/Comments
Minimum distance from the property line (34-5.14.C.ii)	4 ft from the property line for trees and large shrubs			Compliant
Minimum parking lot island area	Minimum of 180 square feet; 3 feet minimum radius at the trunk of the tree			Standard is met by all in-lot landscape areas
Cost estimate	Not required			--
Minimum size and spacing requirements (34-5.14.F)	Size	Center to center distance (max)		
	(Height/width)	groupings	rows	
• Evergreen Trees	8 ft. height	20 ft.	12 ft.	--
• Narrow Evergreen Trees	5 ft. height	10 ft.	5 ft.	--
• Large Shrubs	30 in. height	10 ft.	5 ft.	--
• Small Shrubs	24 in. width	4 ft.	4 ft.	--
• Large Deciduous	3 in. caliper	30 ft.	-	Standard is met
• Small deciduous trees	2 in. caliper	15 ft.	-	--
• Hedge shrubs	24 in. height	3 ft.	3 ft.	Standard is met
Canopy Trees	Shall be large deciduous. PC may permit large evergreens			Standard is met

Item	Required	Proposed/Comments
Minimum number of parking lot trees (34-5.14.4.C)	1 per every 2,800 square feet of paved surface area: 127,061 sq ft of paved area = 45 required trees.	45 trees
Parking lot screening from public thoroughfare (34-5.14.5)	A planted hedge of small shrubs, or A masonry wall or berm 2 feet high	Hedge provided
Wall or Berm (34-5.15)	Required when abutting a residential district. (See 34-5.15)	None proposed; detached single-family use is closest to adjacent neighborhood.
Multi-Family to Single-Family Buffer (34-5.14.6)	i. Two (2) large deciduous trees; ii. Four (4) small deciduous trees; iii. Six (6) large shrubs; iv. Two (2) evergreen trees. Multiplied by 0.8 for 35-foot buffer yard 800 linear feet: 13 large deciduous 26 small deciduous 39 large shrubs 13 evergreens	13 large deciduous 26 small deciduous 39 large shrubs 13 evergreens
Tree replacement (34-5.18)	Per Section 34-5.18	See below

193 total deciduous, 108 total evergreens

13. **Tree Removal.** Two additional trees (one regulated and one landmark) are being removed in addition to those originally approved, resulting in a six-tree increase in the replacement requirement. **The notes on the tree replacement plan still refer to the old 174 replacement requirement, rather than the new 180-tree replacement requirement and should be updated.** The numbers, however, are correct on the landscaping plan, and 180 replacements are provided.

Removed	Required Replacements	Provided
Regulated Trees: 50	50	See total below
Landmark Trees: 56 with total dbh of 1,556 inches	$1,556 \times 0.25 = 389$ inches $389/3 = 130$ 3-inch caliper trees	See total below
Total:	180	180

14 trees are listed with a health score too low to require replacement.

14. **Traffic Study.** We defer to the city's traffic engineer for a review of the traffic study.

15. **Lighting.**

- c. **Operation hours (34-5.16.3.B.v.).** Standards related to operating hours are met.
- b. **Illumination Levels.** **It must be confirmed that all fixtures meet the full cut-off requirement of the ordinance. Fixtures W1 and W2 appear to be decorative in nature; light output and compliance with cutoff standards is not clear.**

Item	Required	Proposed/Comments
Maximum height (34-5.16.3.A.)	15 feet maximum in RA-1B	15 feet
Building Lighting (34-5.16.3.A. iii.)	Relevant building elevation drawings showing all fixtures and the portions of the walls to be illuminated	Wall fixtures are shown on elevations
Average to minimum illumination ratio (34-5.16.3.C)	4:1	12:1/9:1
Maximum illumination at the property line	0.3 fc	0.1 fc
Illumination Levels- Hardscape areas (e.g., parking areas, sidewalks)	Max. 2.5 lumens per sq ft of hardscape area	Unclear from plan
Illumination Levels Building Entrances – within 20 ft of door	Max. 2,000 lumens per door	Unclear from plan

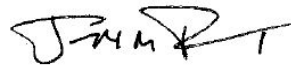
16. **Pedestrian Circulation.** The plan includes sidewalks throughout the development. Within the single-family portion, they are provided on one side of the access drive, at the curb.
17. **Access.** The residential portion of the plan is accessed by only one driveway, with a stub connection to Cheswick that has an emergency access gate and surface. Fire, Engineering, and Planning are in agreement that one access point is inadequate for this many units, and that the connection to Cheswick should be fully made if an alternative means of provided a second access point cannot be found.
18. **Relief Sought from Ordinance Standards:**
- d. Permit skilled nursing use.
 - e. Permit detached single-family at requested density of 3.6 units/acre.
 - f. Permit reduced front setback along Inkster Road (30 feet).

We are available to answer questions.

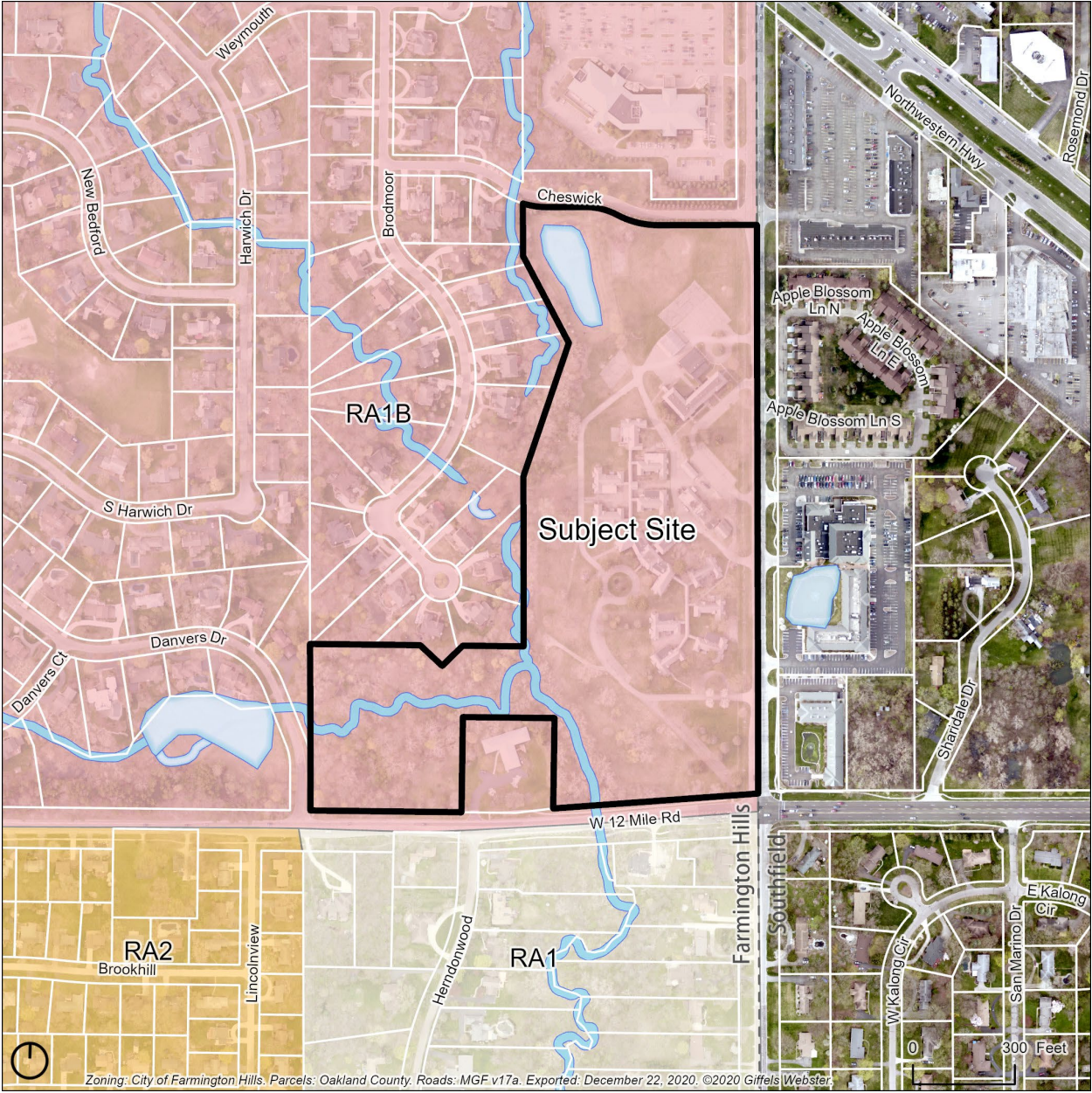
Respectfully,
Giffels Webster



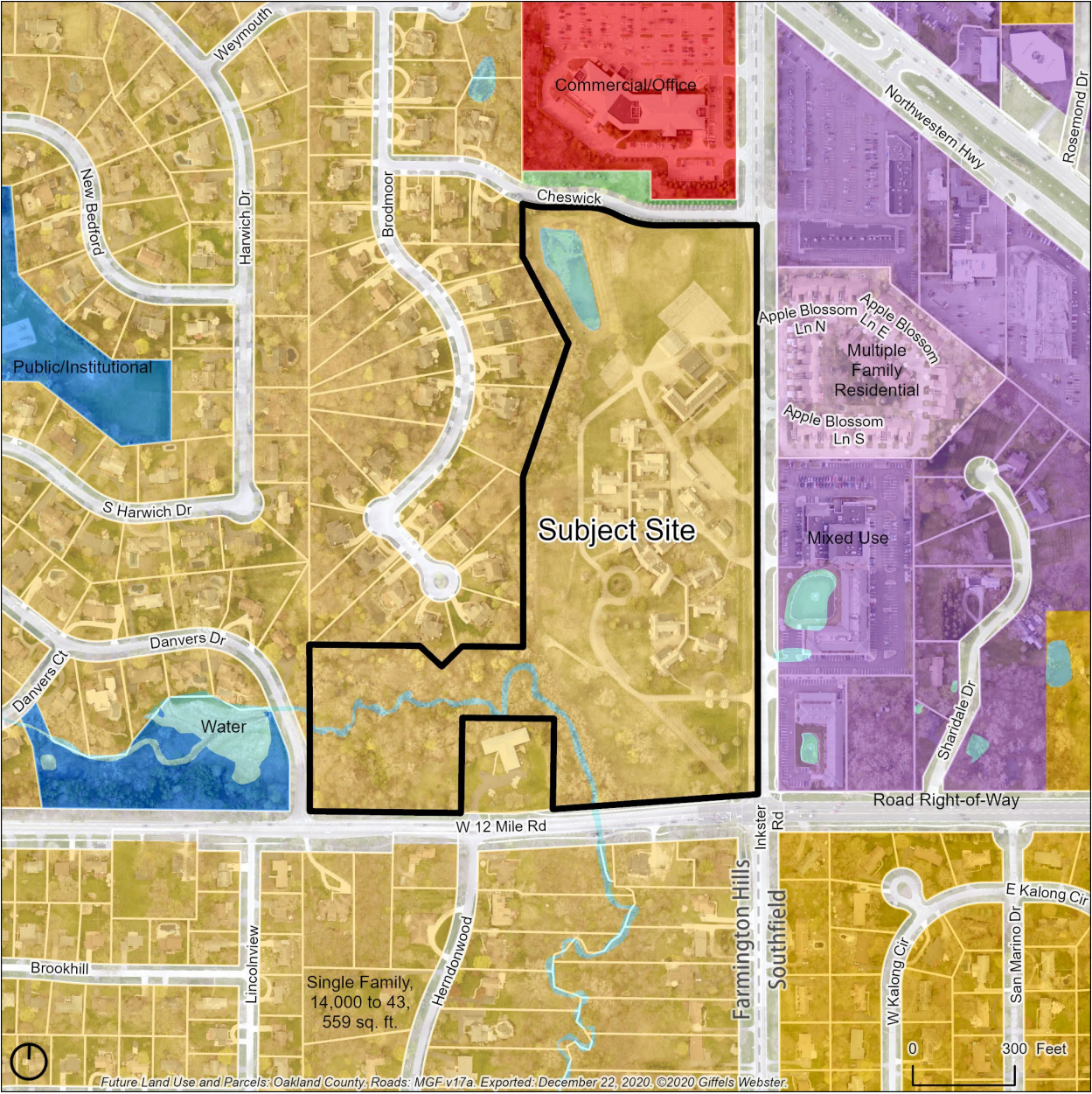
Rod Arroyo, AICP
 Partner



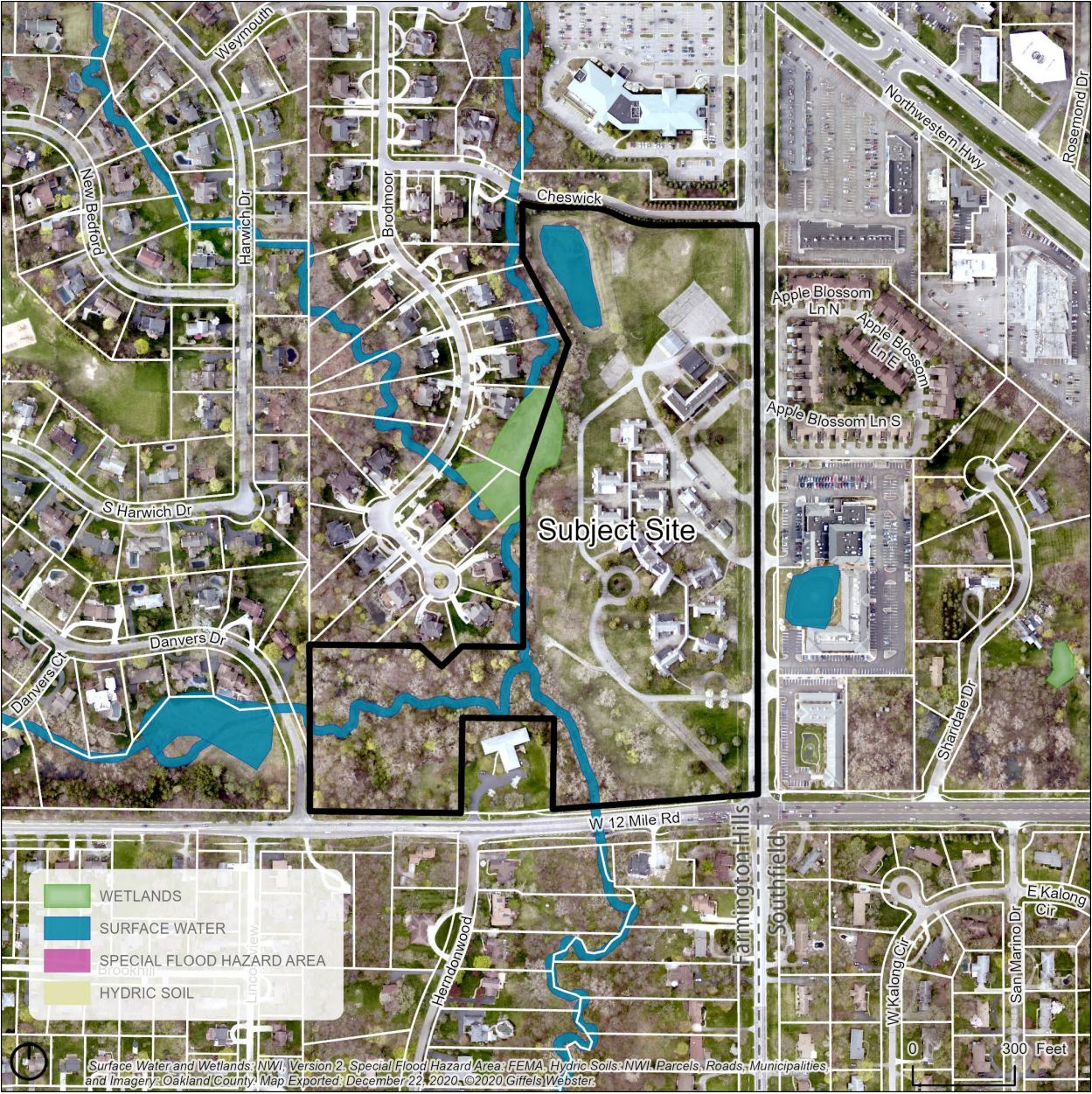
Joe Tangari, AICP
 Senior Planner



Current zoning



Master Plan designations for this area.




