AGENDA
CITY COUNCIL
STUDY SESSION WITH CLOSED SESSION
FEBRUARY 23, 2026 – 6:00PM
CITY OF FARMINGTON HILLS
CITY HALL – COMMUNITY ROOM
31555 W ELEVEN MILE ROAD
FARMINGTON HILLS, MICHIGAN
Telephone: 248-871-2410 Website: www.fhgov.com

1. Call Study Session to Order

2. Roll Call

CLOSED SESSION ITEMS:

3. Consideration of approval to enter into a closed session under Section 8(1)(a) of the Open Meetings Act for the purpose of discussing personnel/employment matters relating to the Acting City Manager position, upon the Acting City Manager's request for same.

STUDY SESSION ITEMS:

4. Executive search for City Manager

5. Update on the 12 Mile Road and Orchard Lake Road Corridors Study

6. Adjourn Study Session

Respectfully submitted,

Carly Lindahl, City Clerk

Reviewed by:

Karen Mondora, Acting City Manager

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 necessary arrangements/ accommodations will be made. Thank you.

OFFICE OF CITY MANAGER

MEMORANDUM

FROM: Cristia Brockway, Economic Development Director
TO: Farmington Hills City Council
CC: Karen Mondora, Acting City Manager
DATE: February 23, 2026
SUBJECT: 12 Mile Road and Orchard Lake Road Corridors Study Final Result and Recommendations

This evening's study session will focus on the results and recommendations from the 12 Mile Road and Orchard Lake Road corridors study. The purpose of this discussion is to share the study's key findings and the most significant recommendations provided by the consultant, Community Attributes, who assisted with the project. These recommendations and insights will help guide the City's vision and inform the next steps in the Master Plan. During the study session, I will provide details regarding:

- The key steps that were considered in the Master Plan to grow Farmington Hills along the Orchard Lake Road and 12 Mile Road special planning areas.

- Important metrics pulled from the market study that detail the existing characteristics and business demographics within these areas.

- Why the data is important and what it means to us and investors.

- The market study recommendations for Orchard Lake Road and 12 Mile Road.

- How those recommendations match up with the master plan and proposed projects.

- Where we take these recommendations and begin to act.

In addition to the presentation provided by Economic Development Director, Cristia Brockway, the final market study package and its appendices have been provided for your review.





FARMINGTON HILLS Michigan

12 Mile Road and Orchard Lake Road Corridors Study

Final Results

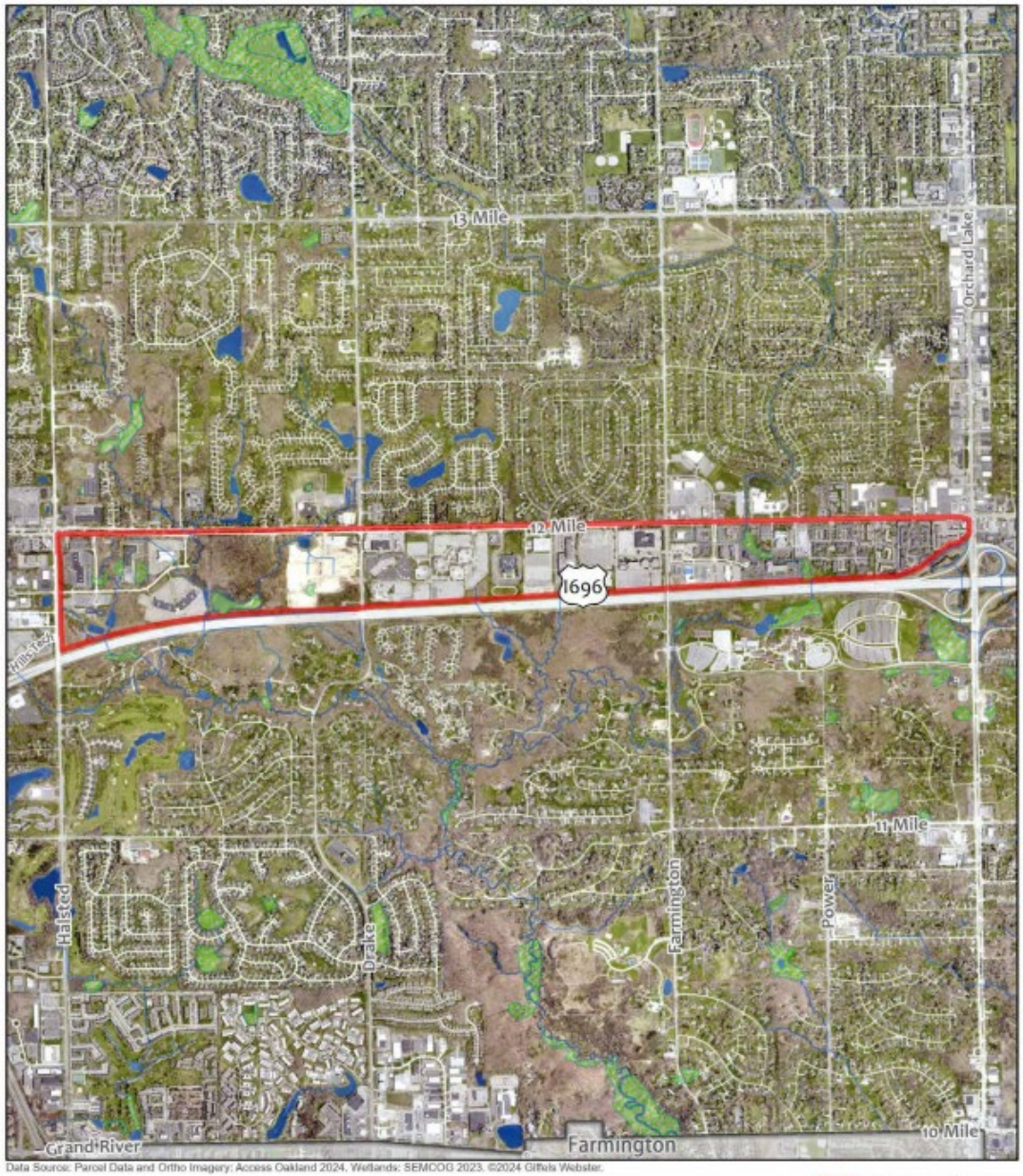
Memory Lane

- New Master Plan provided a new vision.
  - Recommendations were provided to achieve this vision.
  - What were they?
- Market studies to be the *tactical guide* on achieving that vision with strategic approach.
  - Orchard Lake Road
  - 12 Mile Road
  - Grand River Corridor

Key Steps: Master Plan

- Created special planning areas with new visions.
  - Allow reuse and redevelopment.
  - Build cross access sites.
  - Reimagine setbacks.
  - Encourage pedestrian use.
  - Consider pop-up, food truck, and temporary retail.





Key Steps: Master Plan

- Special planning area visions:
  - Encourage multi-family.
  - Attract destination businesses.
  - Expand walkability.
  - Welcome infill development.
  - Consider pop-up, food truck, and temporary retail.

Big Data: Orchard Lake Road

Trade Area: 650,643 people.	6.5 million retail consumers.	Consumer spending potential: $13.7B
Major zoning uses: **30-35% Office** and 35-40% Commercial	Office availability: 116,309 sf	Retail/restaurant availability: 32,018 sf
Average dwell time: 30 to 41 min	99% employees live within 25 miles	10% increase in visitorship within the “international district” since 2022.

Major survey responses:

- Attractive greenspace, better traffic flow, day/night pedestrian opportunities, mixed use, and experiential dining (all times and types).

Big Data: 12 Mile Road

Trade area: 740,285 people.

Consumer spending potential: $20.4B

Major Zoning Use: 70% office/R&D (OS-4 and IRO)

Office availability: 800,000 sf

Restaurant/retail availability: 32,000 sf

Average dwell time: 30 to 40 min

93% employees live within 25 miles.

Six sites internally prepping for mixed use, office to residential, retail, or redevelopment.

Major survey responses:

- Greenspace, walkability, daytime and nighttime meals, traffic upgrades, housing near work.



What does this information tell us?

- Huge audience and customer base.
  - Enough consumer demand to support 6x the amount of retail space that exists.
  - Road is physically out of space to meet consumer demand.
- Demand for housing is large.
- People want to be outside.
- Make it easier to be a pedestrian.
  - Improve crosswalks, replace and plant new trees, plan for walkability, and add streetlights.

Recommendations
Orchard Lake Road

- Plant and replace more trees.
- Amend zoning or create overlay
  - For food and retail targeted uses.
  - Flexibility in outdoor uses that stimulate pedestrian activity.
- Explore a pedestrian crossing between 12 ½ and 13 Mile to support growing international district.
- Improve corridor branding.
- Add streetlights to encourage and welcome pedestrian shopping after dark.
  - This will also provide additional safety.
- Value relationships with property owners.
  - Continue to share resources, information, and opportunities.

Recommendations
12 Mile Road

- Maintain focus on pedestrian values (greenspace, lighting, and connectivity).
- Sub-area plan at 12 Mile and Farmington Roads to create a well-connected district for businesses, residents, students, and all traffic modes.
- Zoning incentives for property owners that use outdoor space for pedestrians and employees.
- Light amendments to the IRO district (32% of corridor presence) to include synergistic use designations.
- Brand the corridor for HQ and/or Research & Development.



Master Plan and Market Study Comparisons

Master Plan Goals	Corridor Study Actions	Example Projects
Walkability & Connectivity	→ Add bike lanes, sidewalks, and safe crossings	Enhance pedestrian accessibility within the corridors
Placemaking & Public Art	→ Install gateway signage, plazas, and public art	Food truck court and event space
Adaptive Reuse	→ Add selective uses along Orchard Lake Rd within office areas	Amend zoning or add overlay for retail, residential, and services
Housing Variety	→ Adapt offices as multifamily housing	Office-to-residential conversion at 12 Mile & Farmington
Sustainability & Resiliency	→ Improve greenspace	Improve tree canopy and curb appeal

Tactical Guide: where do we go from here?

- Continue zoning updates.
- Explore zoning incentives to spur interest.
- Focus on special planning areas with sub-area plans.
- Proceed with pedestrians and greenspace in mind.
  - Sidewalks, tree canopy, etc.
- Engage placemaking efforts.



Thank you!

- Questions?

City of Farmington Hills

12 Mile Road and Orchard Lake Road Corridor Study

January 28, 2026

Prepared by:

CAI
COMMUNITY ATTRIBUTES INC

with:

CREATIVE PLACE CO

Prepared for:

FARMINGTON HILLS Michigan



Community Attributes Inc. tells data-rich stories about communities that are important to decision makers.

President and CEO:
Chris Mefford

Project Manager:
Elliot Weiss

CAI Analysts:
Jo Baldwin
Carly Bednarski
Carrianne Cusack
Kortney Cena
MacKenzie Stonis

Creative Place Consulting:
Michael Forsyth, CEO

Community Attributes Inc.
119 Pine Street, Suite 400
Seattle, Washington 98101

www.communityattributes.com

Executive Summary

This study presents a vision and strategic recommendations for the 12 Mile Road and Orchard Lake Road corridors in Farmington Hills, Michigan. The study identifies redevelopment opportunities, policy interventions, and potential investments that will catalyze private-sector growth and enhance community livability. The study integrates data analysis, field work, and stakeholder engagement to identify actions that will support the City's vision for safe, active, productive and vibrant mixed-use corridors.

12 Mile and Orchard Lake Overview

Farmington Hills, a city of about 84,000 located 22 miles from downtown Detroit, is a diverse community with the opportunity and appetite to grow and enhance vitality. Both 12 Mile Road and Orchard Lake Road serve as economic hubs and critical transportation corridors within Farmington Hills, connecting neighborhoods and employment centers to the broader region. There are more than 1,000 acres of land within the study areas, with a diverse mix of commercial, industrial, residential, and institutional uses. The corridors sustain a strong employment base, anchored by finance, research, and professional services. They also face challenges, including aging infrastructure, persistent office vacancy, and a suburban form that limits the corridors' competitiveness within the region.

Opportunities identified in this study include adaptive reuse of vacant office properties, mixed-use redevelopment at strategic nodes, activation of underutilized green spaces, and zoning reform to support higher residential density. Related recommendations position the City to leverage its employment base while improving quality of life for residents and workers.