Wetlands & surface water



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

INTEROFFICE CORRESPONDENCE

DATE: March 8, 2023
TO: Planning Commission
FROM: James Cubera, Engineering 
SUBJECT: Sarah Fisher Home
Amended PUD Plan 2, 2021
27400 12 Mile Road
PJ#: 12-21-70
SP#: 59-05-2022
22-23-12-276-008

This office has performed a preliminary review of the above referenced amended PUD plan submitted to the Planning Department on February 22, 2023. Our preliminary comments are as follows:

1. A public sanitary sewer exists on site. It was utilized to service the previous development on the property and provide the upstream service area with a lateral connection to the pump station. The proponent has indicated that they plan on abandoning portions of this public sewer, relocating other sections, and extending public sewer to service to the new development. The proponent will be obligated to follow through with the appropriate abandonment procedures of the City, which include vacation of the existing easements as well as addressing proper abandonment procedures of the pipe system itself. This can be addressed during construction review. Formal easement abandonment must be completed before construction approval.

The proponent is planning on utilizing portions of the public sanitary outfall system that ties into an onsite public pump station that is maintained by Oakland County. It must be confirmed that adequate capacity is provided in the existing pump station as well as in the downstream system. Note that the proponent will be obligated to upgrade the public system including the pump station and the downstream system in order to accommodate the proposed flows as determined by the City and the WRC.

With this development, the proponent will be obligated to extend public sewer with gravity basement service from the existing pump station southward to the 12 Mile Road right-of-way in the vicinity of the intersection of 12 Mile Road and Herndonwood Drive as well as in the vicinity of 27435 12 Mile Road. Along with this, an 8-inch public gravity service stub must be provided to the southwest portion of this PUD just west of 27600 12 Mile Road to ultimately service the portion of the property that is identified as an excluded 1.09 parcel. This may be able to be the same line that will service Herndonwood if it is feasible.

Finally, all proposed sewer leads for the development must be identified on the preliminary plan for further review.

2. An 8-inch water main exists on site. It is apparent that a large portion of it will need to be abandoned. The existing water system is not identified on the plan. It will need to be identified and shown where it will be removed and where easement vacations are necessary. The proposed watermain includes two tie-ins, the one 12" watermain on Inkster Road and the tie-in to the existing watermain south of Units 16 and 17. This is appropriate. In addition, the water main at the north end should be looped into the existing 8" water main on Cheswick as part of this development.

Similar to the sanitary sewer, any water main abandonment must follow appropriate easement vacation procedures as well as pipe abandonment procedures of the City/County. All formal water main abandonments must occur before construction approval. This can be addressed during construction review.

3. The site plan identifies three curb cuts to Inkster Road. We note that a traffic impact study was provided on February 17, 2021, regarding a previous layout. This needs to be updated with respect to the overall traffic situation. This study should include an analysis of all the proposed curb cut locations and how they will operate given the location of existing Inkster Road curb cuts. This is of particular concern for the proposed northern curb cut as it is only +/- 290' south of Cheswick Drive and this may present issues. Note that the appropriate acceleration and deceleration tapers will be required on Inkster Road for all three curb cuts. In addition, with the internal private road systems, verification of a 50' turning radii to allow for proper large vehicles and emergency access must be confirmed at all corners.

At the north end of the site a stub road is identified with a grass paver access for fire vehicles to Cheswick. This is not acceptable. A full operational approach to Cheswick must be provided. This Cheswick connection removes the need for a 50' turning radius and a cul de sac in the area and provides secondary access for the entire 51 units in this

residential section of development. One non emergency access for this many units is not acceptable.

4. Public sidewalk installation will be required along the entire Inkster Road frontage. This walk shall be placed such that the west walk line shall be one foot east of the ultimate 60-foot right-of-way.

For that portion of the 12 Mile Road frontage that does not have sidewalk (between Danvers Dr. and 27600 12 Mile Road.) it shall also be placed one foot south of the ultimate 60-foot right-of-way including across the frontage of what is identified as being an excluded parcel of 1.09 acres and it shall tie into the driveway for 2700 12 Mile Road.

5. With reference to this excluded 1.09 acres, we note that it cannot be orphaned from this PUD. A curb cut access to 12 Mile Road needs to be identified at this time. It is recommended that this excluded parcel enter into an agreement with the property to the east to allow for a future shared access. This can be triggered when any future development at 27600 12 Mile Road occurs.
6. Storm water detention is required in accordance with City of Farmington Hills Engineering Standards. The plans identify a pond with a forebay at the southwest portion of the site. Detailed calculations must be provided supporting the design. These will be reviewed during Engineering construction review.

Also, we note that for the northern section of the proposed development a portion of the site is proposed to drain into an existing detention system. The appropriate calculations must be provided substantiating adequate volume and discharge is available. Storm water quality for this section must be addressed. In addition, proper legal rights and easements to utilize this system will be necessary. The entire basin must be as-built, cleaned out and the volume discharge confirmed to be adequate.

7. The edge of this site at the west end and south end is within the 100-year floodplain. Any involvement with the 100-year floodplain will require a permit from EGLE.
8. The ultimate right-of-way on Inkster Road is 120 feet. This includes 60 feet from the center of the section line both east and west of it. It is suggested that the proponent dedicate the ultimate 60-foot right-of-way on Inkster Road for that portion west of the section line.

For 12 Mile Road, it is unclear whether the 60-foot right-of-way on 12 Mile Road exists. Again, this would be 60 feet from the section line northward.

This needs to be confirmed, otherwise the City suggests that this also be dedicated to the City at this time.

9. We recommend that all engineering items be specifically addressed in the City PUD agreement before it is considered by City Council.
10. Proper financial guarantees must be provided to assure that if this PUD is phased the remaining deferred or unbuilt section will not be abandoned or orphaned.
11. It is suggested that the proponent and their engineer set up a virtual meeting such as zoom or teams be set up to discuss this site in further detail.



INTEROFFICE CORRESPONDENCE

DATE: March 6, 2023

TO: Planning Commission

FROM: Jason Baloga, Fire Marshal

SUBJECT: Amended PUD 2-2021/Site Plan 59-5-2022 (Sarah Fisher Mixed Use Campus)

The Fire Department has no objection to the qualification of this proposed project; however, the Planning Department should consider the impact of senior living facilities as they relate to Fire Department operations. A recent study of senior care facilities in Farmington Hills has found an average of one (1) medical incident per year, per bed; therefore, by using this average, this project will increase the Fire Department's run volume by the number of beds proposed in this facility.

1. Multiple street obstructions have been proposed. The Fire Department and Engineering will not accept break-away bollards.
2. In this version of the plan, secondary access has been reduced to only one (1) access point for the residential portion of this project. Chapter 12-11 (1) [c] of the City Code does not appear to be met. The Fire Department and Engineering do not consider brick pavers as an adequate road for access; Chapter 12-11 (1) [a]. With this consideration, the Fire Department would not be able to adequately provide service during an emergency at this location.
3. Specific gate detail shall be provided to the Fire Department and Engineering for review and approval for all gates proposed.
4. The City of Farmington Hills and the Fire Department shall not be responsible for any damage which occurs to the gate.
5. Hydrants shall be installed according to Chapter 12 Section 12-11 (2) of the City Code, as noted on the proposed plans.
 - a. Watermain shall be looped according to Engineering specifications to ensure adequate water supply.
6. Site shall be designed to accommodate fire apparatus with a 50' turning radius. Plans appear to be close and will be verified during Engineering review/field inspections.
7. The building suppression and alarm system shall be installed in accordance with State and Local Codes where applicable.
8. Site shall meet flow test requirements as stated in the Fire Prevention Ordinance.

9. If a fire pump is required, a diesel pump or on-site generator shall be provided; DTE is not considered a reliable power source.
10. The Fire Department Connection (FDC) shall be a 5" Storz connection with a 30° downturn. FDC shall be located within 150' of a hydrant. Landscaping/parking shall not block FDC; the FDC location shall be approved by the Fire Department.
11. Emergency Responder Radio Coverage shall be required if determined that signal strength is not adequate.
12. The minimum clearance between the finished roadway surface and any overhead obstruction shall be 13'6".
13. In multiple story buildings, provide floor control valves with water-flow and tamper switches for each floor that are accessed without a ladder.
14. Egress from courtyards shall be maintained according to International Fire Code and Michigan Building Code requirements.
15. Solar Array Shall meet International Fire Code and National Electric Code requirements.
16. No parking fire lane signs shall be posted and strictly enforced.
17. The building shall be properly maintained and in accordance with Fire Prevention Code requirements.
18. Proponent may find it beneficial to provide residential sprinklers in residential homes to increase safety and increase public benefit.



Jason Baloga, Fire Marshal



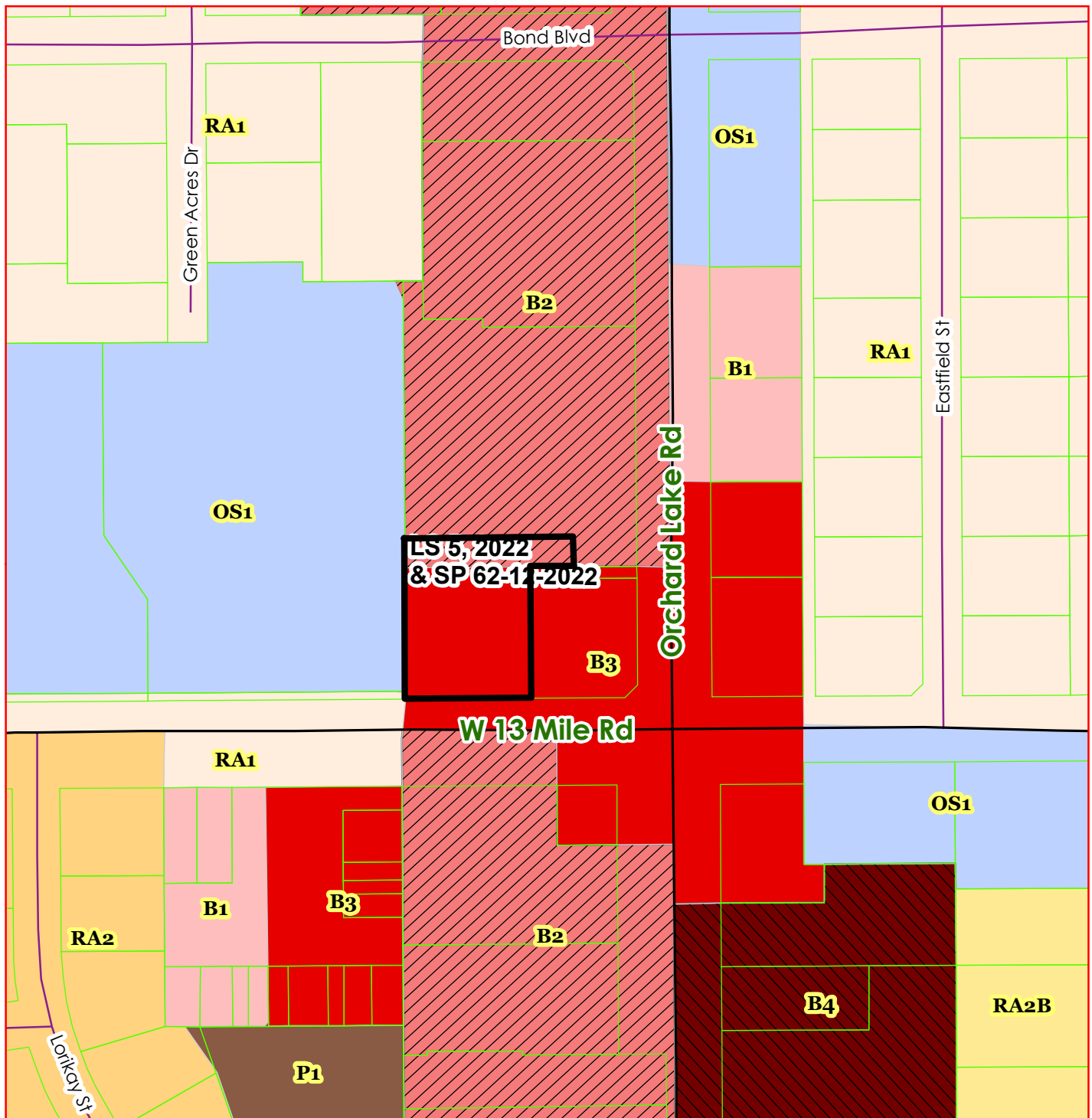
SANITARY SEWER BASIS OF DESIGN:		
(Unit Factors Based on Oakland County Unit Assignment Factors)		
Sarah Fisher		
ULTIMATE DESIGN		
Single Family		
Number of Lots		51.0
REU (1.0 Per Dwelling)		51.0
Assisted Living		
Number of Beds		100.0
REU (1.0 Per Dwelling)		39.0
Total REUs		90.0
People / REU		3.5
Population (P)		315 People
Average Flow (100 GPCPD)		31,500 G.P.D.
		0.049 C.F.S.
P (1000s)		0.315
Peaking Factor (PF)		4.07
$PF = (18 + \sqrt{P}) / (4 + \sqrt{P})$		
Peak Flow (G.D.P.)		128,184 G.P.D.
Peak Flow (C.F.S.)		0.198 C.F.S.
8" Pipe Capacity Provided		0.906 C.F.S.

WATER MAIN BASIS OF DESIGN: (Unit Factors Based on Oakland County Unit Assignment Factors)		
Sarah Fisher		
ULTIMATE DESIGN		
Single Family		
Number of Lots	51.0	
REU (1.0 Per Dwelling)	51.0	
Assisted Living		
Number of Beds	100.0	
REU (1.0 Per Dwelling)	39.0	
Total REUs	90.0	
People / REU	3.5	
	315 People	
Average Flow (150 GPCPD)	47,250 G.P.D.	
	0.073 C.F.S.	
	0.047 M.G.D.	
Design Max. Flow = (2*avg)	94,500 G.P.D.	
	0.146 C.F.S.	
	0.095 M.G.D.	

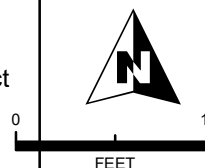


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Lot Split 5, 2022 & Site Plan 62-12-2022
Part of 29555 Orchard Lake Rd, 03-477-058
Split into 2 lots and construction of a drive-in restaurant
in a B-2 & B-3



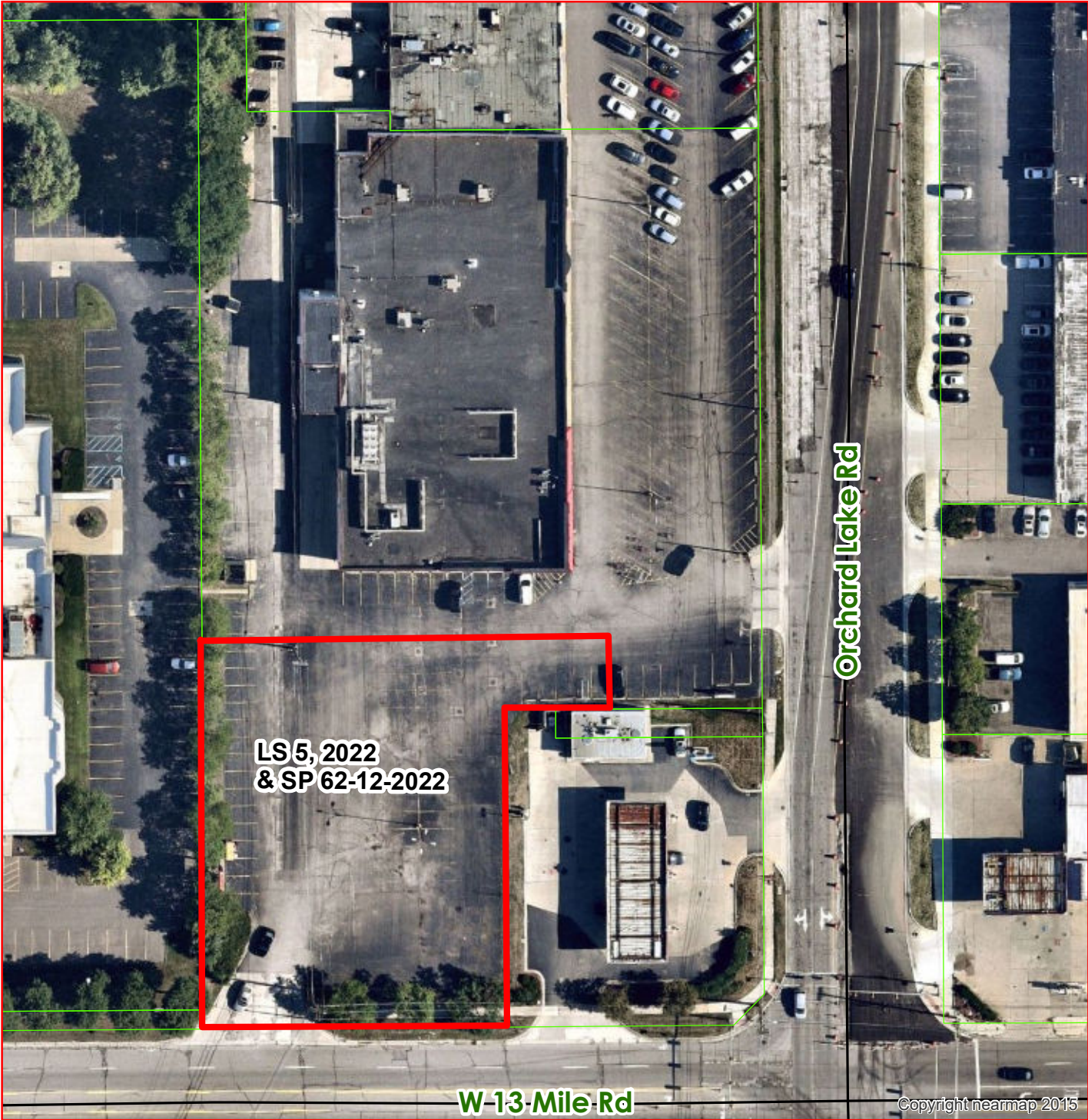
- | | |
|---------------------------------|---------------------------------------|
| Tax parcel | B-4 Planned General Business District |
| Minor roads | OS-1 Office Service District |
| Zoning Districts | P-1 Vehicular Parking District |
| Zoning Districts | RA-1 One Family Residential District |
| B-1 Local Business District | RA-2 One Family Residential District |
| B-2 Community Business District | RA-2B One Family Residential District |
| B-3 General Business District | |



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.