Defined focus areas within each corridor provide structure to this analysis. Some recommendations are broadly applicable across each corridor, while others may be tailored to specific blocks within a focus area. In either case, the recommendations are aligned with the vision and goals articulated for 12 Mile and Orchard Lake Roads. The following section provides an overview of the vision, goals, and recommendations for each corridor; appendices provide detailed analysis and findings from stakeholder engagement that support the recommendations.

12 Mile Road Corridor Strategic Vision and Priorities

The vision for the 12 Mile Road corridor provides for a connected, mixed-use environment where office, residential, and commercial uses coexist to create vibrant, walkable destinations. The study identifies three focus areas along 12 Mile Road—A, B, and C—each with distinct market opportunities.

Focus Area A (Haggerty to Halsted Roads). Strategies for Focus Area A leverage the concentration of research and development firms such as Nissan and Bosch to create a hub for innovation. This will require new amenities that attract talent, including food services, recreation opportunities, and third spaces for collaboration. Infill and flexible office redevelopment opportunities exist here, requiring targeted efforts on specific sites.

Focus Area B (Halsted to Farmington Roads). The western half of Focus Area B suits Class A tenants that can fill vacancies, as well as ground-up development on available sites. A region-leading office cluster will attract high-quality tenants. The eastern half of Focus Area B calls for adaptive reuse of aging office stock into residential uses, and mixed-use infill of underutilized surface parking lots. This will require improved internal connectivity and streetscape character in new and emerging residential areas.

Focus Area C (Farmington to Orchard Lake Roads). Targeted improvements will make Focus Area C a more effective gateway to both the 12 Mile and Orchard Lake corridors. Improvements should focus on connectivity and accessibility. Wayfinding, signage, and branding elements will increase visibility of key community assets.

12 Mile Corridor Recommendations

High ranking recommendations include the following:

- Convene and collaborate with property owners for coordinated redevelopment of high-vacancy office parcels at 12 Mile and Farmington Road.
- Introduce incentives to support commercial-to-residential conversions and increased mixed-use density near major intersections or other assets.
- Implement a certified sites program to market development-ready properties.
- Invest in pedestrian and recreational infrastructure, including sitting areas, sidewalks, trails, and potentially an overpass to Woodland Hills Nature Park.
- Coordinate with property owners and developers to brand the 12 Mile corridor as a regional innovation and employment hub, including for Class A office and corporate headquarters.

Orchard Lake Road Corridor Strategic Vision and Priorities

The Orchard Lake Road corridor vision includes a vibrant commercial and cultural destination that balances convenience with connectivity and design excellence. It includes regional retail anchors, small businesses, critical

commercial services, and institutions such as Oakland Community College and the Zekelman Holocaust Center. As with the 12 Mile corridor, this study identifies three focus areas within the Orchard Lake corridor.

Focus Area A (13–14 Mile Roads). Hunter's Square provides a redevelopment opportunity toward a mixed-use retail destination featuring national tenants, restaurants, and enhanced pedestrian amenities. Public realm improvements and flexible zoning will facilitate a development plan to refresh existing activity on-site.

Focus Area B (12–13 Mile Roads). This section of Orchard Lake Road calls for an international district celebrating Farmington Hills' distinctive concentration of businesses that celebrate multicultural food and traditions. Strategies promote food-oriented programming, outdoor dining, and small business support. Pedestrian safety and access road improvements, and parking lot redesigns can create people-oriented spaces that align with demographic trends in the area.

Focus Area C (OCC Campus Area and south to 11 Mile Road). Oakland Community College provides an opportunity to collaborate on programming and explore public-private partnerships for redevelopment of underutilized campus land. New uses in this area should be in alignment with OCC's continued operations in the community.

Orchard Lake Corridor Recommendations

Recommendations specific to Orchard Lake Road include the following:

- Support catalytic redevelopment projects, including Hunter's Square and OCC site activation, in alignment with the city's vision and shared interests with the college.
- Create a branded international district with cultural events, multilingual marketing, public realm improvements, and coordinated signage.
- Improve multimodal infrastructure through crosswalks, pedestrian bridges, and reprogrammed access roads.
- Update zoning to permit higher-density mixed-use development and structured parking.
- Develop gateway signage, lighting, and public art installations to enhance corridor identity.

Multi-Corridor Development Strategies

Strategies that apply to both corridors strengthen economic vitality, attract investment, and enhance livability. Recommendations include:

- Modernize regulations to enable mixed-use and higher-density development while aligning incentives with market demand.
- Prioritize capital improvements in lighting, pedestrian crossings, and water/sewer capacity (where needed) to unlock redevelopment potential.
- Collaborate with major employers, developers, and institutions to advance shared investment goals and identify potential public-private partnerships.
- Leverage local training programs, business improvement districts, and targeted marketing campaigns to retain and grow businesses and improve workforce development.
- Create cohesive corridor identities with a high quality of place through signage, landscaping, and public art that celebrate Farmington Hills' innovation and diversity.

The Future of the 12 Mile and Orchard Lake Corridors

The 12 Mile Road and Orchard Lake Road corridors represent cornerstone assets for the future of Farmington Hills. By aligning land use policy, infrastructure investment, and economic development strategies, the city can transform these corridors into connected, attractive destinations that support residents, employers, and visitors alike. The recommendations presented herein provide a roadmap for targeted redevelopment, improved mobility, and inclusive growth—positioning Farmington Hills for sustained economic and community success.

CONTENTS

Executive Summary i
Introduction 6
12 Mile Road Corridor 9
12 Mile Vision and Goals 9
Strategic Recommendations for the 12 Mile Corridor 10
Orchard Lake Road Corridor 20
Orchard Lake Vision and Goals 20
Strategic Recommendations for the Orchard Lake Corridor 21
Multi-Corridor Development Strategies 36
Summary 38

Detailed Appendices presenting interim products that led to this report are presented under separate cover and include the following:

- Background and context for each corridor
- Contextual sources for reference
- Current conditions
- Real estate market trends
- Zoning assessment
- Successful models and comparable areas
- Retail study
- Opportunities assessment

INTRODUCTION

Background and Purpose

The 12 Mile Road and Orchard Lake Road corridors are two of Farmington Hills' most active commercial corridors. They intersect near the geographic center of the city and serve as activity hubs for the community. Automotive, information technology, financial headquarters, R&D centers, civic institutions, and corporate campuses occupy the 12 Mile corridor. Auto-oriented and big-box retail, residential, healthcare, and other services surround the intersection with Orchard Lake Road, and are found northward up Orchard Lake Road as well.

This report identifies key development considerations and recommendations for the 12 Mile Road and Orchard Lake Road corridors in Farmington Hills. The purpose is to identify redevelopment opportunities and explore policies, partnerships, programs, and public investments that could catalyze private-sector investment. This report summarizes prior work completed as part of the Corridors Study and presents strategies to build toward the vision for both corridors.

Process and Approach

This report integrates quantitative and qualitative analysis from previous reports to inform an understanding of the economic, trade area and development conditions in Farmington Hills. In-person field work and community and stakeholder engagement, including an online survey, also inform findings. Primary data sources include:

- CoStar
- Placer.ai
- ESRI Business Analyst (BA)
- Synergos Technologies Inc. (STI) Workplace
- U.S. Census Bureau American Community Survey (ACS)
- U.S. Bureau of Labor Statistics (BLS)
- CAI-administered Survey Data

Community and stakeholder engagement also informs this study's recommendations. Outreach for this project included a community survey, informal small business interviews and door-to-door conversations, stakeholder focus groups and individual interviews, and staff workshops.

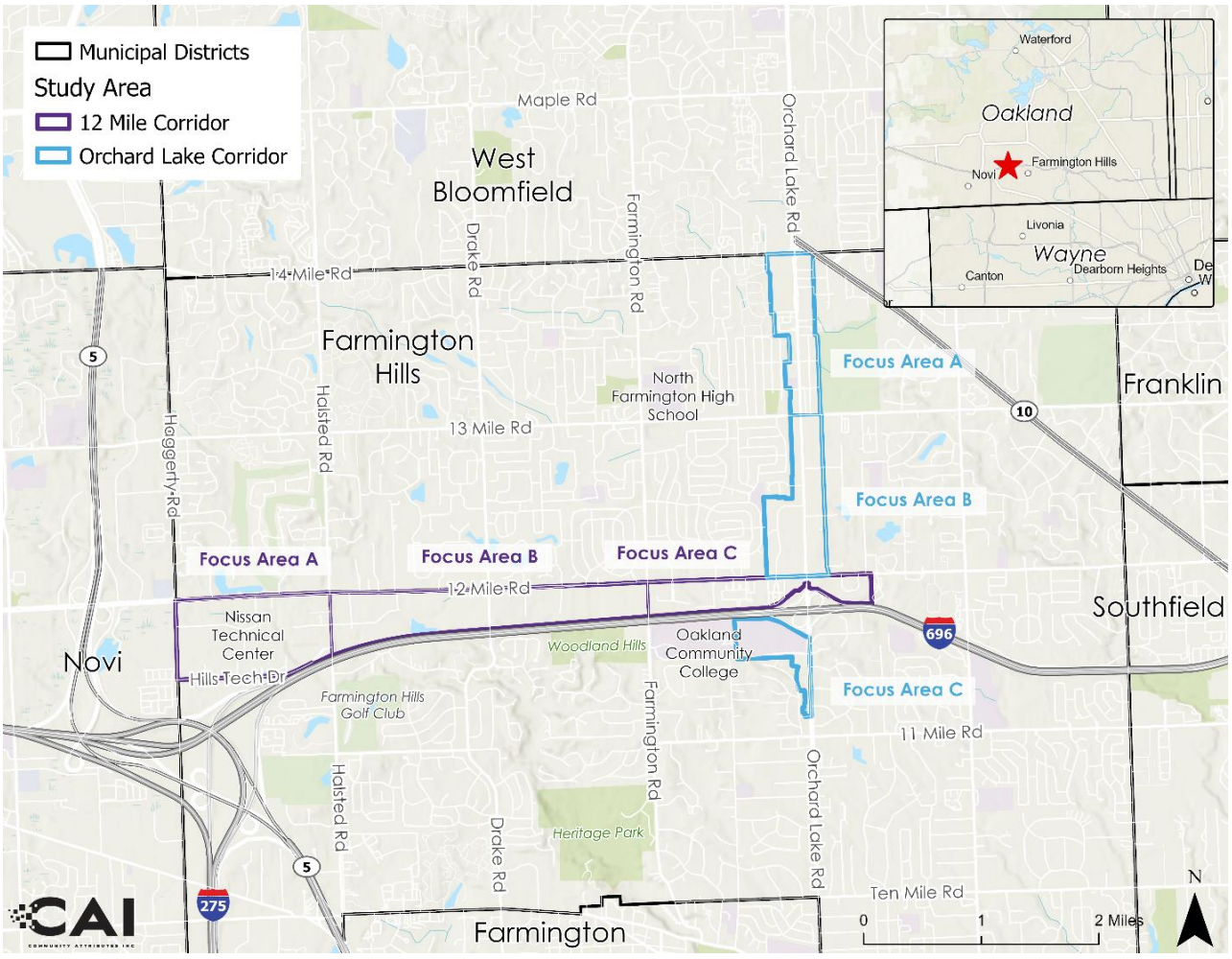
An Overview of the Study Areas

For the purposes of this study, the 12 Mile and Orchard Lake corridors are defined as follows:

- The 12 Mile corridor extends along W 12 Mile Road, from its intersection with Haggerty Road on the west to Orchard Lake Road on the east. The study area is limited to the south side of W 12 Mile Road and is bordered by I-696 (**Exhibit 1**).
- The Orchard Lake corridor runs along Orchard Lake Road, stretching from W 11 Mile Road in the south to W 14 Mile Road in the north, and crossing both W 12 Mile Road and I-696 (**Exhibit 1**).

The 12 Mile corridor spans five miles and 700 acres, while the Orchard Lake corridor covers three miles and 350 acres. Together, they are major economic hubs in a predominantly residential city, hosting a range of businesses, services, and cultural destinations.

Exhibit 1. Overview of Study Areas, 2025



Source: CAI, 2025.