Lot Split 5, 2022 & Site Plan 62-12-2022
Part of 29555 Orchard Lake Rd, 03-477-058
Split into 2 lots and construction of a drive-in restaurant
in a B-2 & B-3

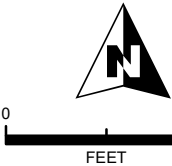


Planning Division



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.



□ Tax parcel

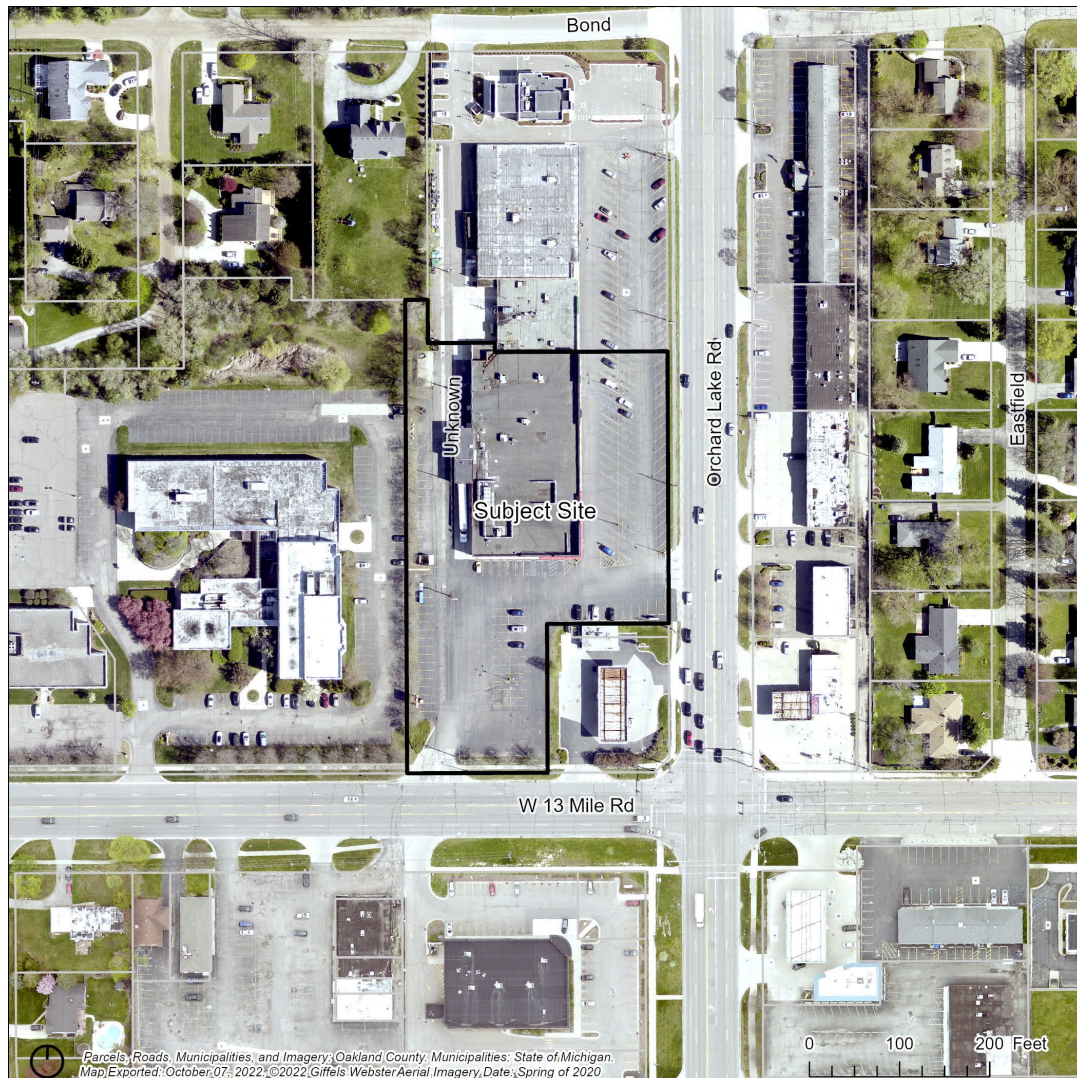
January 10, 2023

Farmington Hills Planning and Community Development Department
31555 W 11 Mile Rd
Farmington Hills, MI 48336

Lot Split Review

Case: Lot Split 6, 2022
Site: 29555 Orchard Lake Rd (Parcel ID 23-03-477-058)
Applicant: Steve Kolber
Plan Date: 9/12/2022, revised 12/19/2022
Zoning: B-2 and B-3

We have completed a review of the application for a lot split referenced above and a summary of our findings is below. Items in **bold** require specific action by the Applicant. Items in *italics* can be addressed administratively.



SUMMARY OF FINDINGS

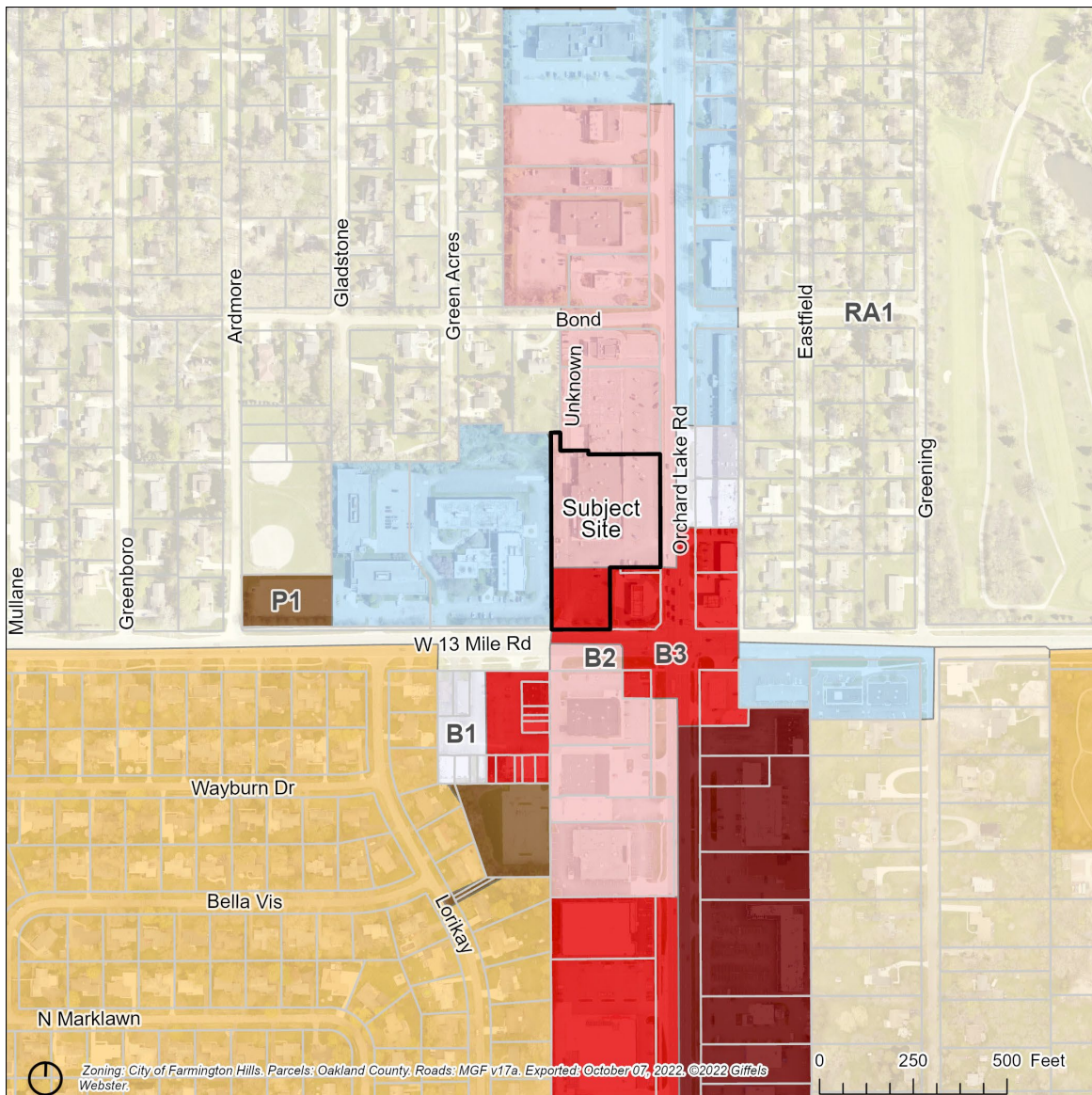
Summary of Proposal

1. **Summary of proposed split.** The applicant is seeking final lot split approval. The split will result in two parcels:

Parcel	Frontage	Size
Parcel 1	156 ft on 13 Mile Rd	0.77 acres
Parcel 2	301.6 ft on Orchard Lake Rd	1.89 acres

Existing Conditions

1. **Zoning.** The total site is 2.66 acres and zoned a mix of B-2 Community Business and B-3 General Business. The portion to be split is zoned primarily B-3, with a small strip of B-2 land at the north.



2. **Existing site.** The property is developed with a single-story, 27,679-square-foot, multi-tenant shopping center. The portion to be split is only developed for parking. The property is accessed from both 13 Mile Rd and Orchard Lake Road.

3. **Adjacent Properties.**

Direction	Zoning	Land Use
North	B-2 Community Business	Commercial
East	B-1/B-3	Commercial
South	B-2/B-3	Commercial
West	OS-1 Office Service	Office

Site Plan & Use:

1. **Site configuration and access.** At present, the site is accessed from Orchard Lake Road by a single driveway, and a second driveway off 13 Mile Road. The site can also be entered from the north, both via the parking lot along Orchard Lake and the alley on the west side of the building. After the split, Parcel 1 would be accessed directly from 13 Mile, and Parcel 2 would be accessed directly from Orchard Lake. The new property line would pass through the existing paved area south of GFS marketplace.
2. **Dimensional standards of the B2 and B-3 districts (34-3.1.24 & 25).** Generally, it appears that the dimensional standards of the B-2 and B-3 districts will be met by existing development. The zoning district line does not appear to directly follow the new property line, so a small stripe of Parcel 1 will have B-2 zoning. However, both the B-2 and B-3 districts require a 20-foot rear setback, so this does not appear to affect the dimensional standards that apply to the lot.

Standard	B-2	B-3	Proposed - 1
Min Lot Size	N/A	N/A	0.77 acres/1.89 acres
Min Lot Width	N/A	N/A	156 ft/301. ft
Depth-to-width ratio	4:1	4:1	Both compliant
Standards for Parcel 1 (B-3 standards apply)			
Front Setback (south)		25 ft	No existing buildings
Side Setback (east)		10 ft	No existing buildings
Side Setback (west)		10 ft	No existing buildings
Rear Setback (north)		20 ft	No existing buildings
Standards for Parcel 2 (B-2 standards apply)			
Front Setback (east)	75 ft		104.1 ft (existing)
Side Setback (north)	20 ft		0 ft (existing) *
Side Setback (south)	20 ft		Approx. 38.3 ft (new) **
Rear Setback (west)	20 ft		50.5 ft (existing)

*This condition will not be changed or exacerbated by the split.

****The applicant should provide the actual precise setback from the existing building to the proposed property line to verify that this setback is met.**

3. **Cross-Access.** Given that the new property line runs through a paved maneuvering lane, and that vehicles using certain spaces on Parcel 2 will likely need to travel on portions of Parcel 1 and vice versa, *ensuring blanket cross-access over the two sites via easement agreements is important to the continued safe operation of both sites.*

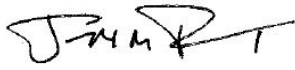
4. **Parking.** The portion of this property proposed to be split off as Parcel 1 is partially striped for parking at present. The applicant has provided gross and usable floor area figures for the existing building on Parcel 2 (see table below). The split will cause Parcel 2 to drop below the requirement for spaces. The applicant proposes to address this with a shared parking agreement and has provided peak hour information in a narrative response to earlier reviews. **The Planning Commission should review this information and consider whether the shared parking arrangement satisfies the intent of the ordinance with regard to parking on both sites.**

Requirement	Square Footage	# Spaces
1 space per 150 sq ft usable floor area for first 15,000 sq ft	27,679 gross sq ft x 0.8 = 16,607 usable sq ft	83 spaces provided on Parcel 2 Full parent parcel has total 127 spaces at present.
1 space per 150 sq ft usable floor area for 15,000 sq ft – 100,000 sq ft	15,000/150 = 100 spaces 1,607/175 = 9 spaces Total requirement = 109 spaces	
		New parcel will have 31 spaces (30 required for site plan pending approval)

5. **Subdivision of Land Ordinance §27-110(2)(e), Compatibility with Existing Parcels.** In order to assure that the public health, safety, and welfare will be served by the permission of any partition or division of land the planning commission's review shall be in accordance with the following standards:
- If any parcel does not meet zoning ordinance requirements, the request shall be denied by the planning commission. *See note above regarding parking; otherwise compliant.*
 - Any partition or division shall be of such location, size and character that, in general, it will be compatible with the existing development in the area in which it is situated. *The existing development on the site will not change.*
 - The planning commission shall give consideration to the following:
 - The conformity of the resultant parcels with zoning ordinance standards and the creation of parcels compatible with surrounding lands as to area, width, and width-to-depth ratio. *Outside of the parking question above, the configuration of the parcels, facing the nearest roads, is broadly in line with other properties in the area, and zoning ordinance dimensional standards appear to be met or are able to be met.*
 - The orientation of the yards of proposed parcels in relationship to the yards of surrounding parcels in order to avoid incompatible relationships, such as but not limited to, front yards to rear yards. *In general, the split creates single-frontage parcels that are consistent with surrounding development.*
 - The impact of any existing flood plains, wetlands, topography, or other natural features and physical conditions on the resulting parcels so that such parcels are compatible with other surrounding lands in terms of buildable area. *The site is not impacted by any natural features.*
 - The relationship of the front, side, and rear yards to the yards and orientation of buildings on other existing and potential parcels. This shall include the probable orientation of buildings on the parcels resulting from the proposed division or partition. *As noted above, existing development will not change, and a building on Parcel 1 would be oriented toward 13 Mile Rd, consistent with nearby properties.*

We are available to answer questions.

Respectfully,
Giffels Webster

A handwritten signature in black ink, appearing to read "J. Tangari", with a stylized flourish at the end.