How this Report is Organized

The remainder of this report is organized as follows:

- **The 12 Mile Corridor Study.** This section contains the vision and goals for the 12 Mile corridor, along with strategic recommendations.
- **The Orchard Lake Road Corridor Study.** This section contains the vision and goals for the Orchard Lake corridor, along with strategic recommendations.
- **Multi-Corridor Development Strategies.** This section summarizes strategic recommendations that are applicable to both corridors.
- **Detailed Appendices. (presented under separate cover)** including background and context for both corridors, contextual sources for reference, current conditions within the corridors, real estate market trends, supplemental restaurant recruitment targets, zoning analyses, case studies, a retail and restaurant study, and an opportunities assessment.

12 Mile Road Corridor

The following provides a high-level summary of the community-supported vision, identified goals, and strategic recommendations for the 12 Mile corridor. Detailed background, context, and analysis for the 12 Mile corridor is presented in Appendix A.

12 Mile Vision and Goals

A Vision for the 12 Mile Corridor

The 12 Mile Road Corridor offers connected, mixed-use destinations where residential, commercial, and entertainment uses thrive alongside established offices. Through planned activity nodes, strategic infill and adaptive reuse, the corridor supports the City's broader vision of livability and opportunity for all and offers a welcoming, walkable environment for residents and workers alike.

Goals for the 12 Mile Corridor

1. Encourage a balanced mix of uses
Promote a diverse blend of residential, office, commercial, and entertainment uses to create a dynamic, active corridor that serves both residents and workers throughout the day.

2. Improve connectivity and create walkable nodes withing the corridor
Enhance pedestrian and bicycle infrastructure to improve connectivity between sites, reduce reliance on cars, and foster a safe, accessible, and enjoyable environment for all users.

3. Foster a sense of place and community identity
Strengthen the corridor's identity through high-quality design, public realm improvements, and placemaking that encourages social interaction and a neighborhood feel.

4. Focus Area A: Advance a hub for research and innovation that can compete for top talent
Position this area as a center for R&D and innovation by encouraging flexible office space, branding opportunities, and talent-attracting amenities such as recreation, restaurants, and third places for collaboration and relaxation.

5. Focus Area B (West): Establish premier Class A tenants and corporate headquarters
Support selective redevelopment, through appropriate zoning and incentives, that emphasizes quality and design to attract and retain Class

A office tenants in a campus environment, reinforcing the area's appeal as a competitive high-value employment center.

6. Focus Area B (East): Create an urban village with active ground floors, public spaces, and better utilization of existing parking and outlots
Transform this area into a walkable, mixed-use neighborhood with dense residential development, activated ground-floor retail, engaging public spaces, and recreational amenities that build community and connect to natural assets.

7. Focus Area C: Leverage available infrastructure and strengthen gateways to improve wayfinding, direct traffic, and support inclusive redevelopment
Enhance key intersections with placemaking and design improvements, support multifamily development and infill, and celebrate the area's diversity as a "melting pot" through art, identity, and shared spaces.

Strategic Recommendations for the 12 Mile Corridor

Development and Redevelopment

Collaborate to create a mixed-use center at 12 Mile and Farmington Roads. The southwest corner of this intersection is comprised of five large parcels with office uses that are currently experiencing high rates of vacancy. These parcels are also characterized by very large surface parking lots that are similarly underutilized. Based on anecdotal evidence, more than one of these properties is interested in converting the on-site office building to residential use. This may indicate an opportunity for the other office uses to convert as well, and the accompanying surface parking lots are candidates for mixed-use infill development. This cluster provides an opportunity for an urban village concept. Such a concept would require extensive coordination between property owners, which the City could facilitate. A subarea plan or development agreement could help to ensure property owners are working to develop a cohesive place, rather than individual and disconnected development projects. Regional examples such as the Forum Flats development in Troy, MI offer an early blueprint to inform new suburban office-to-residential conversion and infill models.

Consistent with the recommendation above, consider, analyze, and provide incentives for commercial-to-residential conversation in appropriate areas. The 12 Mile corridor is characterized by concentrations of office uses that experience high rates of vacancy and are unlikely to be competitive in a post-COVID market without significant reinvestment. Mixed-use and multifamily residential may be better aligned with market interest. However, there are some economic uncertainties regarding office

conversion projects given that they are relatively untested in the area and have been found to be cost-intensive in other markets. Providing incentives for such projects could help bridge feasibility gaps and return these underutilized properties to economically productive projects.

Evaluate the feasibility of disposing of public properties for private development. While the corridors contain limited publicly owned land, there are parcels that are City-owned and house City facilities. To the extent that these properties could support private redevelopment, business growth and expansion, or other key aspects of the City's vision, the City could consider working with the private sector as a land partner to improve the project feasibility. One potential opportunity may be to relocate City Services to a more suitable use area, though this would depend on thorough feasibility analysis.

Support selective redevelopment through appropriate zoning and policy revisions. This includes expanded zoning and development tools that allow a greater mix of residential, commercial, and office uses. A critical review of recent and future zoning amendments is necessary to understand development limitations and estimate anticipated buildout. Strategic targeting near commercial and institutional hubs can promote focused density and align private investment with the city's pedestrian and design goals. (Consult Appendix F for Zoning assessments.)

Create a certified sites program that identifies clearly vacant and redevelopable parcels and that communicates the city's development interests for those sites. Giving developers and prospective investors clear information about readily available sites can make local development opportunities accessible to a broader audience. A certified sites program communicates to stakeholders, especially those without a direct understanding of the Detroit metro market, a transparent view of the location they are evaluating and the potential opportunity that meets their interest.

Identify, inventory, market, and expand (where feasible) incentives for development and redevelopment. Federal, state, and local incentives are either in effect or feasible for Farmington Hills to adopt and offer. The City needs to effectively communicate these incentives to would-be developers and tenants. A willingness to expand available local incentives would differentiate Farmington Hills from other Detroit metro locations.

Business Recruitment, Retention, and Expansion

Recruit a Class A headquarters for the undeveloped site between Comerica and JST. This 30-acre site, one of the largest greenfield development opportunities in the area, represents a unique opportunity

within the 12 Mile and Orchard Lake corridors. Because of its colocation with other Class A office buildings, including the building soon to be vacated by Mercedes Benz Financial Services, the building formerly occupied by GreenPath Financial Wellness, and the Comerica Great Lakes campus, this premium site should be reserved for a similar Class A tenant. Collaborative marketing with the property owner could include a branded, site-specific prospectus that staff circulate to prospective investors. This creates a development opportunity that is consistent with the City's vision for the site and the corridor. Supplement built-to-suit business attraction efforts, by promoting adjacent premium Class A office vacancies that offer high-end, move-in ready real estate opportunities, including the building owned by Olympia Development (soon to be vacated by Mercedes Benz Financial Services), and the building formerly occupied by GreenPath Financial Wellness. Together, built-to-suit and move-in ready sites should be packaged and prioritized for coordinated city, regional and state site selection and business attraction efforts.

Create site and industry-specific marketing materials and development prospectuses for key sites and industry clusters. Developing and documenting known site selection criteria for prospective retailers (which includes lot size, prototype specifications, preferred co-tenants, trade area size, traffic metrics, and land use) will enable Farmington Hills to proactively communicate with tenants and identify suitable properties for new developments.

Encourage remaining office spaces to invest in revitalizing improvements and desirable infrastructure using incentive tools such as business improvement districts, tax increment financing, and façade improvement programs. Farmington Hills can facilitate coordinated efforts between property owners.

Leverage existing businesses and employment strengths such as the concentration of FIRES (finance, insurance, real estate, and services) to attract complementary knowledge-sector businesses and innovation-focused industries. Partner with local educational institutions and employers to develop workforce pipeline**s.**

Strengthen relationships with the Detroit Regional Partnership (DRP), Oakland County, Michigan Economic Development Corporation (MEDC), and active site selectors working in the Detroit metro region to facilitate communication of Farmington Hills development opportunities. Ensure that staff can prioritize regional events, regular engagement opportunities, communication protocols, and other best practices to establish Farmington Hills as a primary development opportunity.

Create an internal process to track commercial mortgage maturities and tenant outcomes after mortgage maturation, and ensure that proactive communications around business retention are occurring on appropriate timelines.

Amenity Development

Work to create trails, benches, picnic tables, and other similar amenities along natural features and in open spaces, connecting them where practicable. The natural and semi-natural (constructed, but landscaped) areas throughout the corridors are important amenities that make the corridors more competitive for investment interest. Constructing walking paths, trails, spaces to pause, and trail linkages across major arterials create more attractive environments for employees, residents, and visitors. Public investments in quality of work/life amenities are well received by most developers, who see the investments as a sign of commitment to the success of the area.

One example of how City officials and property owners can improve recreational spaces is by leveraging ponds and waterways along the 12 Mile Road corridor in Focus Areas A and B. **Exhibit 2** depicts the central pond in Focus Area A that has been identified as an area for potential green space activation and placemaking. The space represents an existing, centrally located asset that could provide greater value to local office workers with minimal investment. Suggested amenities include picnic tables, benches, or a trail around the perimeter.

There are other opportunities to use walking paths and trails to connect such ponds and waterways and fulfill their recreational potential. One potential route to connect green spaces is shown in **Exhibit 3**.

Exhibit 2. Green Space Focus Area A - Pond, 12 Mile Road Corridor



Source: Google Street View, 2024.
Note: In this example, sitting areas or stormwater infrastructure could serve as attractive amenities to workers with investments in paths or sitting areas.

Support workforce-serving amenities and services along both corridors through both policy-directed strategies, such as allowing retail and restaurants in office-oriented areas. Infrastructure improvements include recreational amenities, first- and last-mile connections, and better connections to retail hubs that are outside the 12 Mile study area.

Infrastructure and Regulation

Explore the feasibility of a pedestrian overpass. While at-grade pedestrian crossings are generally preferred, traffic volumes and road control are both challenges within the corridor. In certain locations of concentrated business activity or residential density, and when activity is split by a major roadway, a pedestrian overpass can improve connectivity. One example of improved connectivity to recreational assets would be a pedestrian crossing over I-696 to access Woodland Hills Nature Park. This could be ideal if the offices at the southwest corner of 12 Mile and Farmington Road pursue residential conversion and parking lot infill – potentially adding hundreds of housing units. Currently there are few natural amenities that would make new housing units appealing to potential tenants, but on-site improvements and a direct connection to Woodland Hills would be attractive to many. Conversely, should occupancy return to the office space, the connection to the Nature Park provides an employee amenity.

Explore overlay zones, incentive zoning, and other tools that could add significant residential density in appropriate areas. These are regulatory tools that would require additional study, but they offer a way to provide targeted density and an opportunity to funnel market interest. Regulatory clarity and an innovative, future-forward mentality will be critical to recruit investment in higher intensities of development than have occurred in Farmington Hills previously.

Consider designating pedestrian-priority areas to structure specific development requirements in the development code. While vehicular access will remain a critical priority for area businesses, the vision for these corridors establishes that there will be nodes that are more walkable. Within these nodes, the City should consider designating pedestrian priority areas, such that development regulations can be tailored to the nodes. Candidates include existing concentrations of multi-family housing, such as Focus Area C along 12 Mile Road, and near high traffic institutions, such as Farmington Community Library and STEAM Academy. As well as areas along Orchard Lake Road where the median access drive divides pedestrian connectivity.

Establish standards for connected/aligned mid-block or through-block connections in areas with large blocks and the potential for increased residential density. Due to large parcel sizes in the 12 Mile Road corridor, internal connectivity will be an important consideration. Mid-block connections can be planned for and prescribed so that private property owners provide for such connections when they develop their property.

Plan for and provide targeted water/sewer capacity upgrades where increased residential density is anticipated. Staff across City departments need to maintain communication and coordination to ensure that new developments, especially at higher intensities than previously envisaged, have sufficient water/sewer capacity. Within the 12 Mile corridor, there are properties considering office-to-residential conversions, as well as opportunities to build more density, diversity, and connectivity than has been constructed in the area before. Capitalizing on these opportunities may require advanced planning for upgraded water/sewer infrastructure.

Restructure development regulations to encourage or require that parking be located behind buildings in pedestrian-priority areas. With designation of pedestrian priority areas, regulations can change in ways that encourage more engaging, street-facing development that improves business access.

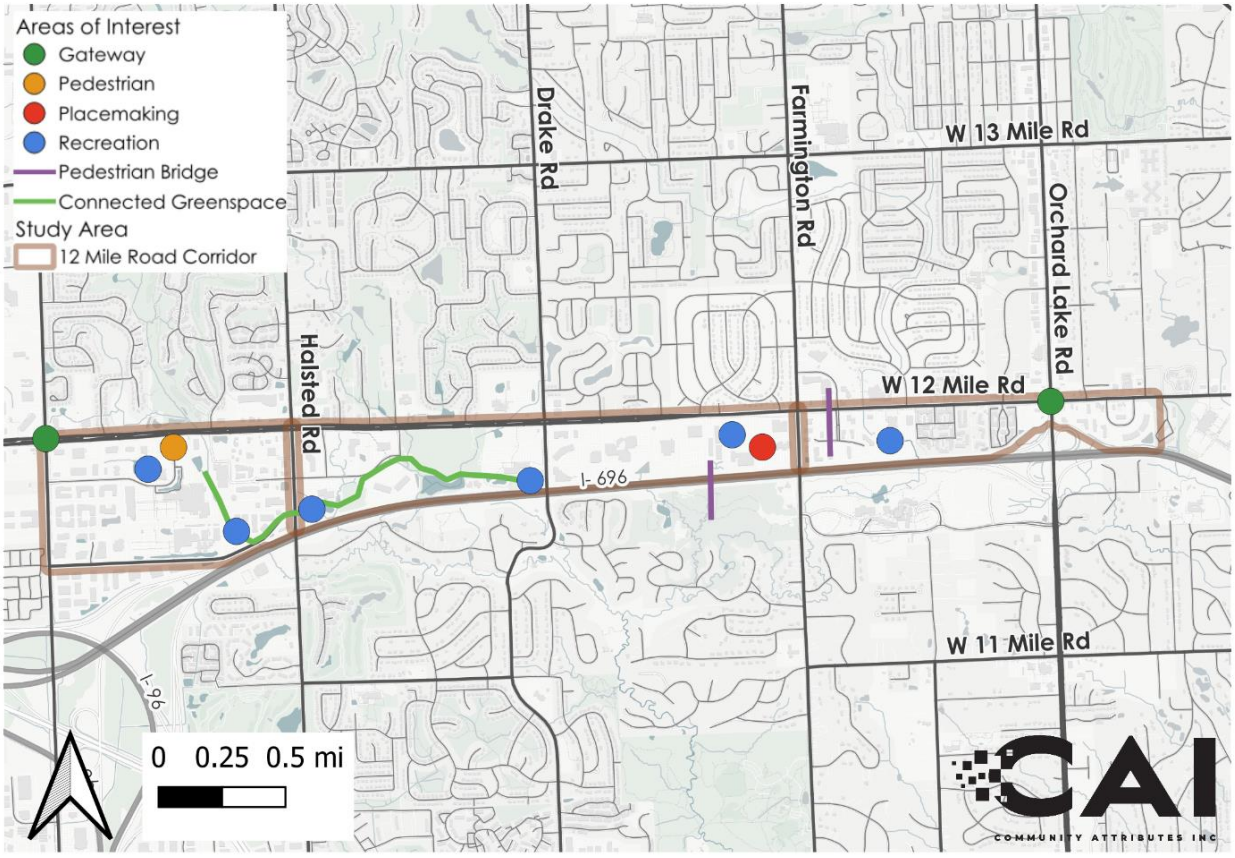
Ensure consistent lighting through the 12 Mile and Orchard Lake Road corridors. The presence of streetlights is inconsistent throughout the corridors, making the corridors difficult to navigate for vehicles and pedestrians alike. This is especially problematic during fall and winter

months, when daylight is shorter. It limits visibility for businesses during working hours and the implementation of consistent standards for lighting could increase business competitiveness and pedestrian safety.

Evaluate density limits to ensure consistency with market demand. Recent text amendments to the zoning code have allowed for multifamily and mixed-use development in commercial areas. Additional research into market demand for higher intensities of development should inform density limits, height limits, and any other regulations that govern the intensity of development, such that regulations can be tailored to allow for the product types that will benefit most from market interest.

Public infrastructure investments can improve corridor appeal, advance community goals, and unlock private development potential. The geographic locations of proposed improvements are displayed in **Exhibit 3** below. These improvements include gateway signage and improvements for each corridor, infill recreation opportunities, placemaking and pedestrian infrastructure, such as crosswalks and pedestrian bridges.

Exhibit 3. Infrastructure Improvement Areas, 12 Mile Road Corridor



Sources: City of Farmington Hills, 2025; CAI, 2025.

Programs and Placemaking

Activate the vacant land next to the Players Barn. The parcel immediately to the west of the Farmington Players Barn is available for purchase. While prior plans had been for commercial office uses, the immediate proximity of institutional uses, such as the barn itself and the library, along with the potential for redevelopment of other nearby parcels, could create an opportunity for the City to acquire, rezone, and program this land. Interim, low-cost uses such as a food truck court with a covered pavilion could complement the existing product mix, and longer-term opportunities to create an event space could cement this area as a node for resident enjoyment. Parking and pedestrian connectivity are key considerations for site design if the City decides to pursue acquisition.

Brand the Class A corporate campus environment to highlight high-quality amenities, connectivity, and potential for mixed-use integration. By positioning these spaces as vibrant campuses rather than traditional office parks, the city can attract employers seeking collaborative, talent-focused workplaces that compete with urban innovation hubs. Oftentimes such campuses serve larger roles in the community for event spaces and outdoor gatherings. This approach strengthens the value of existing office-based assets and acts as a complementary investment to future public realm improvements.

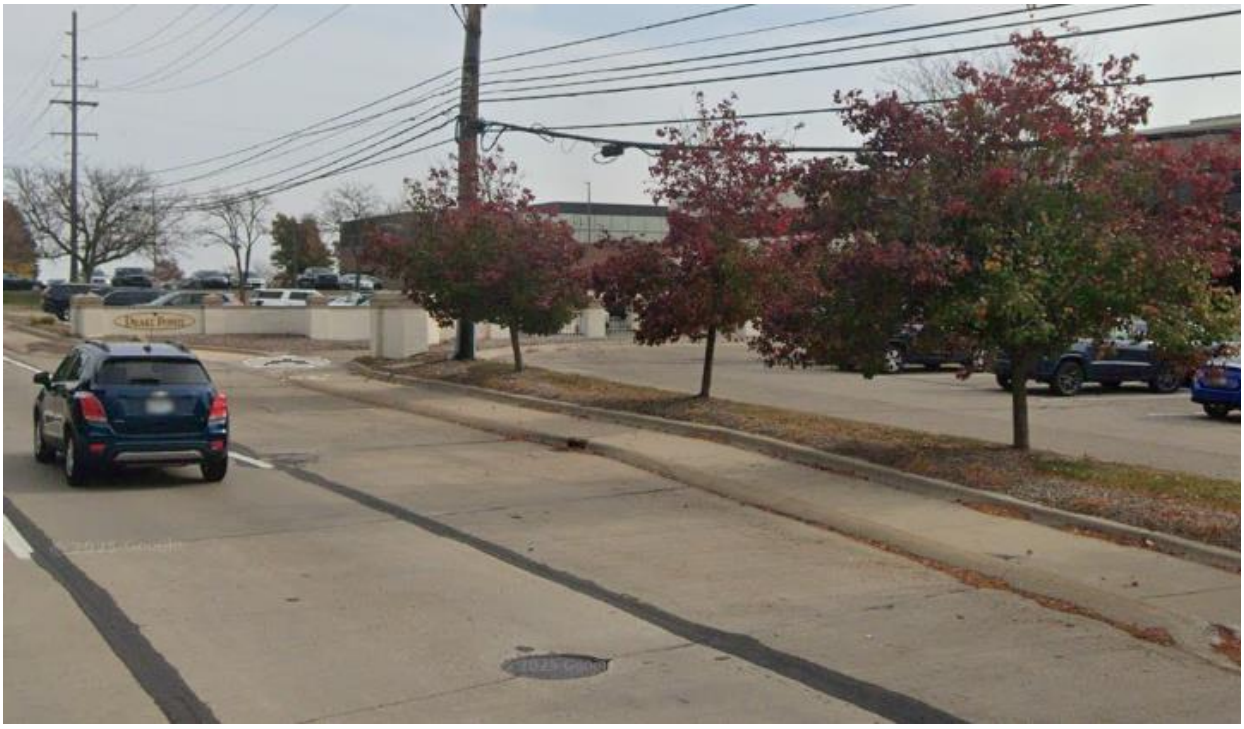
Improve curb consistency and ensure design improves pedestrian safety. Throughout both corridors, curbs lack consistency and pedestrian focus. The example in **Exhibit 4** below provides a buffer between the sidewalk and the road, but the excess space creates a larger distance for pedestrians to cross at intersections and crosswalks. However, sidewalks without any separation from the road, such as in **Exhibit 5** offer little protection for pedestrians and do not contribute to any meaningful curb appeal or traffic calming efforts.

Exhibit 4. 12 Mile Road Corridor Curb Conditions, Focus Area B



Source: Google Street View, 2024. Accessed August 2025.

Exhibit 5. 12 Mile Road Curb Example, Focus Area B



Source: Google Street View, 2024; Accessed August 2025.

Multi-corridor Recommendations for the 12 Mile Corridor

This Plan advances several recommendations that apply to both the 12 Mile and Orchard Lake corridors. These recommendations begin in the section titled "Multi-Corridor Development Strategies" and begin on page 40.

ORCHARD LAKE ROAD CORRIDOR

The following provides a high-level summary of the community-supported vision, identified goals, and strategic recommendations for the Orchard Lake corridor. Detailed background, context, and analysis for the Orchard Lake corridor is presented in Appendix B.

Orchard Lake Vision and Goals

A Vision for the Orchard Lake Corridor

The Orchard Lake Road Corridor will be a vibrant commercial and cultural destination that balances convenience with connectivity and design excellence. It includes regional retail anchors, small businesses, critical commercial services, and institutions such as Oakland Community College and the Zekelman Holocaust Center.

Goals for the Orchard Lake Corridor

1. Attract new uses and encourage reinvestment
Promote adaptive reuse and reinvestment by recruiting new tenants—such as retailers, entertainment venues, and quick-service and sit-down restaurants—that enhance corridor activity and appeal.

2. Improve walkability and multimodal access
Enhance pedestrian and bicycle infrastructure to ensure the corridor is safe, connected, and comfortable for all modes of travel.

3. Enhance gateway areas while reclaiming green space
Strengthen the corridor's visual identity through cohesive signage, landscaping, and placemaking improvements—especially at key entrances—to create a more welcoming and memorable experience.

4. Promote the corridor's small businesses and entrepreneurs
Use placemaking, infrastructure, façade improvements, signage, and improved lighting to support the visibility, resilience, and growth of local businesses and entrepreneurs as key drivers of corridor vibrancy and economic opportunity.

5. Focus Area A: Reinforce the gateway with high-energy, experiential uses
Reclaim the gateway of the corridor with open space amenities, destination entertainment, and vibrant restaurant and retail tenants. This area should set the tone for the corridor through placemaking, lifestyle uses, and high-quality design that welcomes all users.

6. Focus Area B: Cultivate a community hub—and district—rooted in food, culture, entrepreneurship, and small business
Transform this central portion of the corridor into a vibrant community destination with food-focused programming, local entrepreneurship support, and public realm enhancements. Events, parks, and public art can animate the space, while business assistance efforts improve visibility and growth.

7. Focus Area C: Introduce context-sensitive development
Leverage the presence of Oakland Community College and available land to introduce new development that adds to the corridor's mix.

Strategic Recommendations for the Orchard Lake Corridor

Development and Redevelopment

Support the Hunter's Square redevelopment. The City of Farmington Hills is considering a redevelopment proposal for Hunter's Square, the shopping center at Orchard Lake Road and 14 Mile Road. The City should support this redevelopment while providing constructive feedback to ensure that the proposal reflects the City's values and desired amenities.