Joe Tangari, AICP
Principal Planner

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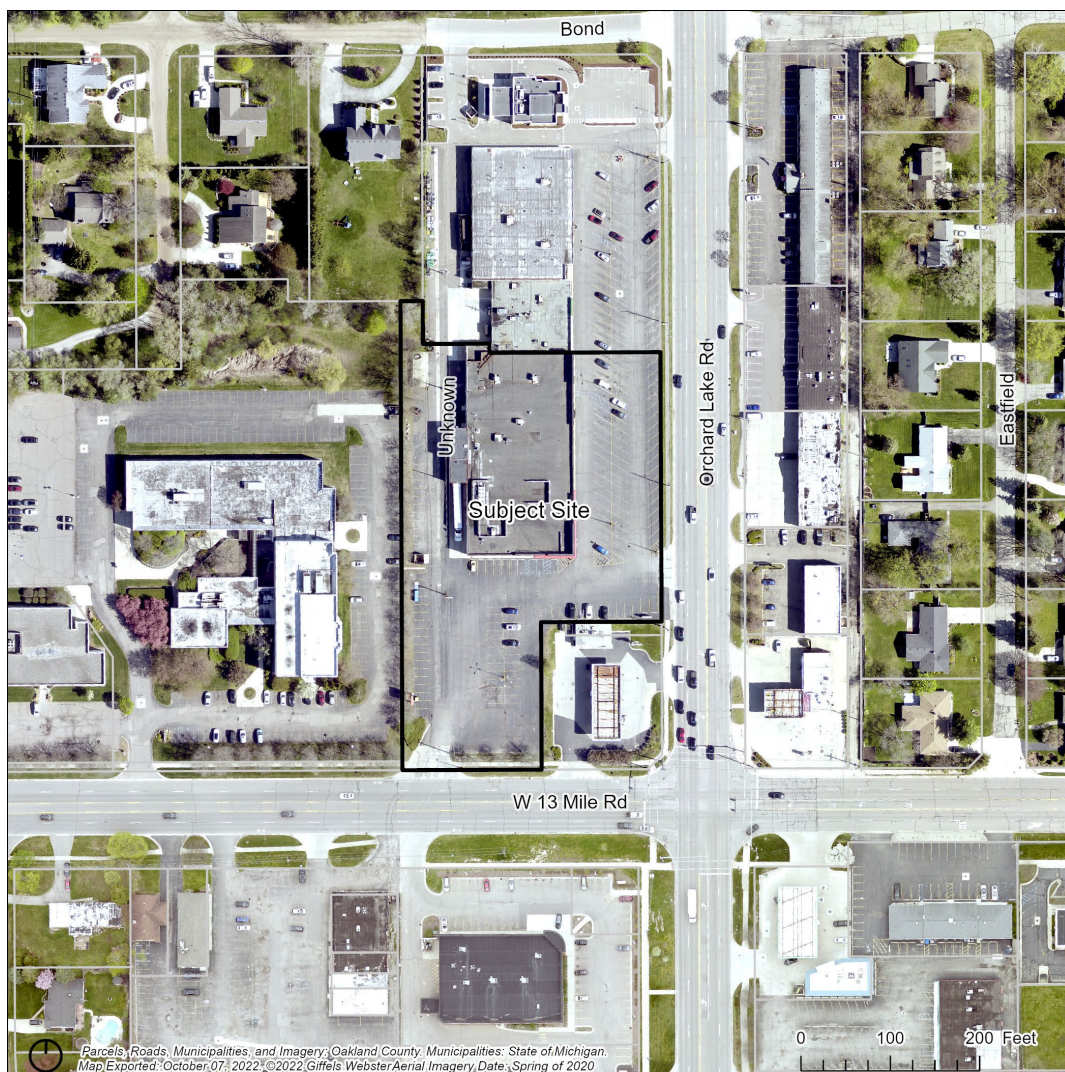
March 8, 2023

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

Site Plan Review

Case: SP 62-12-2022
Site: 29555 Orchard Lake (23-03-477-058)
Applicant: Steve Kolber
Plan Date: 11/22/2022, revised 2/21/2023
Zoning: B-3 General Business (small amount of B-2 at north end)

We have completed a review of the application for site plan approval and a summary of our findings is below. Items in **bold** require specific action. Items in *italics* can be addressed administratively.



SUMMARY OF FINDINGS

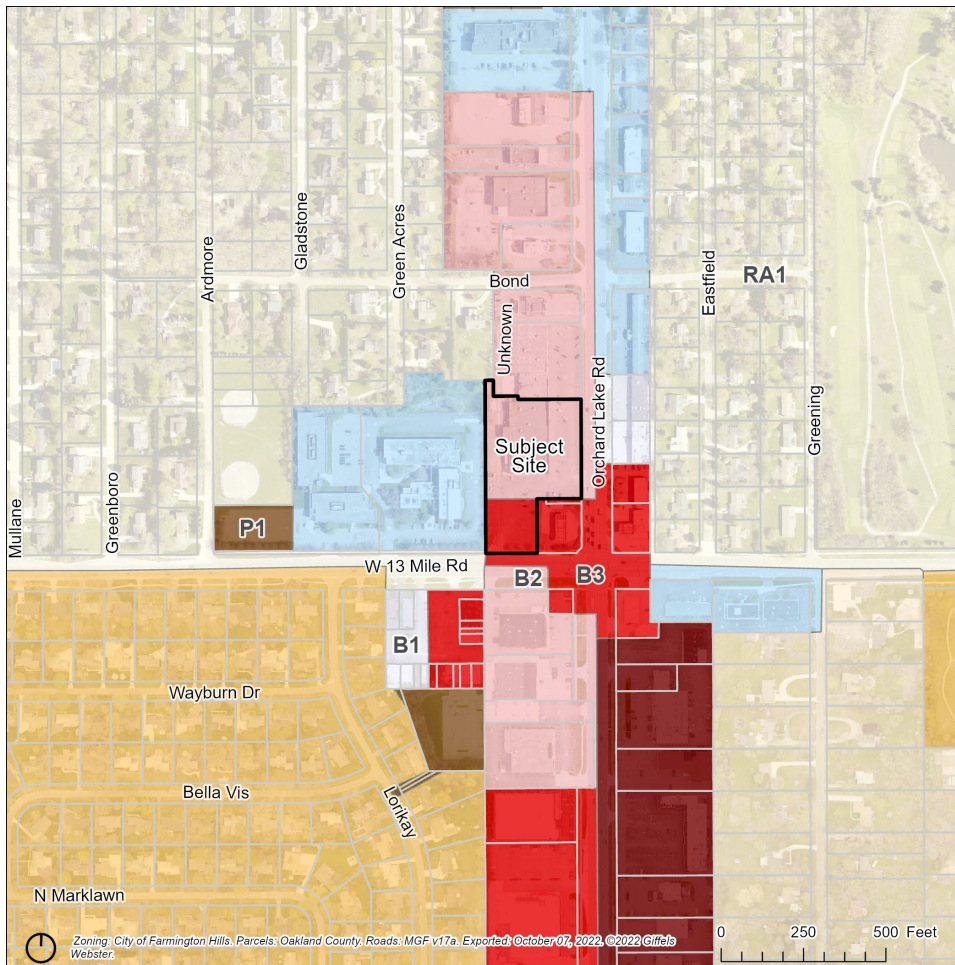
Summary of Proposal. The applicant proposes to construct a new drive-thru restaurant on an existing parking lot.

Summary of Issues.

- The applicant has submitted a lot split request concurrently with this site plan to split the 0.77 acres in question from the larger shopping center to the north. This plan's approval is pending agreement with the applicant's approach to resolving the parking nonconformity created by the split.
- The plan is informationally deficient. See note at end of letter for a full list of missing elements.

Existing Conditions

1. **Zoning.** The property in question, which at present is part of the larger shopping center property, is primarily zoned B-3 General Business, with a small strip of B-2 zoning comprising the northern 37 and a half feet of the of the property.



2. **Existing site.** The site is currently developed with a parking lot. This parking lot is continuous with the parking lot of the shopping center to the north.

3. **Adjacent properties.**

Direction	Zoning	Land Use
North	B-2	Commercial
South	B-2	Commercial
East	B-3	Commercial
West	OS-1	Medical Office

4. **Site configuration and access.** The site is accessed via the larger shopping center parking lot and from 13 Mile Rd. The plan would preserve this basic arrangement, though the cross-access will be less open and more channelized. The plans show the drive-thru queue wrapping around the building.

Site Plan & Use:

- Use.** A drive-in restaurant is a principally permitted use in the B-3 district, subject to PC approval and the standards of Section 4.35 (see below).
- Dimensional Standards (B-3 district).** See footnotes after the table for remarks on compliance issues.

Item	Required	Proposed/Comments
Standards of Sec. 34-3.1.25.E		
Min. lot size	None specified	0.77 acres
Min. lot width	None specified	156 ft
Front Setback (south)	25 ft	62 ft, 3 in
Rear Setback (north)	20 ft	46 ft, 1 in
Side Setback (east)	25 ft	54 ft, 10.5 in
Side Setback (west)	10 ft	67 ft, 8 in
Building Height	50 feet	22 feet
Front Yard Open Space	50%	Not provided , appears compliant
Other dimensional standards		
Yard landscaping (34-3.5.2.A)	For all uses except one-family detached residential units, landscaping of all yards abutting a street shall be provided	See landscaping comments below.
Minimum parking setback (34-3.5.2.J)	10 feet	16 ft, 4 in
Loading space (34-3.5.2.N)	10 feet of loading space per front foot of building = 440 sq ft	448 sq ft
Rooftop equipment (34-3.5.2.U.)	Rooftop equipment shall be screened in accordance with Section 34-5.17.	Parapet screens equipment
Landscape area abutting street or freeway (34-3.5.2.V.)	A landscaped area not less than ten (10) feet deep	16 ft, 4 in wide; compliant

3. **Dumpster (34-5.1.2.D).**

Item	Required	Proposed/Comments
Location	Rear yard or interior side yard	The dumpster enclosure is compliant.
Screening	Permanent building wall or earth mound not less than 6 feet or 1 foot above the enclosed dumpster whichever is greater	
Setback	20 feet from any residential property	

4. **Mechanical Equipment (34-5.1.4.D).** The plan does not address mechanical equipment; rooftop equipment is screened with a parapet.

5. **Minimum parking (34-5.2.11.C.i/x).**

Requirement	Calculations	Provided
x. drive-in restaurant: One (1) space per 30 sq ft of usable floor area	1,780 gross sq ft Usable floor area = 874 sq ft/30 = 29 spaces *	31 spaces
Drive-thru stacking: 10 spaces, min five before ordering station	Stacking: 10 spaces	Stacking: 10 spaces, 5 before station
Barrier-Free Spaces	1 space	2 spaces

* Plan says 30, but we round down in this case.

6. **Off-street parking dimensions (34-5.3.3.A & B.).**

Item	Required	Proposed/Comments
Maneuvering lane width (90-degree spaces)	20 ft.	25.5 ft
Maneuvering lane width (45-degree spaces)	12 ft	13 ft
Parking space width (90-degree spaces)	9 ft.	9 ft
Parking space width (90-degree spaces)	8.5 ft	8.5 ft
Parking space length	20 ft. for minimum required (May include a maximum two-foot unobstructed vehicle overhang area at the front of the parking space.) 17 ft. for additional parking (May include a maximum one-foot unobstructed vehicle overhang area at the front of the parking space)	20 ft

7. **Acceleration-Deceleration-Passing Lanes (34-5.6.2.)** Driveways providing ingress and egress to all three-lane paved major or secondary thoroughfares shall be provided with paved acceleration and deceleration lanes. If in the opinion of the director of public services no useful purpose would be served or if unusual difficulty would be encountered by reason of grade changes, intersections,

bridges, or other land restrictions, the director may waive or modify the requirements of this section.
We defer to engineering to address this issue.

8. **Standards for drive-in restaurants in the B-3 district.** Per Section 34-4.35, drive-in restaurants in the B-3 district shall meet the following standards:

1. In the B-3 district:
 - A. Drive-in restaurants shall provide a building setback of at least sixty (60) feet from any street right-of-way. Signs and other structures shall provide setbacks required in Section 34-3.1.
The front setback exceeds 60 feet.
 - B. No space set aside for the stacking of vehicles waiting to be served from a drive-in window shall be closer than thirty-five (35) feet to any adjacent residential zoning lot, except when such lot is occupied by use other than residential. *The site does not abut any residential lots.*
 - C. The zoning lot occupied by such use shall not abut an RA district unless the district is separated from the lot by a major or secondary thoroughfare. *The site does not abut any residential lots.*
2. In the B-3 and LI-1 districts, vehicular access drives to a drive-in restaurant shall be located at least sixty (60) feet from the right-of-way of any intersecting street. *This standard is met.*

9. **Circulation.** Circulation occurs both from 13 Mile Road and from the site to the north. Signage and/or pavement markings will be important to direct vehicles into the counter-clockwise flow around the building. An island has been added around the utility pole at the north end of the site—given that only 12 feet of space is left between this and the striped area to the west, it may be more practical to simply make this island part of a larger curb extension from the planting strip along the western property line.

10. **Corner Clearance (34-5.10).** **Corner clearance is not addressed.**

11. **Landscaping.**

Item	Required			Proposed/Comments
Minimum distance from the property line (34-5.14.C.ii)	4 ft from the property line for trees and large shrubs			Not provided ; some trees existing; appears to be met for new plantings
Minimum parking lot island area	Minimum of 180 square feet; 3 feet minimum radius at the trunk of the tree			The two islands shown with trees south of the building are 130 square feet each; the island north of the building is 150.75 sq ft.
Cost estimate	Not required			--
Minimum size and spacing requirements (34-5.14.F)	Size	Center to center distance (max)		
	(Height/width)	groupings	rows	
• Evergreen Trees	8 ft. height	20 ft.	12 ft.	--
• Narrow Evergreen Trees	5 ft. height	10 ft.	5 ft.	--
• Large Shrubs	30 in. height	10 ft.	5 ft.	--

Item	Required			Proposed/Comments
• Small Shrubs	24 in. width	4 ft.	4 ft.	--
• Large Deciduous	3 in. caliper	30 ft.	-	2.5 inches
• Small deciduous trees	2 in. caliper	15 ft.	-	--
• Hedge shrubs	24 in. height	3 ft.	3 ft.	Standard is met
Canopy Trees	Shall be large deciduous. PC may permit large evergreens			Standard is met
Minimum number of parking lot trees (34-5.14.4.C)	1 per every 2,800 square feet of paved surface area: 24,723 sq ft of paved area = 9 required trees.			New trees not provided; applicant cites 12 existing trees on western property line as meeting this requirement; PC must agree that these trees fulfill this role.
Parking lot screening from public thoroughfare (34-5.14.5)	A planted hedge of small shrubs, or A masonry wall or berm 2 feet high			The hedge is now shown along 13 Mile Rd
Wall or Berm (34-5.15)	Required when abutting a residential district. (See 34-5.15)			Not required
Tree replacement (34-5.18)	Per the PUD, 35% of ordinance requirement			Trees previously shown to be removed are now shown as retained; the location of protective fencing is not shown on the plan.

12. **Tree Replacement (34-5.18).** No tree survey was provided—the applicant is not proposing to remove any existing trees.

13. **Lighting (Section 34-5.16).** **Cut sheets must be provided to verify that all fixtures meet the cut-off standards of the ordinance.** Proposed fixtures are all building-mounted.

- **Operation hours (34-5.16.3.B.v.).** **The photometric plan does not include the required notes of this subsection.**
- **Illumination Levels**

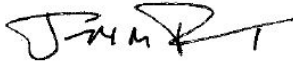
Item	Required	Proposed/Comments
Maximum height (34-5.16.3.A.)	30 feet maximum	Mounting height not provided, building-mounted fixtures would meet this standard
Building Lighting (34-5.16.3.A. iii.)	Relevant building elevation drawings showing all fixtures and the portions of the walls to be illuminated	Not shown on elevations
Average to minimum illumination ratio (34-5.16.3.C)	4:1	No value provided
Maximum illumination at the property line	0.3 fc	0.0 fc

Item	Required	Proposed/Comments
Illumination Levels- Hardscape areas (e.g., parking areas, sidewalks)	Max. 2.5 lumens per sq ft of hardscape area	Not provided
Illumination Levels Building Entrances – within 20 ft of door	Max. 2,000 lumens per door	Not provided

14. **Pedestrian Connection (Sec. 34-5.19).** A pedestrian connection to the 13 Mile sidewalk is shown on the plan, with a crosswalk leading to the striped area between ADA spaces.
15. **Signs.** Signs are approved under a separate application.
16. **Site Plan Issues.** The site plan is informationally deficient and must be updated to provide the following:
- Front yard open space calculation
 - Topography
 - Preliminary grading
 - Preliminary utilities
 - Corner clearance triangles
 - Required photometric plan notes
 - Lighting cut sheets
 - Revised photometric plan with avg/min ratio for lighted areas
 - Zoning of this and surrounding sites is not labeled
 - Percentages are incorrectly presented on Sheet T1.0 (i.e. pavement is 73% of the site, not 0.73%)

We are available to answer questions.