The City could also incentivize recruitment of full-service restaurants at Hunter's Square, helping secure more accessible, affordable liquor licenses by establishing a "redevelopment Project Area." This unlocks options for prospective restauranteurs to apply for "Redevelopment Area (RDA)" Class C liquor licenses at the cost of $20,000. City assistance with due diligence and Council resolutions to establish the Redevelopment Area should coincide with close coordination between brokers, developers and prospective tenants to support full-service restaurant recruitment. For limited-service restaurants, City staff should advocate for QSR tenants that are relative newcomers to Southeast Michigan but expanding nationally. QSRs such as Raising Cane's, Slim Chickens, or Portillo's show very high relative fit scores, and can attract between 40,000 – 50,000 visits monthly, creating strong synergy with anchor tenants. To the extent possible, the City should provide directives to include public realm improvements and infrastructure to maximize the economic value of the shopping center.

Work to support and enable catalytic or visionary uses for underutilized portions of the Oakland Community College (OCC) campus. The eastern half of the OCC campus in Farmington Hills is underutilized. The City has received proposals for redevelopment using a public-private partnership model. The City should evaluate these proposals and work to support any that meet the City's vision for the Orchard Lake corridor, and that otherwise drive visitation and economic growth. Such

support could include coordination between the private entity and OCC, as well as flexibility in zoning modifications.

Support selective redevelopment through appropriate zoning and policy revisions. This includes expanded zoning and development tools that allow a greater mix of residential, commercial, and office uses. A critical review of recent and future zoning amendments is necessary to understand development limitations and estimate anticipated buildout. Strategic targeting near commercial and institutional hubs can promote focused density and align private investment with the City's pedestrian and design goals. (For a Zoning Assessment, please consult Appendix F.)

Create a certified sites program that identifies clearly vacant and redevelopable parcels and that communicates the city's development interests for those sites. Giving developers and prospective investors clear information about readily available sites can make local development opportunities accessible to a broader audience. A certified sites program communicates to stakeholders, especially those without a direct understanding of the Detroit metro market, a transparent view of the location they are evaluating and the potential opportunity that meets their interest.

Identify, inventory, market, and expand (where feasible) incentives for development and redevelopment. Federal, state, and local incentives are either in effect or feasible for Farmington Hills to adopt and offer. The City needs to effectively communicate these incentives to would-be developers and tenants. A willingness to expand available local incentives would differentiate Farmington Hills from other Detroit metro locations.

Business Recruitment, Retention, and Expansion

Attend, engage, and follow up after retail conferences and other events while seeking out specific retailers looking to expand. The City has an opportunity to build on recent leads for retail recruitment. High-ranking recruitment targets include Shake Shack, Puttshack, Escape Room, Punchbowl Social, Postino, and Yardhouse. Where possible, identifying sites appropriate for specific retailers and food and beverage establishments would allow the City to develop materials that align with the corporate interests of these targeted businesses.

Create site and industry-specific marketing materials and development prospectuses for key sites and industry clusters. Developing and documenting known site selection criteria for prospective retailers (which includes lot size, prototype specifications, preferred co-tenants, trade area size, traffic metrics, and land use) will enable

Farmington Hills to proactively communicate with tenants and identify suitable properties for new developments.

Strengthen relationships with the Detroit Regional Partnership (DRP), Oakland County, Michigan Economic Development Corporation (MEDC), and active site selectors working in the Detroit metro region to publicize Farmington Hills development opportunities. Ensure that staff can prioritize regional events, regular engagement opportunities, communication protocols, and other best practices to establish Farmington Hills as a primary development opportunity.

Create an internal process to track commercial mortgage maturities, tenant outcomes after mortgage maturation, and ensure proactive communications around business retention on appropriate timelines.

Amenity Development

Support workforce-serving amenities and services along both corridors through both policy-directed strategies, such as allowing retail and restaurants in office-oriented areas. Infrastructure improvements include improvements in recreation and implementing first- and last-mile commute solutions.

Infrastructure and Regulation

Add dedicated turn (deceleration) lanes to appropriate sections of Orchard Lake Road. While this would be a large investment and would require coordination with the Oakland County Road Commission, it would streamline business access, reduce the reliance on the marginal access roads in this corridor, and potentially make land available for new development on or near the street. This would be particularly impactful between 12 Mile and 13 Mile.

Reduce, eliminate, or otherwise reprogram and improve management of marginal access roads along Orchard Lake Road The design of the marginal access roads along Orchard Lake hampers pedestrian and vehicular business access and safety, and reduces business visibility, but it may be impractical to eliminate these roads. If sections can be eliminated without adverse traffic impacts on Orchard Lake Road itself, it would open land for new development. If the full length of the marginal access roads is to be maintained, improved sidewalks (consistency and quality of paving, pathways to businesses) would create a better business environment.

Work with property owners to Reduce, eliminate, or otherwise reprogram and improve management of marginal access roads along Orchard Lake Road by reconfiguring surface parking lots in corridor-serving shopping centers. Shopping centers throughout both

corridors, such as Orchard 12 Plaza, present challenges both for pedestrian access and pedestrian navigation. Low-cost solutions like improved painting, striping, and wayfinding signage would help clarify drive lanes, improve business access, and make it easier for people on foot to navigate from their parked cars to the front doors of local businesses.

Add crosswalks, signalized mid-block crossings, and other pedestrian infrastructure in appropriate locations. Connectivity across 12 Mile and Orchard Lake roads is currently a challenge. Where higher intensities of activity or redevelopment are expected, consider sidewalk improvements, signalized crossings, and other interventions that shorten the block length (and walking distance to amenities) for pedestrians. Signalized crossings can be "on demand" to limit disruption to vehicular traffic flows.

Explore overlay zones, incentive zoning, and other tools that could add significant residential density in appropriate areas. These regulatory tools would require additional study, but they offer a way to provide targeted density and funnel market interest. Regulatory clarity and an innovative, future-forward mentality will be critical to recruit investment in greater development intensity in Farmington Hills than in the past.

Establish standards for connected/aligned mid-block or through-block connections in areas with large blocks and the potential for increased residential density. Due to large parcel sizes in the Orchard Lake Road corridor, internal connectivity will be an important consideration.

Plan for and provide targeted water/sewer capacity upgrades where increased residential density is anticipated. Staff across City departments need to maintain communication and coordination to ensure that new developments, especially at higher intensities than previously envisaged, have sufficient water/sewer capacity. Capitalizing on these opportunities may require advanced planning for upgraded water/sewer infrastructure.

Consider designating pedestrian-priority areas to structure specific development requirements in the development code. While vehicular access will remain a critical priority for area businesses, the vision for these corridors establishes nodes that are more walkable. Within these nodes, the City should consider designating pedestrian priority areas, such that development regulations can be tailored to the nodes. Candidates include existing concentrations of multifamily housing and the nascent international district.

Restructure development regulations to encourage or require that parking be located behind buildings in pedestrian-priority areas. With designation of pedestrian priority areas, regulations can change in

ways that encourage more engaging, street-facing development that improves business access.

Ensure consistent lighting through the Orchard Lake Road corridor. The presence of streetlights is inconsistent throughout the corridors, making the corridors difficult to navigate for vehicles and pedestrians alike. This is especially problematic during fall and winter months, when daylight is shorter. It limits visibility for businesses during working hours and the implementation of consistent standards for lighting could increase business competitiveness as well as pedestrian safety. Consider temporary or seasonal lighting on trees and landscaping to help identify certain retail business districts as evening destinations for dining and commerce.

Evaluate density limits to ensure consistency with market demand. Recent text amendments to the zoning code have allowed for multifamily and mixed-use development in commercial areas. Additional research into market demand for higher intensities of development should inform density limits, height limits, and any other regulations that govern the density, diversity, and connectivity of development, such that regulations can be tailored to allow for the product types that benefit from market interest.

Public infrastructure investments can improve corridor appeal, advance community goals, and unlock private development potential. The geographic locations of proposed improvements are depicted in **Exhibit 6** below. These improvements include gateway signage and improvements for the corridor, infill recreation opportunities, placemaking and infrastructure, such as crosswalks and pedestrian bridges.

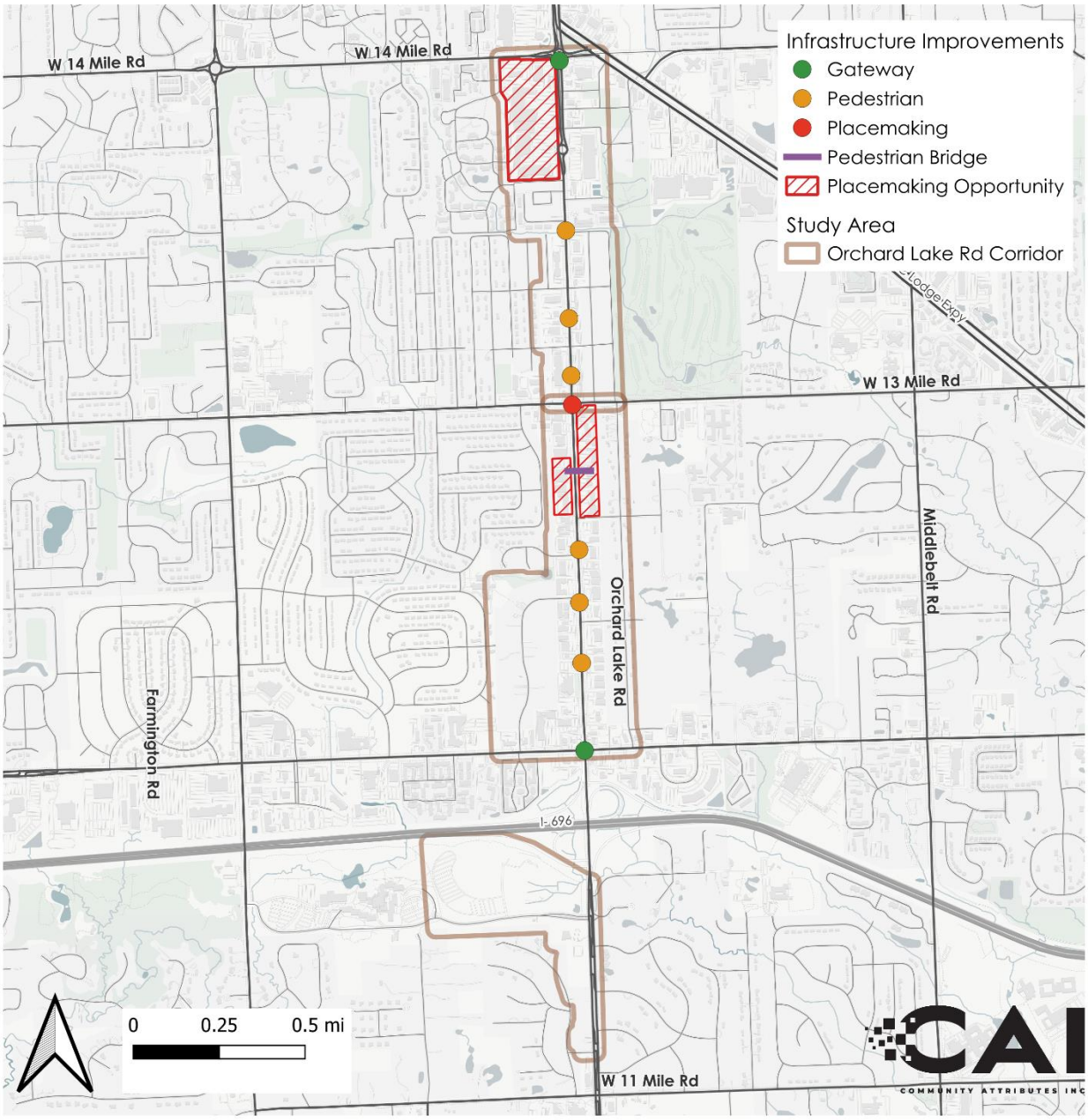
The upcoming development of Hunter's Square provides an opportunity to ensure that the future shopping center includes pedestrian and placemaking elements to execute on the stated vision for Focus Area A in the Orchard Lake Corridor. This can draw from elements of the Waterside at Marina Del Rey case study, which incorporates outdoor seating, fountains, and enhanced walkway features to encourage. (Consult Appendix G for comparative case studies.)

Infrastructure opportunities in the future International District can draw from placemaking installations from the Eden Center case study, which used both formal redevelopment and organic placemaking to create a local landmark.

(Re)design parking lots for people in the Orchard Lake Corridor to support a destination retail environment. Whether via PUD design enhancements for the major redevelopment at Hunter's Square or temporary placemaking projects in under-utilized parking spaces in the International District, parking lots designed for people are better for business. Courtyards

and patios support post-shopping dining rather than takeout, increasing revenue for restaurants and their staff. Attractive signage, landscaping, lighting, public art, and dedicated pedestrian pathways help customers travel between neighboring businesses. This helps create destinations that capture more consumer time and spending onsite.

Exhibit 6. Infrastructure Improvement Areas, Orchard Lake Road Corridor



Sources: City of Farmington Hills, 2025; CAI, 2025.

Programs and Placemaking

Work with property and business owners to create a name, identity, and brand for the International District on Orchard Lake Road, between Burbank Street and 13 Mile Road. Successful models include Eden Center in Falls Church, Virginia, which initially developed as a cultural center organically due to the strong concentration of ethnic businesses, but now actively collaborates with the City of Falls Church as a designated cultural district. (Consult Appendix G for comparative case studies.) Collaborative efforts should focus on branding both the physical and virtual environment to drive awareness and traffic.

Create, fund, and otherwise support cultural events aligned with the cultures represented in the International District. City-led activation in combination with business community events can help to create a frequent programming schedule for the district and increase awareness of the district's cultural offerings. For example, launch an international market and event series. Host an international market with vendor stalls and food trucks set up in the underutilized parking lots and marginal access streets between Burbank and 13 Mile on both sides of Orchard Lake. Work with existing businesses and local cultural organizations to launch a public call for vendors. Consider issuing small grants for pop-up tents, equipment, and signage to help reduce the barrier to entry for vendors and incubate new full-time businesses. Use the opportunity to build trust and awareness, with robust marketing in different languages and outreach with key cultural champions in the community. Use the platform of the international market to conduct additional programming around major cultural events that celebrate Farmington Hill's diverse resident base, such as Diwali, Eid al-Fitr, and Chinese New Year. Successful regional models such as the Thai Sunday Market in Warren, Michigan offer a road map for organic, community driven cultural and food-centric programming.

Host a City-sponsored foodie influencer tour and campaign to provide affordable marketing and bolster the region's awareness of the unique collection of international restaurants, grocers, butchers, and bakers along Orchard Lake. Cross-promote on City and influencer social networks and leverage public profiles of City mayor and Council members to celebrate the businesses and entrepreneurs that call Farmington Hills home. Leverage City marketing resources to tell the story of individual business owners and spotlight how Farmington Hills has become a destination for immigrant entrepreneurs.

Collaborate with property and business owners to build, install, or otherwise establish cultural installations, such as flags, plaques, and public art installations that reflect the cultural diversity of the district. While individual business owners need to lead small business

operations, the City can convene these business owners to spearhead a branding process and can provide marketing and materials to communicate and reinforce this brand identity. Ethnic businesses located in this area include, at a minimum, Indian, Pakistani, Chinese, Georgian, Syrian, Lebanese, and others.

Collaborate with property and business owners to retake, landscape, and program specific surface parking spaces for outdoor dining, parklets, and other visible parking spaces that serve the businesses of the International District. Both corridors have ample parking capacity to accommodate patrons. Shared parking agreements can help to smooth parking demand on individual lots, and the opportunity to retake parking spaces for public space could give retail and restaurant patrons the opportunity to share meals from different restaurants, host informal events, and enjoy quality food in attractive settings. The City could work with business and property owners to identify appropriate lots and spaces for community use, both temporary and permanent.

Incubate new business ventures by supporting accessible retail opportunities combined with technical assistance. In concert with the launch of an international market and event programming, create technical assistance resources to help incubate and grow emerging businesses into full-time tenants. For example, the City can connect food entrepreneurs to local churches or places of worship that have under-utilized, fully licensed commercial kitchen space, or encourage entrepreneurs focused on baked goods, to take advantage of Michigan's cottage food laws. Official resource lists and meet ups could introduce entrepreneurs to technical assistance providers. Entrepreneurs looking for help with packaging could be connected to the Michigan State University Product Center**.** Entrepreneurs looking for help with business planning could be connected to Centric Place training in Farmington Hills. Identify gaps in technical services and consider launching City-sponsored programming.

Build relationships with local brokers through dedicated programming and networking. Schedule quarterly broker networking sessions to share local economic development efforts, tenant leads, and market data. Help brokers hone their sales pitch on why Farmington Hills is a great place to do business. Be proactive in curating the retail and office mix by connecting the right business leads with the right locations and the right broker. Help provide marketing resources that set Farmington Hills apart, such as photo and video assets, market data, and site selection stories behind successful new office and retail tenants. Listen carefully for intel on tenant closures or relocations and prioritize business retention efforts accordingly.

Design and install appropriate gateway signage that identifies Farmington Hills and its assets in proximity to major intersections.

Farmington Hills benefits from major gateways and high traffic counts because of the alignment of major regional roads. The intersection of Orchard Lake and 12 Mile Roads would enhance consumer experience and potentially convert higher sales with improved legibility and wayfinding. Similarly, the northern portion of the Orchard Lake corridor could improve visitation and spending with better signage. Farmington Hills should be recognized for its valuable tenants and should offer an accessible shopping experience to match or exceed its neighbors.

Considerations for design include textures and materials present within the corridors, art and design elements relevant to Farmington Hills or the Metro Detroit region and cohesion with existing corridor design elements. **Exhibit 7** demonstrates an example of gateway signage in nearby West Bloomfield Township.

Exhibit 7. Gateway Installation, West Bloomfield, 2025



Source: Google Street View, 2025; Accessed August 2025.

Gateway improvements have been identified as central to improving the curb appeal of both the 12 Mile Road and Orchard Lake Road corridors. Reinvestment is already occurring at two key gateways in the study area, the first being the intersection of Orchard Lake Road and 12 Mile Road with both the BP and Marathon gas stations currently undergoing significant façade improvements. This provides an opportunity to improve the curb appeal at a key gateway for Farmington Hills.

The current intersection is depicted in **Exhibit 8** and **Exhibit 9** below. While there are adequate sidewalks and landscaped curbs, the curbs are not substantial enough to provide security for pedestrian travel, given the speed

limit and high volume of traffic at this intersection. Similarly, while there are trees and landscaping features along the perimeters of each property, larger features would improve the aesthetic appearance and improve the pedestrian experience. Planning officials should work with property owners to ensure that updated design elements and appropriate landscaping are incorporated in the BP and Marathon developments.

Exhibit 8. Intersection of Orchard Lake Road and 12 Mile Road Looking Northwest (Burger King)



Source: Google Street View, 2024; Accessed August 2025.

Exhibit 9. Intersection of Orchard Lake Road and 12 Mile Road Looking Southwest (Marathon, Renovations Pending)

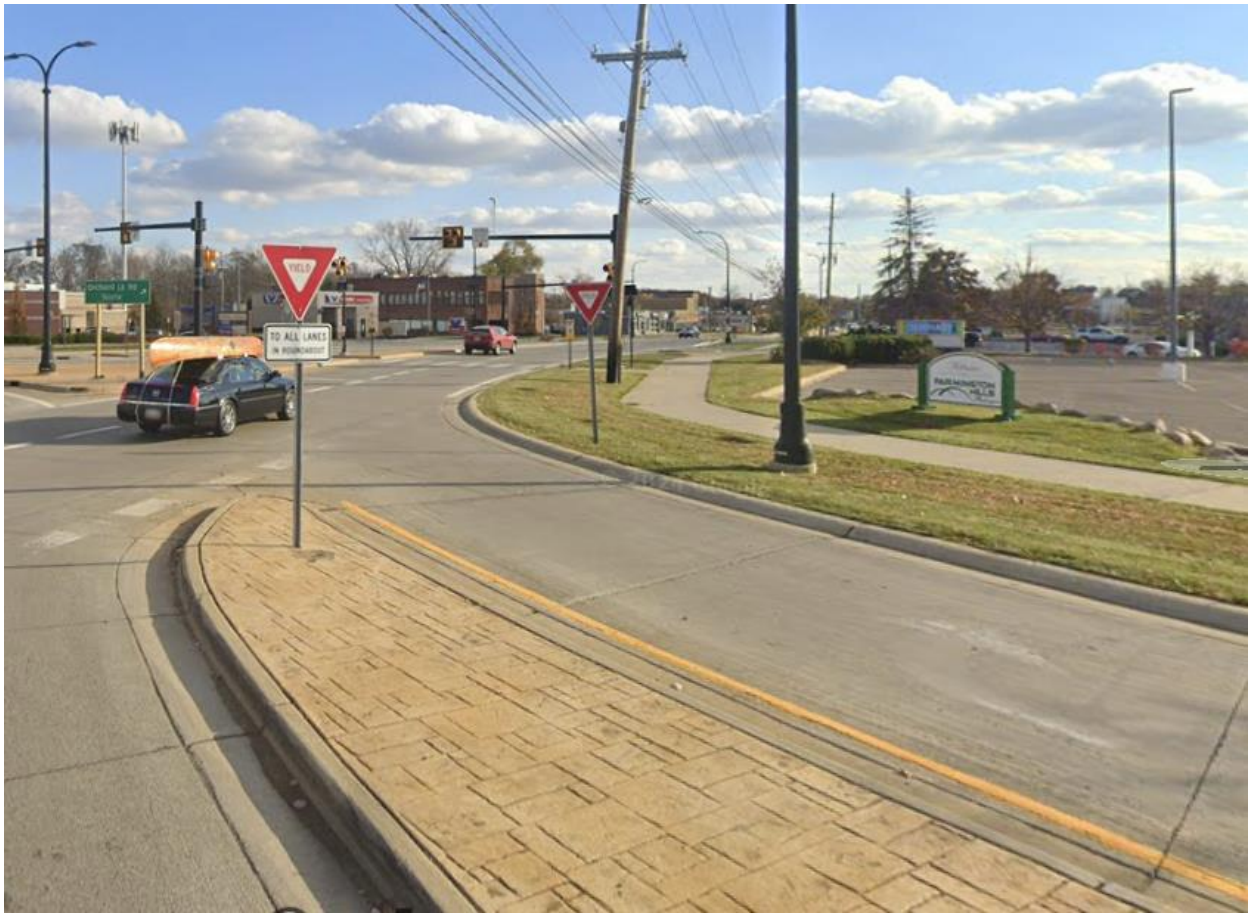


Source: Google Street View, 2024; Accessed August 2025.

The second gateway undergoing redevelopment is the northern gateway for the Orchard Lake Road Corridor, which is anticipating the arrival of a Meijer-anchored shopping center in Hunter's Square.

The existing gateway for the northern entrance of the Orchard Lake Road corridor is located at the southwest corner of Orchard Lake Road and 14 Mile Road (**Exhibits 10 and 11**). Due to its small size, the current sign here is easy to miss and does not serve as a marketable welcome to the corridor. This could be improved with larger landscaping features, public art, and a larger sign.

Exhibit 10. Orchard Lake Road and 14 Mile Road Looking South (Entrance to Farmington Hills from West Bloomfield Township, near Hunter's Square)



Source: Google Street View, 2024; Accessed August 2025.

Exhibit 11. Orchard Lake Road and 14 Mile Road Looking Southwest (Entrance to Farmington Hills from West Bloomfield Township, Hunter's Square Entrance Sign)



Source: Google Street View, 2024; Accessed August 2025.

Improve curb consistency and ensure design improves pedestrian safety. Throughout both corridors, curbs lack consistency and pedestrian focus. Sidewalks without any separation from the road offer little protection for pedestrians and do not contribute to any curb appeal or traffic calming efforts. **Exhibit 12** demonstrates a more reasonable curb size, but the sidewalk is lacking in pedestrian features such as trees for shade or meaningful entrances to businesses.

Exhibit 12. Orchard Lake Road Corridor Curb, Focus Area B



Source: Community Attributes, 2025.