Respectfully,
Giffels Webster



Joe Tangari, AICP
Principal Planner



INTEROFFICE CORRESPONDENCE

DATE: March 8, 2023
TO: Planning Commission
FROM: James Cubera, Engineering 
SUBJECT: Revised Lot Split 5-2022, 29555 Orchard Lake Road, Sidwell #: 22-23-03-477-058

This office has performed a preliminary review of the above referenced lot split submitted to the Planning Department on February 22, 2023. The plan must meet the requirements of Section 27 of the City Code (Ordinance C11-99) which became effective on January 3, 2000. Note that under section 27-121-2C-1, a signed approval of the Engineering Department indicating compliance of section 27-110, Paragraph 2 (H) is necessary. With this in mind, our preliminary comments are as follows:

1. This proposed lot split is very similar to Lot Split 5-2016 on the same parent parcel. It never materialized, however our comments are similar. It also appears to be the same plan that was submitted on December 19, 2022.
2. A 12 inch water main exists along the east side of Orchard Lake Road. It is available for service. In addition, there appears to be a private 4 inch water main off of 13 Mile Road. This cannot be used. The proponent will be obligated to tie into the 24 inch water main on the south side of 13 Mile and to extend an 8 inch public water main through parcel 2 and loop it into the 8 inch water main located west of the main building located on Orchard Lake Road. This existing water main is approximately 200 feet north of the proposed northwest corner of proposed resultant parcel 1 property line.
3. A 12 inch sanitary sewer exists along the west property line of the parent parcel approximately 200 feet north of the northwest property corner of proposed parcel 1 line. This public sanitary sewer must be extended a minimum of 10 feet south of the north property of parcel 1 as part of this split.
4. A 5 foot wide sidewalk currently exists on 13 Mile Road and a sidewalk/bike path currently exists on Orchard Lake Road. Therefore, no additional sidewalk requirements will be in effect.
5. With parcel 1 being split from the parent parcel, access rights to 13 Mile Road as well as Orchard Lake Road should be provided to allow both parcel 1 and 2 ingress and egress to both. In addition it is suggested that access rights be allowed to 29509 West 13 Mile Road to allow the ingress and egress to utilize the West 13 Mile Road and the Orchard Lake Road curb cut.

6. The ultimate right of way on 13 Mile Road extends 60 feet from the section line and it also extends 60 feet west of the section line of Orchard Lake Road. The proponent will be obligated to dedicate an additional 10 feet of right of way on 13 Mile Road and an additional 27 feet of right of way on Orchard Lake Road.
7. It is suggested that the proponent and their engineer set up a virtual meeting via zoom or teams to discuss this site in further detail.



INTEROFFICE CORRESPONDENCE

DATE: March 8, 2023
TO: Planning Commission
FROM: James Cubera, Engineering 
SUBJECT: 29555 Orchard Lake Road
Multi-Tenant Dunkin Donuts Building at 13 Mile West of Orchard Lake Road
PJ #03-22-76
SP #62-12-2022
Sidwell #: 22-23-03-477-058

This office has performed a preliminary review of the above referenced site plan submitted to the Planning Department on February 22, 2023. Our preliminary comments are as follows:

1. The plan is deficient with no topographical information regarding elevations, utilities, and easements of record. This information needs to be provided in order to provide a more detailed and proper review.
2. Public water main must be provided as part of this development and the lot split that precedes it. With this in mind we note that there is a 24 inch water main on the south side of 13 Mile Road across the frontage of the site that is available for public extension. Also, we note there is an 8 inch water main behind the building of 29555 Orchard Lake Road. A new onsite 8 inch water main must loop this 24 inch and 8 inch line together as part of this development of this multi-tenant Dunkin Donut building and lot split. It should also be noted that there is an existing 4 inch private line that is not available for use in the general area.
3. An 10 inch sanitary sewer line with a junction manhole exists approximately 200 feet north of the northwest property corner of this new site (formerly parcel 1) along the west side of 29555 Orchard Lake Road. It is available for service. The proponent will be obligated to extend public sewer from this line to at least 10 feet south of the north property line. If this sewer does not provide appropriate depth, the proponent needs to explore the 10 inch sanitary sewer on the east side of Orchard Lake Road.
4. A 5 foot wide sidewalk currently exists on 13 Mile Road and a sidewalk/bike path currently exists on Orchard Lake Road. Therefore, no additional sidewalk requirements will be in effect.

5. The plan identifies a revised curb cut to 13 Mile Rd such that it is 24' wide and perpendicular to 13 Mile Rd. This is acceptable. The proponent will be obligated to also provide a traffic study addressing the need for accel and decel tapers. The study must also address the stacking of vehicles at the drive thru for this site. It must identify if other adjustments or improvements will be warranted. Similarly, the traffic study must address the overall internal traffic pattern with this site and the parent parcel.
6. Storm water detention in the amount of 2 inches over of the gross area of this site must be provided for. This must be addressed. In addition, a defined storm water outlet must be provided.
7. Storm water quality improvements will be required in accordance to City of Farmington Hills Engineering standards. The proponent needs to identify the measures that will be utilized. Any questions regarding city standards of storm water quality can be referred to Tyler Sonoga at 248-871-2533.
8. As previously mentioned in the memo regarding the lot split, the ultimate 60 foot right-of-way on 13 Mile Road and Orchard Lake Road is necessary for dedication as part of the lot split. The plan needs to show this right-of-way line for both frontages of the parent parcel and the plan also needs to revise the design with these dedications taken into account.
9. It is suggested the proponent provide an access easement and revise the site to allow for access and connectivity to the gas station east of the site that being 29509 Orchard Lake Road.
10. It is suggested the proponent set up a zoom or teams meeting to discuss the site in further detail.



INTEROFFICE CORRESPONDENCE

DATE: March 6, 2023
TO: Planning Commission
FROM: Jason Baloga, Fire Marshal
SUBJECT: Site Plan 62-12-2022/ Lot Split 5-2022 (29555 Orchard Lake)

The Fire Department will have no objection to approval of this site plan once the following has been addressed:

1. Hydrant coverage does not appear to be adequate according to Chapter 12 Section 12-11(2) of the City Code.

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

Jason Baloga, Fire Marshal

JB/al

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**RECIPROCAL AND NON-EXCLUSIVE DRIVEWAY ACCESS AND SHARED
PARKING EASEMENT AGREEMENT**

THIS NONEXCLUSIVE DRIVEWAY ACCESS AND SHARED PARKING EASEMENT AGREEMENT is made this _____ day of _____, 2023, by and between **HIMALOY, LLC**, a Michigan limited liability company, hereinafter referred to as "Himaloy," and **OM FARMINGTON HILLS DONUTS, LLC**, a Michigan limited liability company, hereinafter referred to as "OM." Himaloy and OM are together hereinafter referred to as the "Parties."

1. At the closing of a certain Purchase and Sale Agreement executed by and between the Parties (with Himaloy as Seller and OM as Purchaser), OM will become the fee simple owner of a certain parcel of land hereinafter referred to as the "OM Parcel." The OM Parcel is a land division of the Southern portion of the Himaloy parcel and is legally described on the attached **Exhibit A**.

2. Himaloy is the fee simple owner of a certain parcel of land hereinafter referred to as the "Himaloy Parcel," and which parcel is the shopping development known as Orchard Commons. The Himaloy Parcel is legally described on the attached **Exhibit B**.

3. The Himaloy Parcel and the OM Parcel are adjoining parcels.

4. OM has agreed to and hereby grants to Himaloy, its successors and assigns, a perpetual, nonexclusive access easement over and across the portion of the OM Parcel which is easement is legally described on **Exhibit C**, and approximately shown on **Exhibit D** (hereinafter referred to as the "Easement Area") in order to permit the ingress and egress of persons and vehicles, between the OM Parcel and Himaloy Parcel from Thirteen Mile Road, which access currently exists and will continue for the purpose of serving both the customers and invitees of the OM parcel and the Himaloy parcel.

5. Himaloy has agreed to and hereby grants to OM a perpetual, nonexclusive access easement to serve the customers and invitees of the business of OM over and across the paved portion of the Himaloy Parcel in order to permit the ingress and egress of persons and

vehicles, between the Himaloy Parcel and OM Parcel from Orchard Lake Road. Such easement is not specifically defined, however shall allow normal traffic flow of the customers of OM to cross the Himaloy parcel in order to access the business of OM from Orchard Lake Road. Such parking shall be for employees and customers of the businesses, and not for long-term parking or storage of any kind.

6. Parties have agreed to, and hereby grant each other perpetual, nonexclusive shared parking between the OM Parcel and the Himaloy Parcel, provided however, that the use of such parking by OM staff and customers shall not interfere with the movement of trucks transferring goods to or from the businesses operating at Orchard Commons now or in the future. OM and its successors shall, during any construction phase, take steps to minimize interference with ingress-egress from 13 Mile Road.

7. Himaloy will continue the necessary common area maintenance such as, landscaping, plowing and repair of such easement areas, including OM's business parking lot, provided however, that OM, its successors and assigns, shall share the cost of such maintenance, plowing, lawn cutting/landscaping, and repair of the easements and common areas of the respective properties. OM shall be invoiced annually for such costs that are agreed to be 29% of the total costs of such maintenance.

8. The easements set forth above shall be binding upon the successors and assigns of the parties, and shall run with the land.

9. This Agreement may be amended or modified only by a writing executed by the fee owners of the respective parcels.

OM FARMINGTON HILLS DONUTS, LLC

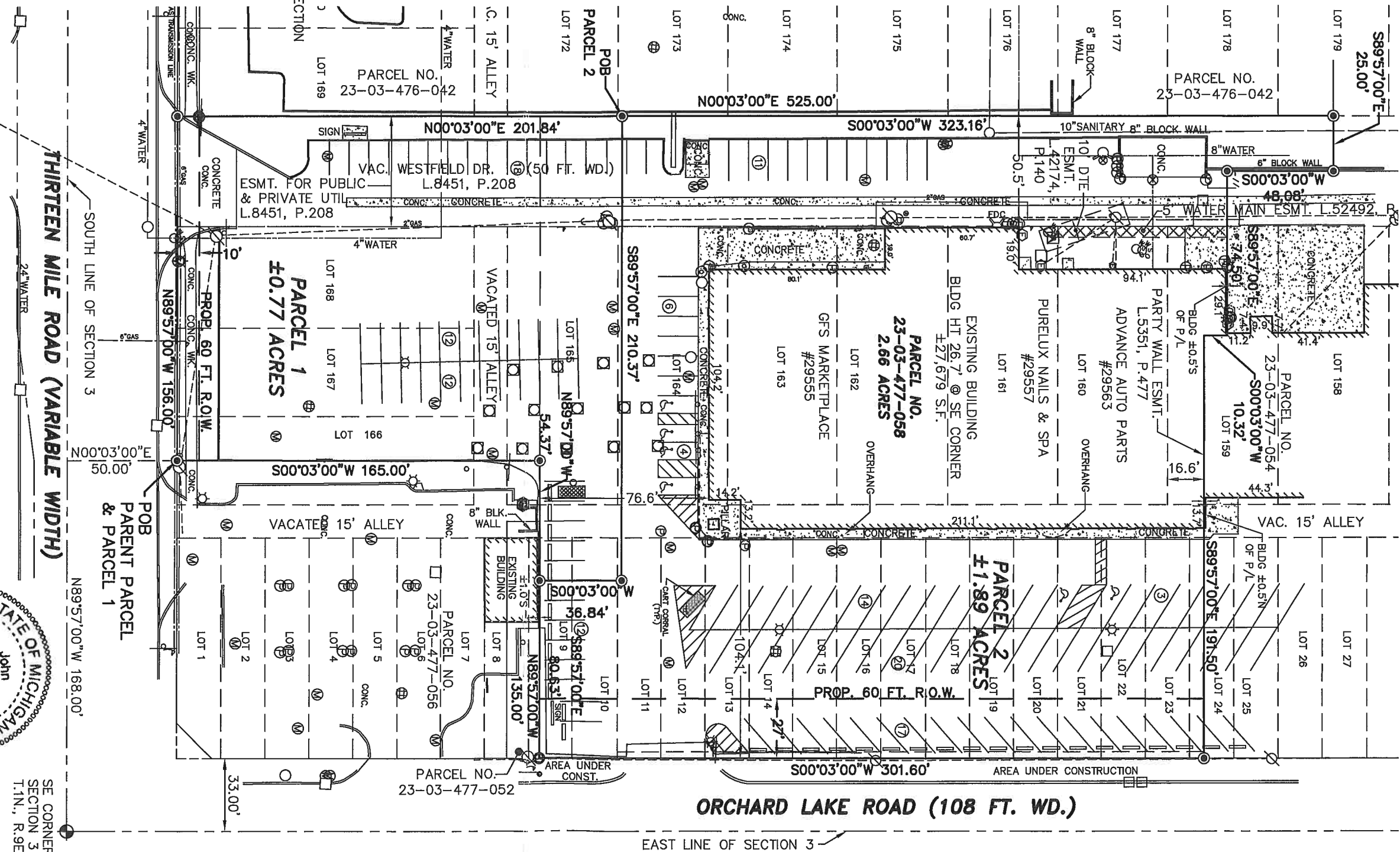
HIMALOY, LLC

BY _____

BY _____

ITS _____

ITS _____



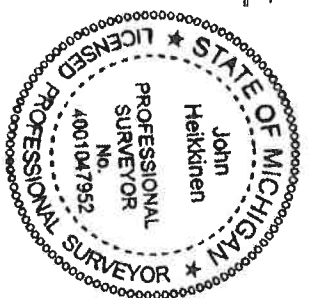
LEGEND

- EX. CATCH BASIN
- EX. MANHOLE
- EX. CLEANOUT
- EX. HYDRANT
- EX. WATER SHUTOFF
- EX. FIRE DEPT. CONNECTION
- EX. LIGHTPOLE
- EX. UTILITY POLE
- EX. GUY ANCHOR
- EX. GAS SHUTOFF
- EX. GAS VENT
- EX. TRANSFORMER
- EX. GENERATOR
- EX. GAS METER
- EX. ELECTRIC METER
- EX. UTILITY MARKER
- EX. SIGN
- EX. POST/BOLLARD
- EX. FLAGPOLE
- EX. MONITOR WELL
- FOUND IRON
- SET IRON
- EX. FENCE
- EX. SANITARY SEWER
- EX. STORM SEWER
- EX. WATER MAIN
- EX. COMMUNICATION
- EX. GAS LINE
- EX. OVERHEAD LINE

RECEIVED
25.5.2025

FEB 22 2023

CITY OF FARMINGTON HILLS
PLANNING DEPT.



[Signature]

ALPINE ENGINEERING, INC.
CIVIL ENGINEERS & LAND SURVEYORS

RESIDENTIAL

SUBDIVISIONS
SITE CONDOMINIUM
MULTI-FAMILY
PLOT PLANS
CONSTRUCTION LAYOUT

SURVEYING

ALTA SURVEYS
BOUNDARY SURVEYS
TOPOGRAPHIC SURVEYS
PARCEL SPLITS

COMMERCIAL

SITE PLANNING
SITE ENGINEERING
INDUSTRIAL & MULTI-UNIT
LAND SURVEYING
CONSTRUCTION LAYOUT

CLIENT:

AMIT PATEL

SECTION: 3

29555 ORCHARD LAKE ROAD

CITY OF FARMINGTON HILLS
OAKLAND COUNTY
MICHIGAN

RANGE: R9E

DATE: 9-12-22

DRAWN BY: KEH

CHECKED BY: JH

ADD PROP. ROW 12-19-22

REVISIONS

FBK: 404

CH: MJJ

SCALE: HOR 1"=50 FT.
VER 1"=10 FT.

1/2

PARENT PARCEL DESCRIPTION:


PART OF LOTS 9 TO 24, INCLUSIVE AND LOT 159 TO 168, INCLUSIVE AND VACATED WESTFIELD DRIVE AND VACATED ALLEYS ADJACENT THERETO, ALL DESCRIBED AS BEGINNING AT A POINT ON THE SOUTH LINE OF SAID LOT 166, DISTANT N89°57'00"W 168.00 FEET AND N00°03'00"E 50.00 FEET FROM THE SOUTHEAST SECTION CORNER; THENCE N89°57'00"W 156.00 FEET TO THE WEST LINE OF VACATED WESTFIELD DRIVE; THENCE N00°03'00"E 525.00 FEET; THENCE S89°57'00"E 25.00 FEET; THENCE S00°03'00"W 48.08 FEET; THENCE S89°57'00"E 74.50 FEET; THENCE S00°03'00"W 10.32 FEET; THENCE S89°57'00"E 191.50 FEET TO THE WEST LINE OF ORCHARD LAKE ROAD; THENCE S00°03'00"W 301.60 FEET; THENCE N89°57'00"W 135.00 FEET; THENCE S00°03'00"W 165.00 FEET TO BEGINNING, OAKLANDS, ACCORDING TO THE PLAT THEREOF AS RECORDED IN LIBER 38 OF PLATS AT PAGE 16, OAKLAND COUNTY RECORDS.