Improve curb consistency and ensure design improves pedestrian safety. Creating visual interest is a primary concern for these corridors that are currently perceived as pass-throughs. Some unique visual elements that help to identify corridor businesses and establish a corridor identity could help to make a visit to these corridors more experientially resonant. City funding and support for public art could improve uptake and ensure that Farmington Hills is meeting its neighbors in experiential quality throughout these corridors.

Evaluate the establishment of Business Improvement Districts (BIDs) or similar opt-in structures. Specific parts of each corridor have unique identities, infrastructure, and placemaking needs. Business improvement areas (BIAs), BIDs, and similar structures are designed to meet these needs, but they require property owner buy-in. The City can help to make the case for business district boundaries through outreach to property owners, education of business owners, and technical assistance with the formal process to create such entities.

Multi-corridor Recommendations for the Orchard Lake Corridor

This Plan advances several recommendations that apply to both the 12 Mile and Orchard Lake corridors. These recommendations begin in the section titled “Multi-Corridor Development Strategies” and begin on page 40.

Multi-Corridor Development Strategies

The following development strategies pertain to both corridors and the entire area.

- **Enhance streetscape and pedestrian infrastructure along 12 Mile Road and Orchard Lake Road** to transform their function from a passthrough corridor into a welcoming, walkable destination that aligns with the City's livability goals.
- **Support adaptive reuse and infill development near commercial and institutional hubs** to leverage higher-value properties and reinforce mixed-use activity centers in line with the corridor visions.
- **Strengthen corridor identities through coordinated wayfinding, landscaping, and design standards** to tie together diverse land uses and promote a cohesive, modern corridor experience.
- **Leverage cultural and educational anchors like the Zekelman Holocaust Center and Oakland Community College** to activate the corridors with events, partnerships, and mixed-use site planning that attracts foot traffic and builds community.
- **Target catalytic redevelopment on large or aging sites near high-traffic segments** to maximize visibility, support flexible mixed-use configurations, and align private investment with the City's pedestrian and design goals.
- **Support workforce-serving amenities and services along both corridors**, such as transit access, food options, and affordable housing. This recognizes how most corridor employees live within a 5–25-mile radius and commute in from nearby cities like Southfield, Novi, Farmington, and Westland.
- **Explore first- and last-mile commute solutions for workers** such as shuttle partnerships, micromobility infrastructure, or employer-led transportation programs to reduce drive-alone commutes and increase access for workers who live outside the city.
- **Encourage mixed-use developments with attainable housing options** within walking or biking distance to major employment centers, particularly in the 12 Mile corridor, where only 4% of workers live within a mile of their job.
- **Expand corridor-serving services and retail offerings** that reflect the needs of a diverse commuting workforce, particularly given the higher share of SNAP-receiving households in trade areas compared to the city overall.
- **Leverage existing business and employment**, such as the concentration of FIRES (Finance, Insurance, Real Estate, and Services) employment in both corridors, to attract complementary

industries and small businesses that benefit from proximity to professional and service-sector hubs.

- **Partner with local institutions and employers to develop workforce pipelines** and training programs, targeting sectors with strong corridor presence and addressing regional equity gaps by connecting residents in nearby communities to local jobs.
- **Attract knowledge-sector businesses and innovation-focused industries**—such as tech startups, media firms, and logistics companies—by leveraging Farmington Hills' upcoming citywide multi-gig broadband infrastructure.
- **Expand zoning and development tools** that allow a greater mix of residential, commercial, and office uses, catalyzing synergistic development and increasing corridor vitality throughout the day.
- **Incentivize and empower shopping centers and property owners** to maintain access roads and invest in property improvements.
- **Pursue branding, placemaking, and corridor-focused programming** efforts to boost local visibility, encourage repeat visitation, and support small businesses along both corridors.
- **Integrate recreational elements** and active mobility infrastructure—such as pocket parks, greenways, or fitness nodes—to serve nearby residents and office workers and enhance quality of life.

SUMMARY

This study was commissioned to develop a strategic vision for the ongoing development and redevelopment of the 12 Mile Road and Orchard Lake Road corridors, enhancing the vitality of Farmington Hills and the surrounding area. These corridors are critical economic hubs, connecting neighborhoods, businesses, and institutions within the city. The study identifies redevelopment opportunities, policy interventions, and investments to enhance community livability, attract private-sector growth, and create vibrant, mixed-use destinations.

Key Strategies:

1. **Streetscape and Infrastructure:** Transform both corridors into walkable destinations with enhanced pedestrian infrastructure, greenways, and recreational elements.
2. **Mixed-Use Development:** Modernize zoning regulations to enable higher-density residential, commercial, and office uses. Support adaptive reuse and infill development near commercial and institutional hubs.
3. **Economic Development:** Collaborate with major employers, developers, and institutions to attract knowledge-sector businesses, innovation-focused industries, and complementary small businesses.
4. **Placemaking and Branding:** Strengthen corridor identities through signage, landscaping, public art, and cultural programming. Create vibrant community hubs that celebrate Farmington Hills' diversity and innovation.
5. **Public-Private Partnerships:** Leverage cultural and educational anchors like Oakland Community College and the Zekelman Holocaust Center to activate the corridors with events and mixed-use site planning.
6. **Amenities and Services:** Expand workforce-serving amenities, such as transit access, food options, and affordable housing, to support the diverse commuting workforce.

The 12 Mile Road and Orchard Lake Road corridors are vital assets for Farmington Hills' future. By aligning land use policies, infrastructure investments, and economic development strategies, the city can transform these corridors into well-connected, attractive destinations that support residents, employers, and visitors. Targeted redevelopment, improved mobility, and inclusive growth plans foster sustained economic and community success.

City of Farmington Hills

12 Mile Road and Orchard Lake Road Corridor Study

TECHNICAL APPENDICES

October 31, 2025

Prepared by:

CAI
COMMUNITY ATTRIBUTES INC

With:

CREATIVE PLACE CO

Prepared for:

FARMINGTON HILLS Michigan

CONTENTS

Appendix A: Detailed Background and Context for the 12 Mile Corridor.....3
Appendix B: Detailed Background and Context for the Orchard Lake Corridor 27
Appendix C: Contextual Sources for Reference 54
Appendix D: Current Conditions.....57
Appendix E: Real Estate Market Trends 116
Appendix F: Zoning Assessment 118
Appendix G. Successful Models and Comparable Areas.....152
Appendix H. Retail Study.....163
Appendix I. Opportunities Assessment.....188

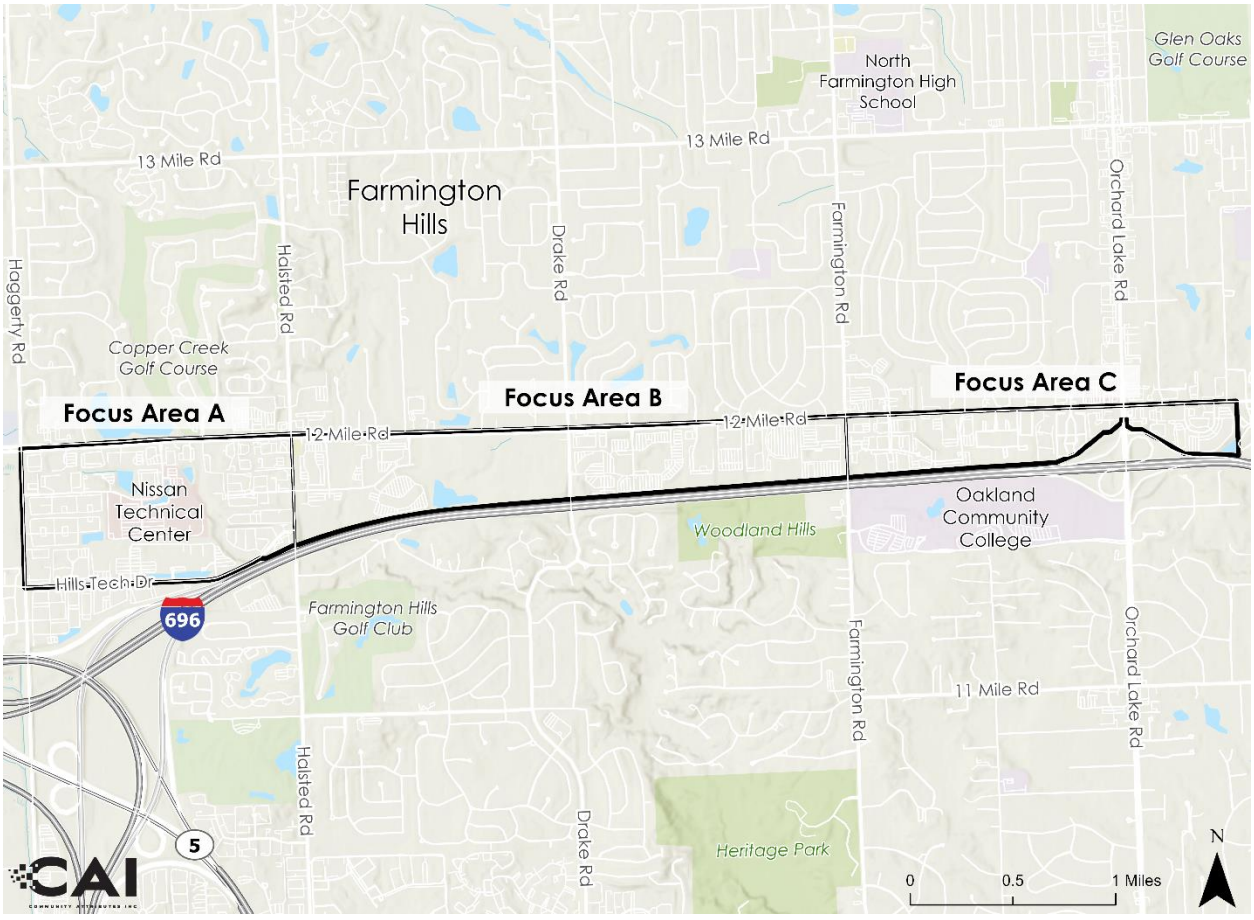
Appendix A: Detailed Background and Context for the 12 Mile Corridor

12 Mile Road: Detailed Background, Context, and Recommendations

12 Mile Study Area Overview

The 12 Mile Corridor serves as economic hub with a predominantly commercial landscape. Running parallel to Interstate 696 and intersecting with Orchard Lake Road, the 12 Mile Corridor stretches approximately 5 miles and covers about 700 acres of land, The 12 Mile Corridor hosts a diverse array of businesses, provides employment across many sectors, and offers essential services and amenities to local community members.

Exhibit A1. Map of 12 Mile Corridor



Source: Farmington Hills, 2024; Michigan Open Data Portal, 2024; CAI, 2024.

The 12 Mile Corridor runs along W 12 Mile Rd from its intersection with Haggerty Rd in the west to Orchard Lake Rd in the east. The study area is mainly concerned with the land south of W 12 Mile Rd, bounded by Interchange 696. Currently, this corridor is characterized by a concentration of corporate offices, many of which are adapting to changing workplace trends, such as remote work and building consolidations, as well as some new developments, including new Class A offices, some multi-family residential, and some R&D-focused or manufacturing businesses.

Focus Areas

- Focus Area A (bounded by W 12 Mile Rd to the North, Halsted Rd to the East, Hills Tech Dr to the South and Haggerty Rd to the West) features a mix of R&D, commercial, and flex industrial businesses, including major tenants like Nissan Technical Center and Bosch. Office spaces dominate the frontage along the 12 Mile Road Corridor, some with industrial spaces set further back from the street.
- The eastern half of Focus Area B ((between W 12 Mile Rd and I-696, bounded to the West by Halsted Rd and to the East by Farmington Rd.) includes large corporate campuses like Mercedes-Benz, Comerica's Great Lakes Campus, the institution's largest corporate office, and one of Michigan's "most sustainable, new developments" the Japan Solderless Terminal's (JST) Engineering Campus (currently under construction.) There are also some large, often low-occupancy, office buildings, and some undeveloped parcels. The western half of the focus area includes office- focused superblocks with parcel connectivity challenges.
- Focus Area C (bounded by Farmington Rd to the West and crossing Orchard Lake Rd and including the parcels to the East until the border between Orchard Business Center parcels and those of Cordoba Apartments) has a mixture of uses including retail, hotels, multifamily housing, and institutional uses. It includes the intersection of 12 Mile and Orchard Lake, with retail and service uses such as gas stations and eateries.
- Land Uses
- Commercial/Office land uses dominate in the 12 Mile Corridor, covering 49% of the corridor (340 acres), with a mix of office, retail, and industrial spaces. The character of these commercial and office spaces differs greatly in each focus area.
- Industrial uses account for 29% (205 acres) of land within the 12 Mile Corridor, largely concentrated within Focus Area A.
- Multifamily residential uses within the 12 Mile Corridor are focused within Focus Area C, representing 45 acres spread across 5 parcels.
- Built Environment
- 12 Mile Road experiences moderate traffic levels, typically between 15,001 and 30,000 vehicles per day. While this is lower than the traffic

volumes observed on Orchard Lake Road north of I-696, it demonstrates that 12 Mile Road plays a significant role in the area and is served by several surrounding arterials (including 13 Mile Road, Farmington Road, Halstead Road, and Haggerty Road).