RESULTING PARCEL DESCRIPTIONS:

PARCEL 1:
COMMENCING AT THE SOUTHEAST CORNER OF SECTION 3, T1N, R9E, CITY OF FARMINGTON HILLS, OAKLAND COUNTY, MICHIGAN; THENCE N89°57'00"W 168.00 FEET ALONG THE SOUTH LINE OF SAID SECTION 3; THENCE N00°03'00"E 50.00 FEET TO THE POINT OF BEGINNING; THENCE N89°57'00"W 156.00 FEET TO THE WEST LINE OF VACATED WESTFIELD DRIVE; THENCE N00°03'00"E 201.84 FEET; THENCE S89°57'00"E 210.37 FEET; THENCE S00°03'00"W 36.84 FEET; THENCE N89°57'00"W 54.37 FEET; THENCE S00°03'00"W 165.00 FEET TO BEGINNING, CONTAINING 0.77 ACRES OF LAND, MORE OR LESS, BEING PART OF LOTS 9, 10, 11, 164 AND 166, LOTS 165, 167 AND 168 AND VACATED ALLEY ADJACENT THERETO, AND VACATED WESTFIELD DRIVE, THE "OAKLANDS" PLAT RECORDED IN LIBER 38 OF PLATS, PAGE 16, OAKLAND COUNTY RECORDS.

PARCEL 2:
COMMENCING AT THE SOUTHEAST CORNER OF SECTION 3, T1N-R9E, CITY OF FARMINGTON HILLS, OAKLAND COUNTY, MICHIGAN; THENCE N89°57'00"W 168.00 FEET; THENCE N00°03'00"E 50.00 FEET; THENCE N89°57'00"W 156.00 FEET; THENCE N00°03'00"E 201.84 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING N00°03'00"E 323.16 FEET ALONG THE WEST LINE OF VACATED WESTFIELD DRIVE; THENCE S89°57'00"E 25.00 FEET; THENCE S00°03'00"W 48.08 FEET; THENCE S89°57'00"E 74.50 FEET; THENCE S00°03'00"W 10.32 FEET; THENCE S89°57'00"E 191.50 FEET TO THE WEST LINE OF ORCHARD LAKE ROAD; THENCE S00°03'00"W 301.60 FEET; THENCE N89°57'00"W 80.63 FEET; THENCE N00°03'00"E 36.84 FEET; THENCE N89°57'00"W 210.37 FEET TO THE POINT OF BEGINNING, CONTAINING 1.89 ACRES, MORE OR LESS, BEING PART OF LOTS 9, 10, 11, 24, 159 AND 164 LOTS 12 TO 23, 160 TO 163 AND VACATED WESTFIELD DRIVE AND VACATED ALLEYS ADJACENT THERETO, THE "OAKLANDS" PLAT THEREOF AS RECORDED IN LIBER 38 OF PLATS, PAGE 16, OAKLAND COUNTY RECORDS.

RESIDENTIAL		SURVEYING		COMMERCIAL	
SUBDIVISIONS		ALTA SURVEYS		SITE PLANNING	
SITE CONDOMINIUM		BOUNDARY SURVEYS		SITE ENGINEERING	
MULTI-FAMILY		TOPOGRAPHIC SURVEYS		INDUSTRIAL & MULTI-UNIT	
PLOT PLANS		PARCEL SPLITS		LAND SURVEYING	
CONSTRUCTION LAYOUT				CONSTRUCTION LAYOUT	
CLIENT: AMIT PATEL					
PARCEL SPLIT					
29555 ORCHARD LAKE ROAD					
SECTION: 3					
CITY OF FARMINGTON HILLS					
TOWNSHIP: T1N					
OAKLAND COUNTY					
MICHIGAN					
RANGE: R9E					
REVISED					
ADD PROP. ROW 12-19-22					
DATE: 9-12-22					
DRAWN BY: KEH					
CHECKED BY: JDH					
0					
FBI: 404					
CIR: MJU					
SCALE: HOR 1" = 40 FT.					
VER 1" = 40 FT.					
2/2					
09-164.2					



ALPINE
ENGINEERING, INC.
CIVIL ENGINEERS & LAND SURVEYORS

46892 WEST ROAD
SUITE 109
NOVI, MICHIGAN 48377

(248) 928-3701 (BUS)
(248) 928-3785 (FAX)
WWW.ALPINE-INC.NET

PLANT LIST

KEY	QUAN	BOTANICAL NAME	COMMON NAME	SIZE/ TYPE	SPACING
DECIDUOUS SHADE TREES					
GTS	1	Gleditsia t. l. 'Skyline'	Skyline Honeylocust	2.5" BB	As Shown
UF	2	Ulmus 'Frontier'	Frontier Elm	2.5" BB	As Shown

DECIDUOUS SHRUBS & SHRUB ROSES					
RPD	5	Rosa 'Pink Drift'	Pink Drift Rose	2 Gal.	36" O.C.
HLQF	6	Hydrangea p. 'SMHPLQF'	Little Quick Fire Hydrangea	3 Gal.	36" O.C.
RGL	40	Rhus a. 'Gro-low'	Grow Low Suma	5 Gal.	48" O.C.
VDC	7	Viburnum d. 'Christholm'	Blue Muffin Viburnum	5 Gal.	48" O.C.

ORNAMENTAL GRASSES					
CKF	5	Calamagrostis 'Karl Foerster'	Karl Foerster Feather Reed Grass	1 Gal.	24" O.C.

EVERGREEN SHRUBS					
JBP	6	Juniperus c. 'Blue Pacific'	Blue Pacific Juniper	5 Gal.	48" O.C.

PERENNIALS					
AM	5	Allium 'Millennium'	Millennium Allium	1 Gal.	24" O.C.
EFC	6	Eunonymus f. 'Coloratus'	Purple Wintercreeper	24 Flat	9" O.C.
SK	2	Sedum kamtschaticum	Yellow Sedum	24 Flat	9" O.C.

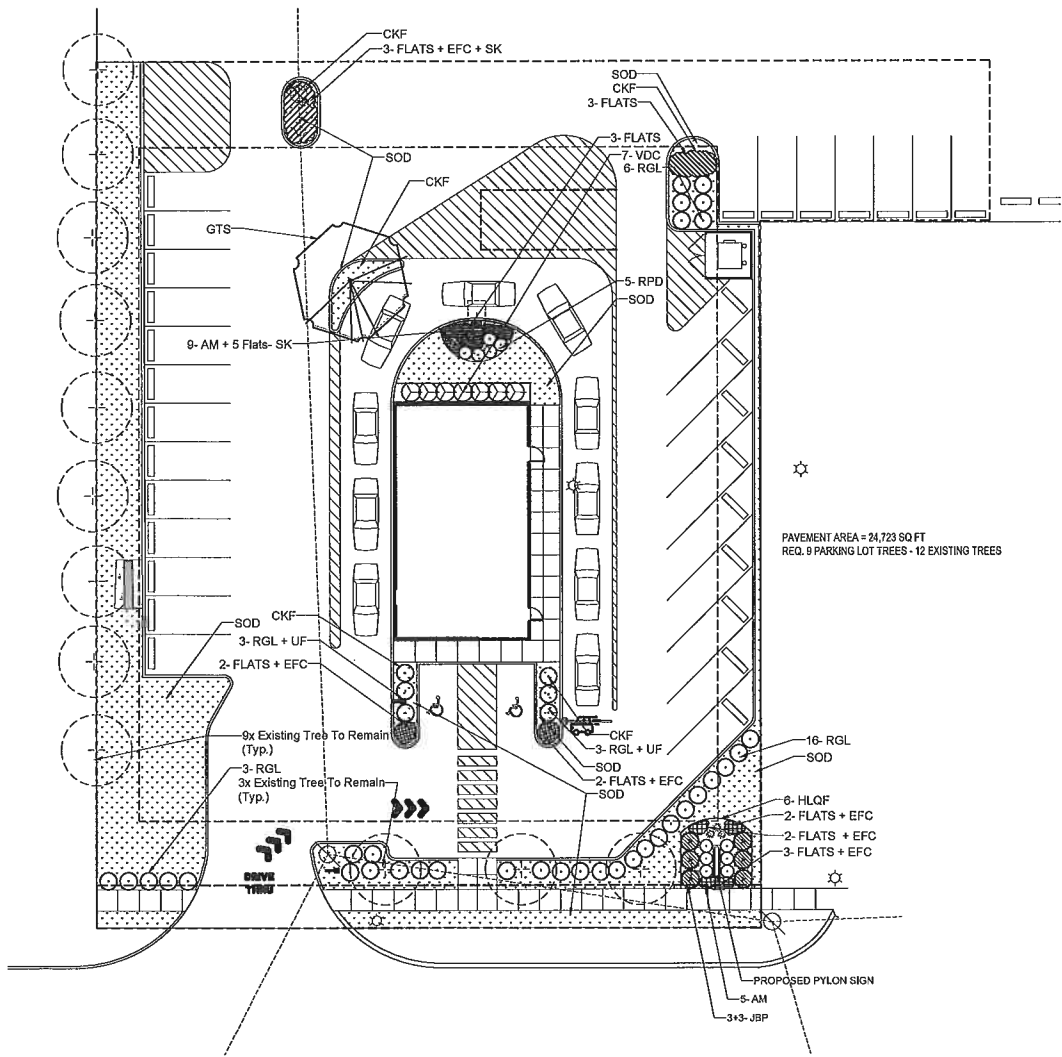
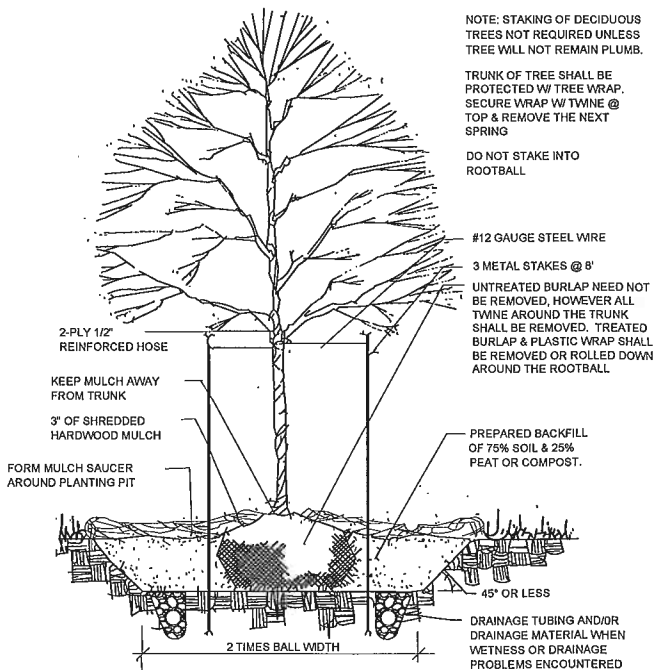
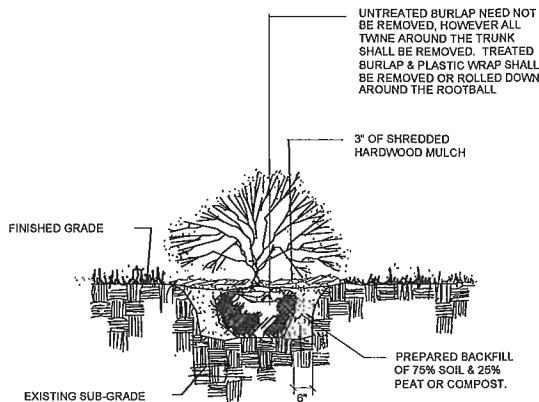
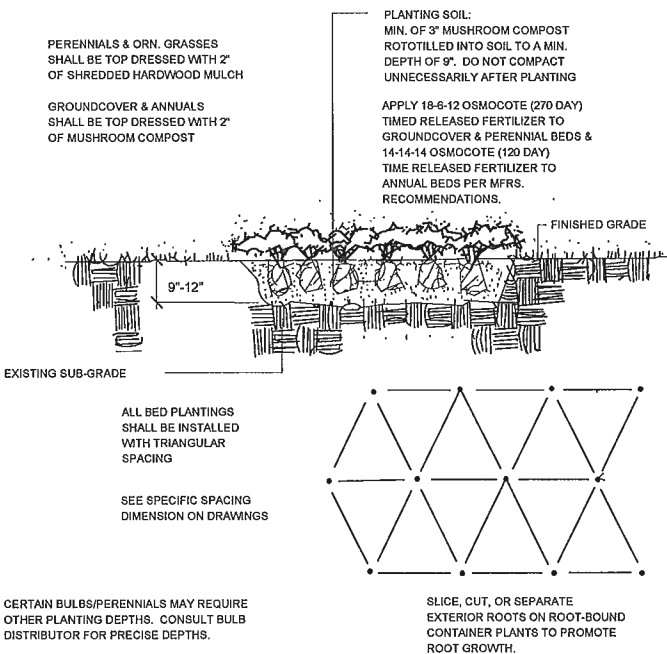
MATERIAL & LABOR LIST:

QUAN	ITEM	DESCRIPTION
T.B.D.	SY	Sod
T.B.D.	CY	Mulch
T.B.D.	CY	Mulch

NOTES:

All on-site and off-site areas disturbed by grading/construction shall be topsoiled, graded and at a minimum seeded and covered with erosion control blanket.

Final determination on trees shown as existing to remain or existing to be removed shall be made following the completion of Final Site Plan and Final Engineering.



SP 62.12.2022
RECEIVED
FEB 22 2023
CITY OF FARMINGTON HILLS
PLANNING DEPT.

GENERAL NOTES:

Plant material shall be nursery grown and be either balled and bur-topped or container grown. Sizes and spreads on plant list represent minimum requirements.

The requirements for measurement, branching and ball size shall conform to the latest addition of ANSI Z60.1, AMERICAN STANDARD OF NURSERY STOCK by the American Nursery & Landscape Association.

Any materials with damaged or crooked/disfigured leaders, bark abrasion, sun scald, insect damage, etc. are not acceptable and will be rejected. Trees with multiple leaders will be rejected unless called for in the plant list as multi-stem or dump (d.).

If any mistakes, omissions, or discrepancies are found to exist with the work product, the Landscape Architect shall be promptly notified so that they have the opportunity to take any steps necessary to resolve the issue. Failure to promptly notify the Landscape Architect and the Owner of such conditions shall absolve them from any responsibility for the consequences of such failure.

Under no circumstances should these plans be used for construction purposes without examining actual locations of utilities on site, and reviewing all related documents mentioned herein, including related documents prepared by the project Civil Engineer and Architect.

Civil Engineering or Architectural base information has been provided by others. The location of various site improvements on this set of drawings is only illustrative and should not be relied upon for construction purposes.

Quantity lists are supplied as a convenience. However, Bidders and the Installing Contractor should verify all quantities. The drawings shall take precedence over the lists. Any discrepancies shall be reported to the Landscape Architect.

Actions taken without the knowledge and consent of the Owner and the Landscape Architect or in contradiction to the Owner and the Landscape Architect's work product or recommendations, shall become the responsibility not of the Owner and the Landscape Architect, but for the parties responsible for the taking of such action.

Refer to Civil Engineering documents for detailed information regarding size, location, depth and type of utilities, as well as locations of other site improvements, other than landscape improvements.

Plant symbols illustrated on this plan are a graphic representation of proposed plant material types and are intended to provide for visual clarity. However, the symbols do not necessarily represent actual plant spread at the time of installation.

All plant species specified are subject to availability. Material shortages in the landscape industry may require substitutions. All substitutions must be approved by the Village, Landscape Architect and Owner.

The Landscape Contractor shall verify location of all underground utilities prior to digging by calling "J.U.L.I.E." (Joint Utility Location for Excavators) 1-800-692-0123 and any other public or private agency necessary for utility location.

All bed lines and tree saucers shall require a hand spaced edge between lawn and mulched areas.

Grading shall provide slopes which are smooth and continuous. Positive drainage shall be provided in all areas.

Sod shall be mineral base only.

Seed mixes shall be applied mechanically so that the seed is incorporated into the top one-half inch (1/2") of the seed bed. The seed shall then be covered with the specified blanket (installed per manufacturer's specs) or Hydro-mulch.

All plant material shall be guaranteed for one (1) year from the date of acceptance.

All completed planting beds and tree saucers, except for groundcover beds, shall be mulched with three (3) inches of un-dyed shredded hardwood bark. All groundcover beds shall be mulched with three (3) inches of pine bark fines.

CIVIL ENGINEERING

ERA CONSULTANTS

STRUCTURAL ENGINEER

LANDSCAPE DESIGN

JAY ZUMBAHLEN

MEP ENGINEER

PHOTOMETRICS

YILIA LIGHTING

DEVELOPER

CM GROUP

ARCHITECT

kolbrook design

828 DAVIS ST. SUITE 300

EVANSTON, IL 60201

OFFICE 847.482.2692 | FAX: 12.453.0699

STATE OF MICHIGAN

STEVEN W. BROOKS

ARCHITECT

No. 1301060205

LICENSED ARCHITECT

PROJECT:

DUNKIN

FARMINGTON HILLS

29555 ORCHARD LAKE ROAD

FARMINGTON HILLS, MI 48334

PC # 364018

DRAWING ISSUE

DATE

PRELIMINARY CITY SITE PLAN REVIEW

11/22/2022

PLANNING COMMISSION SITE REVIEW

12/19/2022

PLANNING COMMISSION RESUBMITAL

02/17/2023

DRAWN BY: D. CAMPBELL

CHECKED BY: S. KOUBER

SHEET TITLE:

LANDSCAPE PLAN, DETAILS AND NOTES

SHEET NO.

L1.0

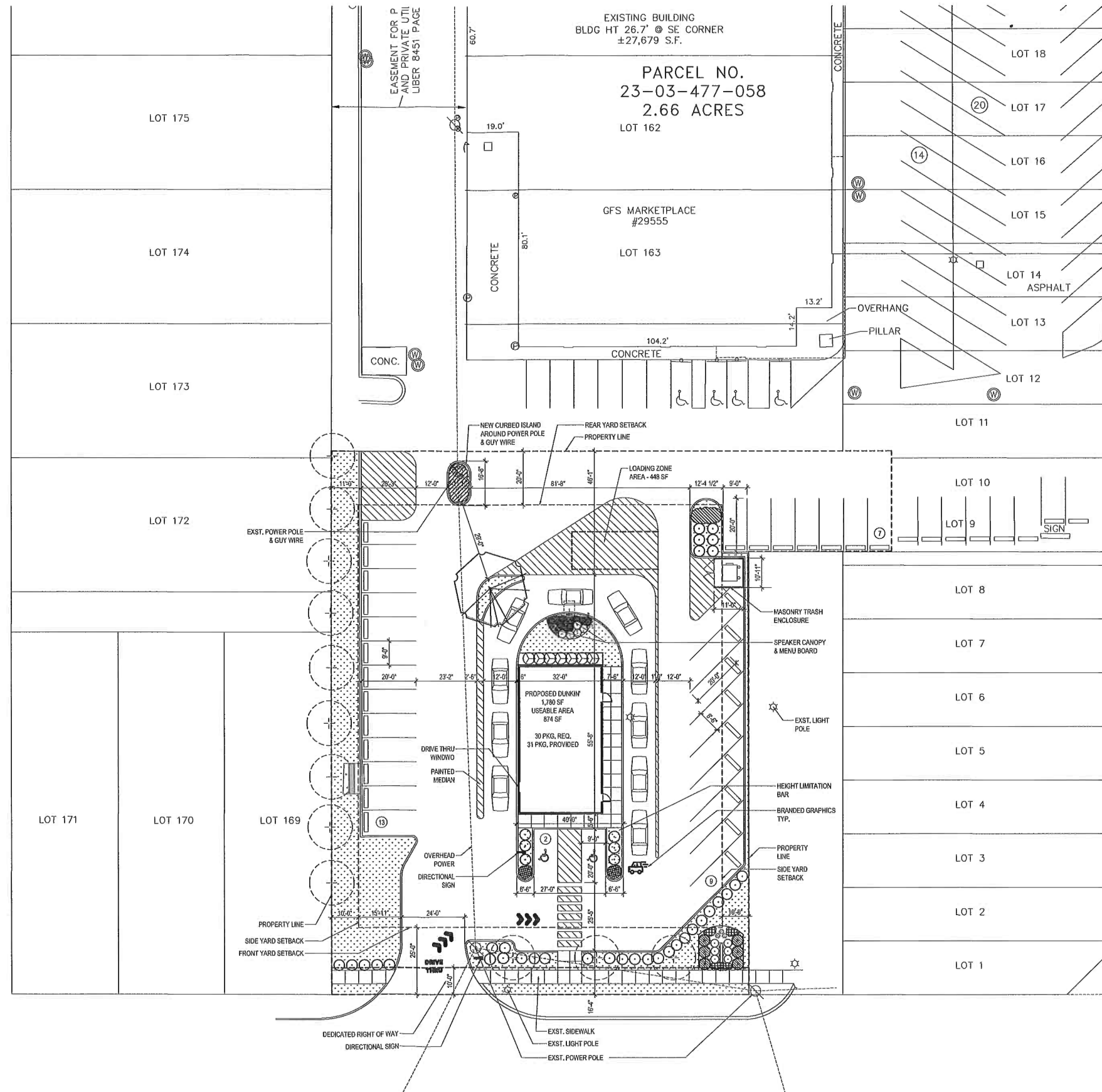
Kolbrook

Job No.

1502.069

Consultant

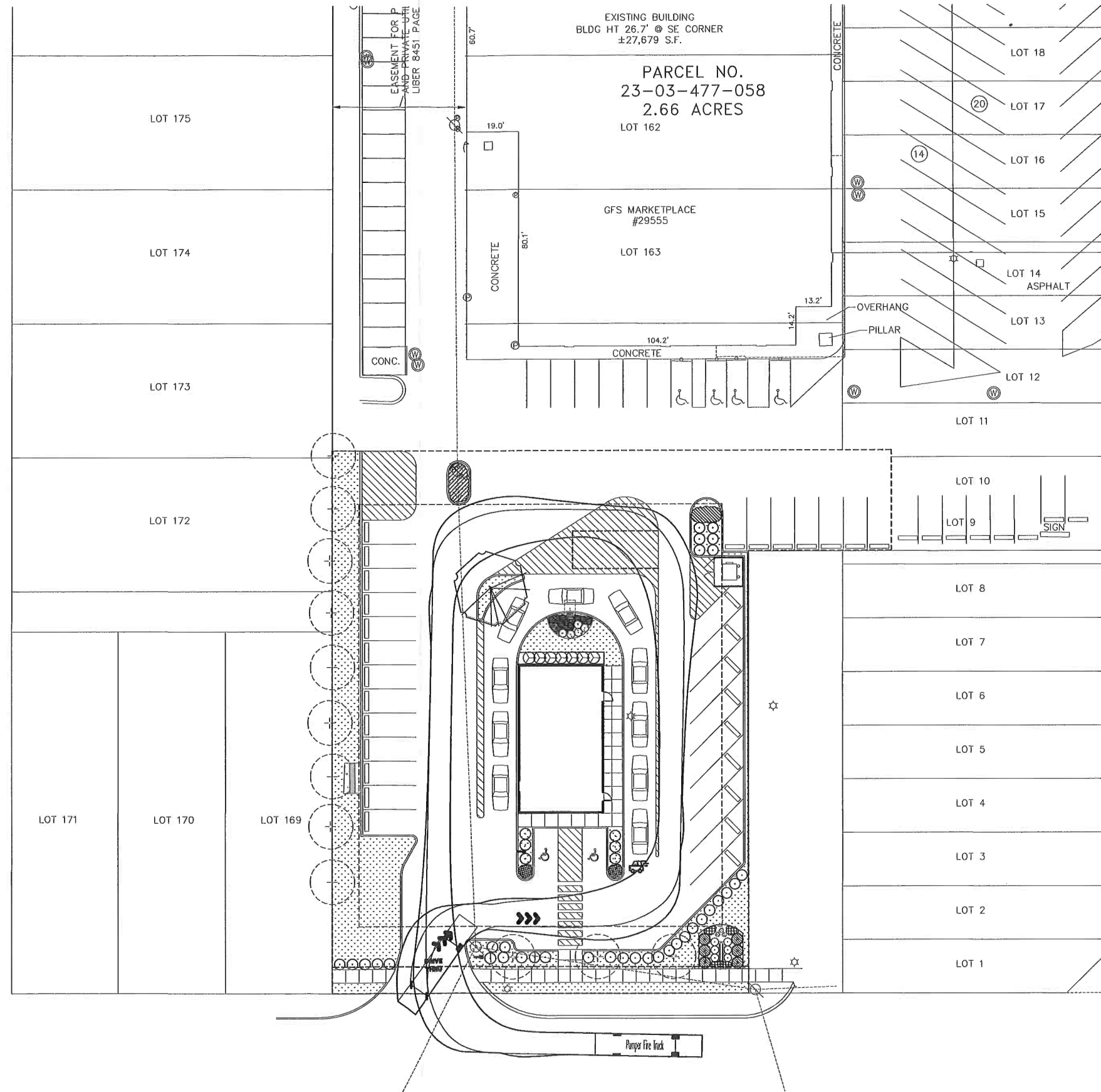
Job No.



1 PROPOSED SITE PLAN
SCALE: 1" = 20'-0"



CIVIL ENGINEERING	
ERA CONSULTANTS	
STRUCTURAL ENGINEER	
JAY ZUMBAHLER	
LANDSCAPE DESIGN	
JAY ZUMBAHLER	
MEP ENGINEER	
VILLA LIGHTING	
PHOTOMETRICS	
VILLA LIGHTING	
DEVELOPER	
OM GROUP	
ARCHITECT	
kolbrook design	
828 DAVIS ST. SUITE 300 EVANSTON, IL 60201 OFFICE 847.492.1502 FAX: 12.453.0699	
STATE OF MICHIGAN	
STEVEN W. BROOKS	
ARCHITECT	
No. 1301060205	
LICENSED ARCHITECT	
PROJECT: DUNKIN' FARMINGTON HILLS	
29555 ORCHARD LAKE ROAD FARMINGTON HILLS, MI 48334 PC # 354018	
DRAWING ISSUE	
DATE	
PRELIMINARY CITY SITE PLAN REVIEW 11/22/2022	
PLANNING COMMISSION SITE REVIEW 12/19/2022	
PLANNING COMMISSION RESUBMITAL 02/12/2023	
DRAWN BY: D. CAMPBELL	
CHECKED BY: S. KOLBER	
SHEET TITLE:	
ARCHITECTURAL SITE PLAN	
SHEET NO.	
SP1.1	
Kolbrook Job No.	1502.066 Consultant Job No.



1 FIRE TRUCK TURNING RADIUS
SCALE: 1" = 20'-0"



CIVIL ENGINEERING	
ERA CONSULTANTS	
STRUCTURAL ENGINEER	
LANDSCAPE DESIGN	
JAY ZUMBAHLER	
MEP ENGINEER	
PHOTOMETRICS	
VILIA LIGHTING	
DEVELOPER	
CM GROUP	
ARCHITECT	
kolbrook design	
828 DAVIS ST. SUITE 300 EVANSTON, IL 60201 OFFICE 847.482.1992 FAX: 12.453.0688	
STATE OF MICHIGAN STEVEN W. BROOKS ARCHITECT No. 1301060205 LICENSED ARCHITECT	
PROJECT: DUNKIN FARMINGTON HILLS	
29555 ORCHARD LAKE ROAD FARMINGTON HILLS, MI 48334 PC # 364018	
DRAWING ISSUE	DATE
PRELIMINARY CITY SITE PLAN REVIEW	11/22/2022
PLANNING COMMISSION SITE REVIEW	12/19/2022
PLANNING COMMISSION RESUBMITAL	02/21/2023
DRAWN BY: D. CAMPBELL	
CHECKED BY: S. KOLBER	
SHEET TITLE:	
FIRE TRUCK TURNING RADIUS	
SHEET NO.	
SP1.2	
Kolbrook Job No.	1502.066
Consultant Job No.	



DEPARTMENT OF PLANNING AND
COMMUNITY DEVELOPMENT

DATE: March 8, 2023

TO: Planning Commission

FROM: Erik Perdonik, City Planner

SUBJECT: Draft Zoning Text Amendment (ZTA) 2, 2023

BACKGROUND:

Draft ZTA 2, 2023, seeks to amend the Zoning Ordinance to include a definition of “shipping container,” amend the existing definition of “building,” and to include a new subsection addressing use of off-site-built enclosures, such as shipping containers, as permanent accessory structures or uses.

A recent trend has emerged in which communities in Southeast Michigan are observing industrial grade metal enclosures, such as large shipping containers, being placed within residential yards on a permanent basis for storage, as an alternative to a more traditional shed or storage building. In addition, in the Planning Office, we receive a high volume of inquiries regarding placing shipping containers on commercial and office properties on a permanent basis.

Few communities have adopted standards regarding the use of these structures, but several are moving to at this time amidst the growing prevalence of them. Under the Zoning Ordinance as presently written, staff is obligated to permit these structures permanently if they meet the height and other dimensional requirements applicable to any accessory structure.

In the interest of the character of the community, City Council is taking the position that such enclosures should generally be prohibited. Therefore, ZTA 2, 2023, would prohibit the use shipping containers and other nontraditional off-site-built enclosures as accessory structures or uses, with three (3) exceptions:

- (1) Use of one (1) such structure within the LI-1, Light Industrial zoning district with the approval of an administrative site plan;
- (2) Structures permitted on a temporary basis by the Zoning Board of Appeals; and
- (3) Structures placed on residential lots for a period of time not to exceed thirty (30) days per year with the approval of the Zoning Division Supervisor.

ZTA 2, 2023, was drafted by the Planning Office with the assistance of the City Attorney’s Office at the City Manager’s request.

ACTION REQUESTED:

Motion to SET ZTA 2, 2023, FOR PUBLIC HEARING for the Planning Commission's next available regular meeting agenda.

ATTACHMENT:

- Draft ZTA 2, 2023

ORDINANCE NO. C-_____-2023

CITY OF FARMINGTON HILLS
OAKLAND COUNTY, MICHIGAN

AN ORDINANCE TO AMEND THE FARMINGTON HILLS CODE OF ORDINANCES, CHAPTER 34, “ZONING,” ARTICLE 2, “DEFINITIONS,” IN ORDER TO 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.

THE CITY OF FARMINGTON HILLS ORDAINS:

Section 1 of Ordinance. Ordinance Amendment.

The Farmington Hills City Code, Chapter 34, “Zoning,” Article 2, “Definitions,” is amended to amend the definition of “building” and add a definition of “shipping container,” which are to read as follows:

Building means any structure or physical enclosure, either temporary or permanent, having a roof or top, and used, placed, or built for the shelter or enclosure of persons, animals, chattels or property of any kind. This shall include, without limitation, tents, awnings, vehicles, trailers, and other similar enclosures situated on private property and used for such purposes.

Shipping container means:

1. Any transportation trailer, shipping container, shipping crate, cargo bin or other container produced for the transportation, relocation or shipping of any item(s);
2. Containers designed or intended to be loaded and hauled to another location for storage; and
3. Containers which have been altered or pinned in any way to be rendered immobile.

Section 2 of Ordinance. Ordinance Amendment.

The Farmington Hills City Code, Chapter 34, “Zoning,” Article 5, “Site Standards,” Section 34-5.1 “Accessory Buildings and Structures,” is amended to add a new Subsection 34-5.1.1.H and shall hereafter read as follows:

Section 34-5.1. Accessory Buildings and Structures

1. Accessory buildings or structures located in any use district shall be subject to the following regulations, unless otherwise provided in this chapter:

- A. Where an accessory building or structure is physically attached to a main building, it shall be subject to and must conform to all regulations of this chapter applicable to main buildings.
- B. Accessory buildings or structures shall not be erected in any front yard nor in any exterior side yard setback unless otherwise provided in this chapter.
- C. A detached accessory building shall not be located within ten (10) feet of any main building, nor shall it be located within one (1) foot of an alley right-of-way. In no instance shall an accessory building or deck be located within an easement for public utilities or a public or private right-of way.
- D. See Section 34-5.2 and Section 34-5.3 regarding accessory off-street parking.
- E. See Section 34-5.4 regarding accessory off -street loading and unloading.
- F. See Section 34-5.5 regarding accessory signs.
- G. Satellite reception antennas may be permitted as an accessory use subject to the following conditions:
 - i. Roof-mounted antennas shall be subject to the requirements of Section 34-3.26.3.B.
 - ii. Ground-mounted antennas shall be subject to the following conditions:
 - a. The maximum height permitted shall be fourteen (14) feet.
 - b. Such antenna shall be located only in the rear yard.
 - c. Where existing structures or vegetation will not screen the antenna from the view of abutting properties, the antenna shall be screened by installation of a wall or fence, berm, evergreen plantings or a combination thereof.
 - d. The nature, size and extent of the screening shall be reviewed and approved by the director of planning and community development, or his designee, who shall take into consideration screening design principles established and adopted by the planning commission. Review and approval shall take into consideration: (i) that the proposed screening shall not operate to impose unreasonable limitations on or to prevent the reception of satellite-delivered signals; and (ii) that the cost of the required screening shall not exceed fifty (50) percent of the purchase and installation cost of such equipment.
 - iii. Conventional VHF and UHF television antennas are excluded from operation of this section on the basis of the following findings: there is a relatively small concern for wind and snow load issues; there has been a

long-demonstrated safety record; there has been an historical acceptance of such facilities from architectural and aesthetic standpoints; and the cost of complying with the procedure for application and review would be great in relation to the cost of purchasing and installing such conventional facilities.

H. Vehicles, commercial vehicles, recreational equipment, trailers, storage pods, and shipping containers and similar off-site-built enclosures shall not be used as an accessory building or use except:

- i. One (1) such building, not to exceed 160 square feet of floor space, may be permitted per zoning lot within the LI-1, Light Industrial District following the submission of a site plan in accordance with Section 34-6.1 of this Chapter and approval such site plan by the City Planner (or his or her designee) based on all applicable requirements of this Chapter;
- ii. One such building, not to exceed 160 square feet of floor space, may be permitted in any residential zoning district with the approval of the Zoning Division Supervisor (or his or her designee) for one (1) thirty (30)-day period per year with extensions of time permitted in the discretion of the Zoning Supervisor (or his or her designee) for good cause shown; and
- iii. Where such building is temporarily permitted by the Zoning Board of Appeals per Section 34-7.14.3.E of this Chapter.

2. [Unchanged.]

3. [Unchanged.]

4. [Unchanged.]

4. [Unchanged.]

Section 3 of Ordinance. Repealer.

All ordinances, parts of ordinances, or sections of the City Code in conflict with this ordinance are repealed only to the extent necessary to give this ordinance full force and effect, and the Farmington Hills Ordinance Code shall remain in full force and effect, amended only as specified above.

Section 4 of Ordinance. Savings.

The amendments of the Farmington Hills Code of Ordinances set forth in this ordinance do not affect or impair any act done, offense committed, or right accruing, accrued, or acquired or liability, penalty, forfeiture or punishment, pending or incurred prior to the amendments of the Farmington Hills Code of Ordinances set forth in this ordinance.

Section 5 of Ordinance. Severability.

If any section, clause or provision of this ordinance shall be declared to be unconstitutional, void, illegal or ineffective by any court of competent jurisdiction, the

validity of the ordinance as a whole, or in part, shall not be affected other than the part invalidated, and such section, clause or provision declared to be unconstitutional, void or illegal shall thereby cease to be a part of this Ordinance, but the remainder of this ordinance shall stand and be in full force and effect.

Section 6 of Ordinance. Effective Date.

The provisions of this ordinance are ordered to take effect twenty-one (21) days after enactment.

Section 7 of Ordinance. Date and Publication.

This ordinance is declared to have been enacted by the City Council of the City of Farmington Hills at a meeting called and held on the ____ day of _____, 2023, and ordered to be given publication in the manner prescribed by law.

Ayes:

Nays:

Abstentions:

Absent:

STATE OF MICHIGAN)
) ss.
COUNTY OF OAKLAND)

I, the undersigned, the qualified and acting City Clerk of the City of Farmington Hills, Oakland County, Michigan, do certify that the foregoing is a true and complete copy of the Ordinance adopted by the City Council of the City of Farmington Hills at a meeting held on the ____ day of _____, 2023, the original of which is on file in my office.

PAMELA B. SMITH, City Clerk
City of Farmington Hills

**MINUTES
CITY OF FARMINGTON HILLS
PLANNING COMMISSION MEETING
31555 W ELEVEN MILE ROAD
FARMINGTON HILLS, MICHIGAN
FEBRUARY 16, 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.

Chair Countegan led a moment of silence in memory of the victims of the MSU shooting that occurred this past week.

ROLL CALL

Commissioners present: Aspinall, Countegan, Grant, Stimson, Ware

Commissioners Absent: Brickner, Mantey, Trafelet, Varga

Others Present: City Planner Perdonik, City Attorney Schultz, Planning Consultant
Tangari, Historic District Commission Vice Chair Klemmer and
incoming Chair Tulas

APPROVAL OF THE AGENDA

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

- **Postpone E. Election of Officers until more Commissioners are present.**

MOTION passed by voice vote.

REGULAR MEETING

A. PRESENTATION OF HISTORIC DISTRICT COMMISSION 2022 ANNUAL REPORT

Historic District Commission Vice Chair Klemmer presented the Historic District Commission 2022 Annual Report.

The 7-member City of 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. City Council Liaison is Valerie Knoll, and City Staff Liaison is Staff Planner Canty.

The Report reviewed the 2022 Goals and Objectives, and listed the Goals, Objectives, and Initiatives for 2023, which are:

- Assist the City's Special Services Department with upcoming restoration work on the fieldstone wall at the Sherman-Goodenough House (Historic District Site No. 312).
- Assist the City's Special Services Department with the 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.

2022 included the following activities and accomplishments:

- The HDC held 10 regular meetings. Ten Certificates of Appropriateness were issued for projects which met the Secretary of Interior’s Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings.
- Also throughout 2022, the Commission continued implementation of its Cemetery Master Plan. Historic District Commissioners, with the assistance of the City’s Department of Public Works, Fenton Memorials, and volunteers, cleaned and reset monuments in East Farmington (Utley) Cemetery, including the resetting of larger, heavier monuments.
- In October 2022, on two separate occasions, Boy Scouts assisted Historic District Commissioners and volunteers with re-leveling smaller tombstones and touchup cleaning at East Farmington (Utley) and West Farmington Cemeteries.
- An HDC subcommittee identified 5 midcentury modern homes in the Holly Hills area for further study and contacted each of the homeowners. The subcommittee is currently in communication with 3 of the homeowners regarding their interest in potentially being added to the District.
- HDC and city officials continued to work closely with the owners of the Botsford Inn regarding finding a use for the structure and a restoration of several aspects of the exterior that have fallen into disrepair.
- Working with the Parks Commission, a compromise was found for the replacement of the Spicer House Roof. The roof is planned to be replaced with synthetic shakes, but the distinctive copper gutters and potentially the terracotta ridge caps are to be re-used to maintain the distinct character of the roof to the extent possible.

Planning Commissioners thanked Vice Chair Klemmer and the Historic District Commission for the work they were doing in the City to preserve historic structures and also for the preservation work they were doing in the City’s historic cemeteries. They also welcomed incoming HDC Chair Marleen Tulas.

MOTION by Stimson, support by Aspinall, that the Planning Commission accepts the 2022 Historic District Commission Annual Report.

Motion passed by voice vote.

B. AMEND PLANNED UNIT DEVELOPMENT (PUD) 6, 1993 (Timbercrest)

LOCATION:	27614 Middlebelt Road
PARCEL I.D.:	22-23-13-101-003
PROPOSAL:	Amend PUD to permit drive-in restaurant use
ACTION REQUIRED:	Set for public hearing
APPLICANT:	Masroor Ahmed
OWNER:	Merchants Marketplace, LLC

Referencing his February 8, 2023 memorandum, Planning Consultant Tangari gave the background and review for this request to amend the PUD for 27614 Middlebelt Road, in order to permit drive-in restaurant use. Tonight’s requested action was to set a public hearing for this request.

Planning Consultant Tangari made the following points:

- The site was at the southeast corner of Middlebelt and 12 Mile Roads. The shopping center portion of the PUD was 7.53 acres.
- The site is accessed from 12 Mile and Middlebelt Roads. The proposed amendment to the PUD would permit drive-thru uses, and would by necessity lead to changes in the site's internal circulation.
- If the Planning Commission makes a determination that this is a major amendment to the PUD, the Planning Commission will set a public hearing on the amendment and make a recommendation to City Council.
- No site plan has been submitted with this request; site plan approval would follow amendment of the PUD agreement. A concept plan was included in the submission showing that the drive-thru would be in the southernmost of the two buildings closest to Middlebelt Road. A parking calculation was also provided showing that ordinance standards for parking would still be met on the site with the new drive-thru.
- Questions for discussion included:
 1. The applicant's letter explaining the request does not specify which use area from the original PUD exhibit is being modified to permit a drive-thru. Use areas A and B are both commercial. Would this amendment permit a drive-thru in each area or just one area?
 2. Item 3.(a)(i) of the PUD agreement lists prohibited uses. One of the prohibited uses is an "assembly hall... or similar place of assembly," but a review of the site indicates that there appears to be an assembly use (the event studio) occupying the northernmost space in the primary shopping center building; this amendment request may present an opportunity to look at whether other modifications to the list of prohibited uses are warranted at this time.

Chair Countegan invited the applicant to make his presentation.

Masroor Ahmed was a franchise owner of Biggby Coffee, and had applied for the drive-thru at this location. Mr. Ahmed made the following points:

- The drive-thru location/use would be for just one building.
- Mr. Ahmed had talked with the Merchants Marketplace owners regarding the question relative to the assembly hall, and the owners had indicated they could talk about this issue. However, Mr. Ahmed was only asking for the drive-thru use in the single building. He noted that drive-thru restaurant uses became more essential during the COVID pandemic.

In response to questions, City Planner Perdonik showed the location of the single building in question, which was located on the southern commercial portion of the PUD, in Area B.

- Mr. Ahmed described the traffic circulation as it would potentially be modified to adapt to this change.

In response to questions regarding how the PUD would be amended with this use, Planning Consultant Tangari said that the question of assembly uses could also be resolved at this time, by eliminating that use from the list of prohibited uses. For the drive-thru use, the drive-thru restaurant use would be added to the list of permitted uses.

Chair Countegan noted that introducing a new use in a PUD agreement would constitute a major change.

MOTION by Aspinall, support by Grant, that the proposed Amendment to PUD 6, 1993, submitted by Masroor Ahmed, dated January 17, 2023, BE SET FOR PUBLIC HEARING for the Planning Commission's next available regular meeting agenda.

Motion passed by voice vote.

C. ZONING TEXT AMENDMENT 1, 2023

CHAPTER OF CODE:	34, Zoning Ordinance
PROPOSED AMENDMENT:	Amend permitted use within the RA-2 zoning district to permit economic development activities
ACTION REQUESTED:	Set for public hearing
SECTION:	34-3.1.5.B.v.f

City Planner Perdonik gave the background to this request to set for public hearing Zoning Text Amendment 1, 2023, to amend permitted uses within the RA-2 zoning district to permit economic development activities.

The requested uses would be permitted for municipally owned and operated community facilities within the RA-2 District. There are only a few such facilities in the City that are both (a) municipally owned and operated and (b) zoned RA-2, including The HAWK Community Center, Farmington Hills Golf Club, and City Hall.

This request stemmed in part from City Council's June 2022 authorization of the potential use of space on the third floor of the HAWK Community Center for an innovation and economic development incubator, as well as Council's August 25, 2021 endorsement of plans for the buildout of space on the third floor of the HAWK as part of the incubator.

Commission discussion:

In response to questions, City Planner Perdonik gave the following further information:

- This Zoning Text Amendment will enable the third floor space of the HAWK to be used for business incubator type activities, such as classroom space, laboratory space, research and development, etc. The space will be used by private sector entrepreneurial entities.
- The proposed use was different than the makerspace in the HAWK, in that the makerspace was used on an as-needed basis, without a contract or agreement. The third floor space could be used by startup companies or an educational entity who would enter into a contractual agreement with the City for a defined period of time for a certain type of use.
- Commissioner Ware pointed out that the HAWK currently offered classroom spaces for rent. Entrepreneurs and creatives could use the makerspace to create their products. The only thing the HAWK doesn't currently have is lab space to test products. The makerspace/classroom space already available was already supposed to be an incubator space for small businesses.
- Commissioner Stimson said the difference was that the third floor classrooms and incubator space would be dedicated space limited to a single user who was paying for that use for a specific period of time. Chair Countegan further clarified that the third floor space would be third party business-related operations as opposed to community services facilitated through the Parks and Rec Department.
- City Attorney Schultz explained that the idea was a portion of the HAWK would not necessarily be fully public, and therefore not permitted unless the use of the HAWK was expanded to include third party agreements for use of some of the space. The ability to contract the space would be in addition to what was already going on in the building.
- Chair Countegan suggested that allowable uses could be discussed at the public hearing. City Planner Perdonik added that staff could provide more information about what the use would actually entail prior to the public hearing.

- Chair Countegan said that from his standpoint, this change which had been suggested by City Council and staff constituted good planning, and correct steps were being followed to provide zoning language which would allow potential uses in the future.
- In answer to further questions, City Planner Perdonik explained:
 - This zoning change would not apply to the Costick Center because that building was in a different zoning district. There were only 2 other city properties besides the HAWK that might be affected – the golf course and City Hall.
 - The Master Plan update would be looking at whether other municipal facilities that were zoned Special Purpose District would remain as zoned, or perhaps be combined under one unified public use district that would outline what could be done across all city facilities, city-owned properties. Tonight's question was tailored to a specific use as envisioned by City Council, the EDC (Economic Development Corporation), and other stakeholders specifically as related to the third floor of the HAWK.

Chair Countegan indicated he was ready to entertain a motion.

MOTION by Ware, support by Stimson, that Zoning Text Amendment 1, 2023, be set for public hearing for the Planning Commission's next available regular meeting agenda.

Motion passed by voice vote.

D. PLANNING COMMISSION 2022 ANNUAL REPORT

Chair Countegan explained that the Annual Report documents and records the work of the Planning Commission for the past year.

It came out in discussion that Commission member(s) who had left the Commission during the year should be identified in the Report.

MOTION by Grant, support by Ware, to adopt the 2022 Planning Commission Annual Report as presented and to convey the Report to City Council.

Motion passed by voice vote.

E. ELECTION OF OFFICERS

As noted during agenda approval, this item had been postponed to a future meeting when more Commissioners would be present.

CORRESPONDENCE

Correspondence was received from Steve Schimpke representing Coseo Properties, regarding redeveloping an OS-3 office property to a multi-family use.

Chair Countegan discussed process when developers wanted to request a land use change.

APPROVAL OF MINUTES January 19, 20223, Special and January 26, 2023 Capital Improvements Plan (CIP) Regular Meeting

MOTION by Grant, support by Stimson, to approve the January 19, 2024 Special Meeting minutes and the January 26, 2023 Capital Improvements Plan (CIP) Regular Meeting minutes.

- **Correct spelling of Commissioner Stimson's name in the January 26, 2023 minutes, page 6, Motion to set the Capital Improvements Plan for Public Hearing.**

Motion passed by voice vote.

PUBLIC COMMENT

None

COMMISSIONERS' COMMENTS

Special and regular meetings in March will be March 15, 2023.

Since it appeared that a joint meeting with City Council regarding the Master Plan Update was proving difficult to schedule, in the interest of keeping the Master Plan Update moving forward Chair Countegan suggested the subcommittee previously appointed for Master Plan review meet again. That subcommittee included members of the Planning Commission and City Council.

Commissioner Ware pointed out that since the subcommittee was formed some time ago, prior to herself and Commissioner Grant being on the Planning Commission, Commission representation on the subcommittee lacked diversity of voice and people. The Commission pointed out that the current members of the subcommittee are Commissioners Brickner, Stimson, and Varga.

After discussion, and as a fourth member of the Planning Commission could be on the subcommittee without constituting a quorum, the following motion was made:

MOTION by Aspinall, support by Grant, to add Commissioner Ware as a fourth member of the Planning Commission on the subcommittee to discuss the Master Plan Update.

Motion passed by voice vote.

ADJOURNMENT

MOTION by Ware, support by Stimson, to adjourn the meeting at 8:04pm.

MOTION carried unanimously by voice vote.

Respectfully Submitted,
Marisa Varga
Planning Commission Secretary

/cem