- Higher assessed property values per square foot are concentrated near commercial and institutional hubs, such as areas surrounding Orchard Lake Road or Hills Tech Drive.
- Key Tenants
- Office businesses are the largest employment sector, with 349 businesses and 7,658 jobs (representing 48% of corridor employment).
- Industrial employment comprises 36% of employment within the 12 Mile Corridor (or 5,763 jobs), with major contributions from manufacturing.
- 59% of jobs in the 12 Mile Corridor are concentrated within Focus Area A, primarily including jobs in manufacturing and professional services.

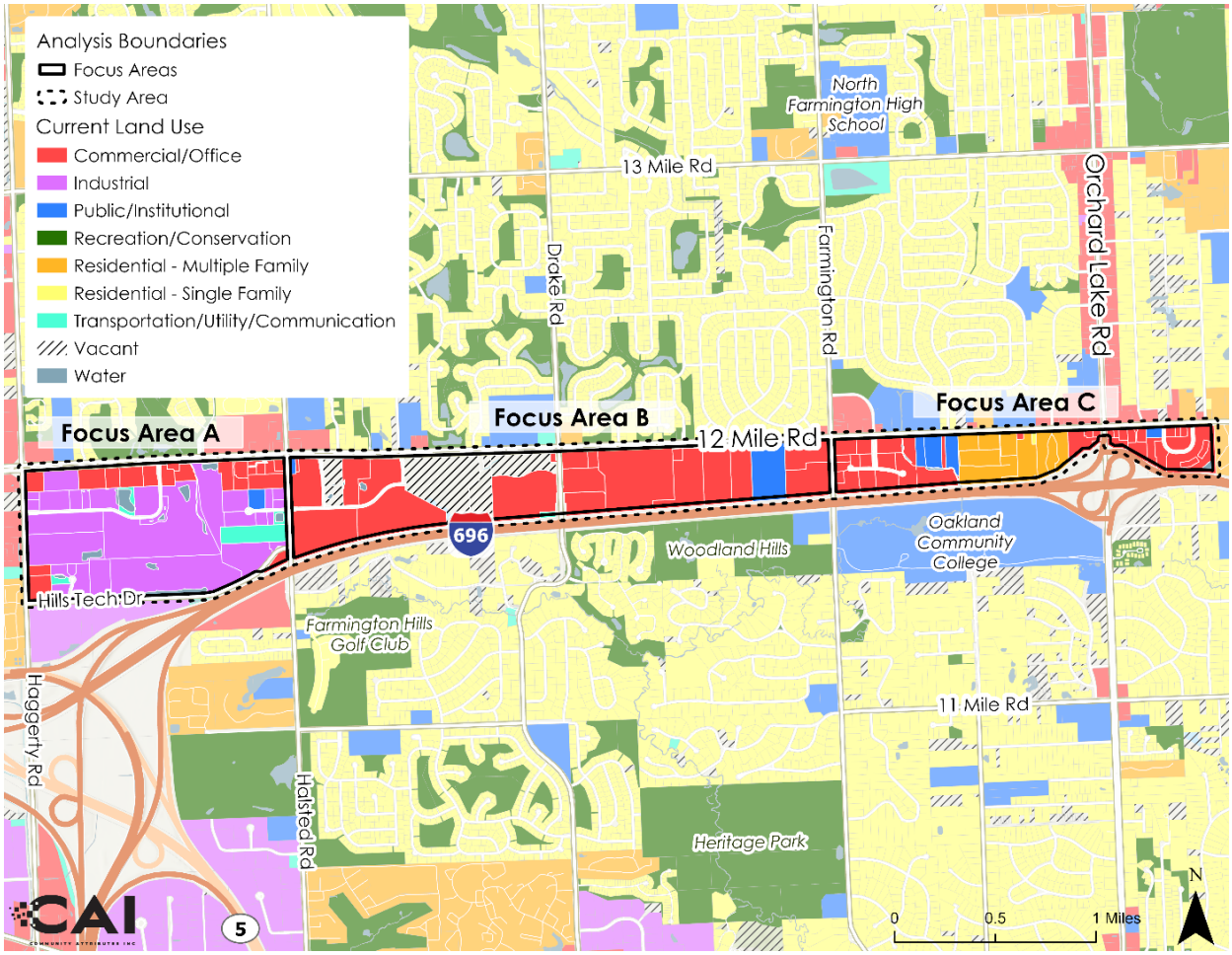
12 Mile Corridor Land Uses

Exhibit A2 depicts current land uses by parcel for the 12 Mile Corridor, highlighting the corridor's three focus areas: A, B, and C. Focus Area A is predominantly made up of Industrial and Commercial/Office uses. Focus Area B includes a mix of Commercial/Office, Public/Institutional, and Vacant uses, some of which represent developable land. Focus Area B also features larger parcels than the other two focus areas, with an average parcel size of 11.6 acres, as compared to 5.2 and 2.8 for Focus Areas A and C respectively. Focus Area C also features a mix of uses, but with a notable presence of multifamily residential uses. There are about 45 acres of multifamily residential uses in the corridor, spread across 5 parcels, all of which can be found in Focus Area C.

Across the 12 Mile Corridor, Commercial/Office uses comprise the largest area, with 75 parcels covering 340 acres. This accounts for 49% of land within the corridor and extends across all three focus areas. The Commercial/Office land use category given here does not differentiate between commercial, retail, and office spaces, however, the quality of this space differs greatly in and among the various focus areas. This analysis further examines the experience and roles of each focus area by diving into what uses, businesses, and major anchors are present in the **12 Mile Corridor Key Tenants** section.

Industrial uses are the second most common in the 12 Mile Corridor, encompassing 27 parcels and 205 acres, representing 29% of the total area. However, the industrial uses are concentrated exclusively in Focus Area A. Public / Institutional uses make up 5% of the corridor.

Exhibit A2. 12 Mile Corridor Parcels and Current Land Uses Map



Land Use Type	Parcels	Total Acres	Share	Avg. Parcel Size (Acres)
Commercial/Office	75	340.4	49%	4.5
Industrial	27	204.7	29%	7.6
Public/Institutional	5	78.0	5%	15.6
Residential - Multiple Family	5	45.2	8%	9.0
Residential - Single Family	1	0.6	6%	0.6
Transportation/Utility/Communication	5	16.6	0%	3.3
Vacant	4	59.5	2%	14.9
Grand Total	**124**	**700.1**	**100%**	**5.6**
Focus Area A	52	271.6	39%	5.2
Focus Area B	26	301.3	43%	11.6
Focus Area C	46	127.1	18%	2.8

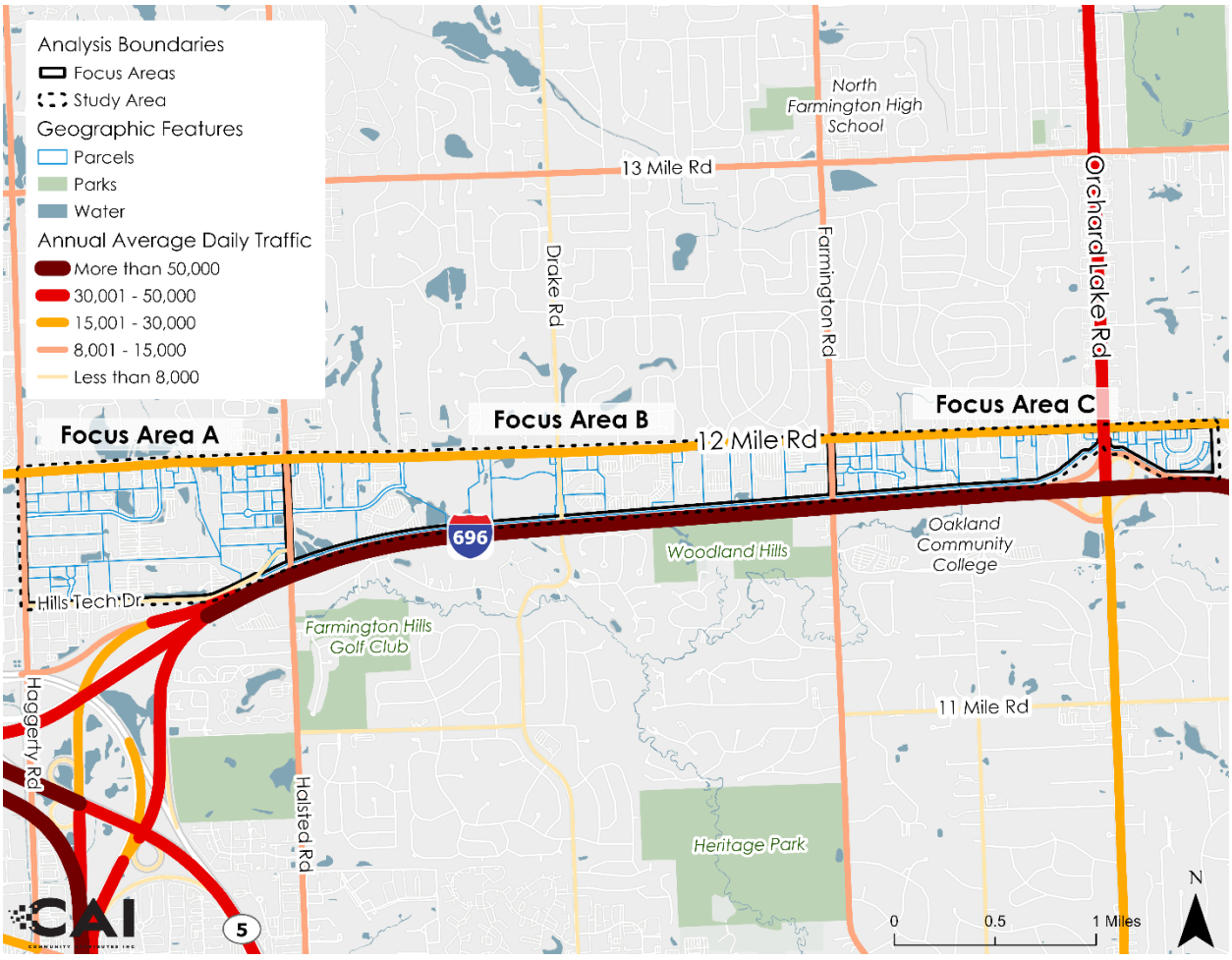
Source: Oakland County Open Data Portal, 2024; CAI, 2025.

12 Mile Corridor Built Environment

Exhibit A3 presents the annual average daily traffic volumes along the 12 Mile Corridor and surrounding major roadways. As expected, I-696 has the highest traffic levels, with over 50,000 vehicles daily, serving as a critical east-west thoroughfare through the corridor. Orchard Lake Road stands out as a prominent north-south route intersecting the corridor, with daily traffic volumes ranging from 30,001 to 50,000 vehicles.

12 Mile Road, the centerpiece of the corridor, experiences moderate traffic levels, typically between 15,001 and 30,000 vehicles per day. While this is lower than the traffic volumes observed on Orchard Lake Road north of I-696, it demonstrates that 12 Mile Road plays a significant role in the area and is served by several surrounding arterials. 13 Mile Road, Farmington Road, and Haggerty Road each see daily volumes between 8,001 and 15,000 vehicles.

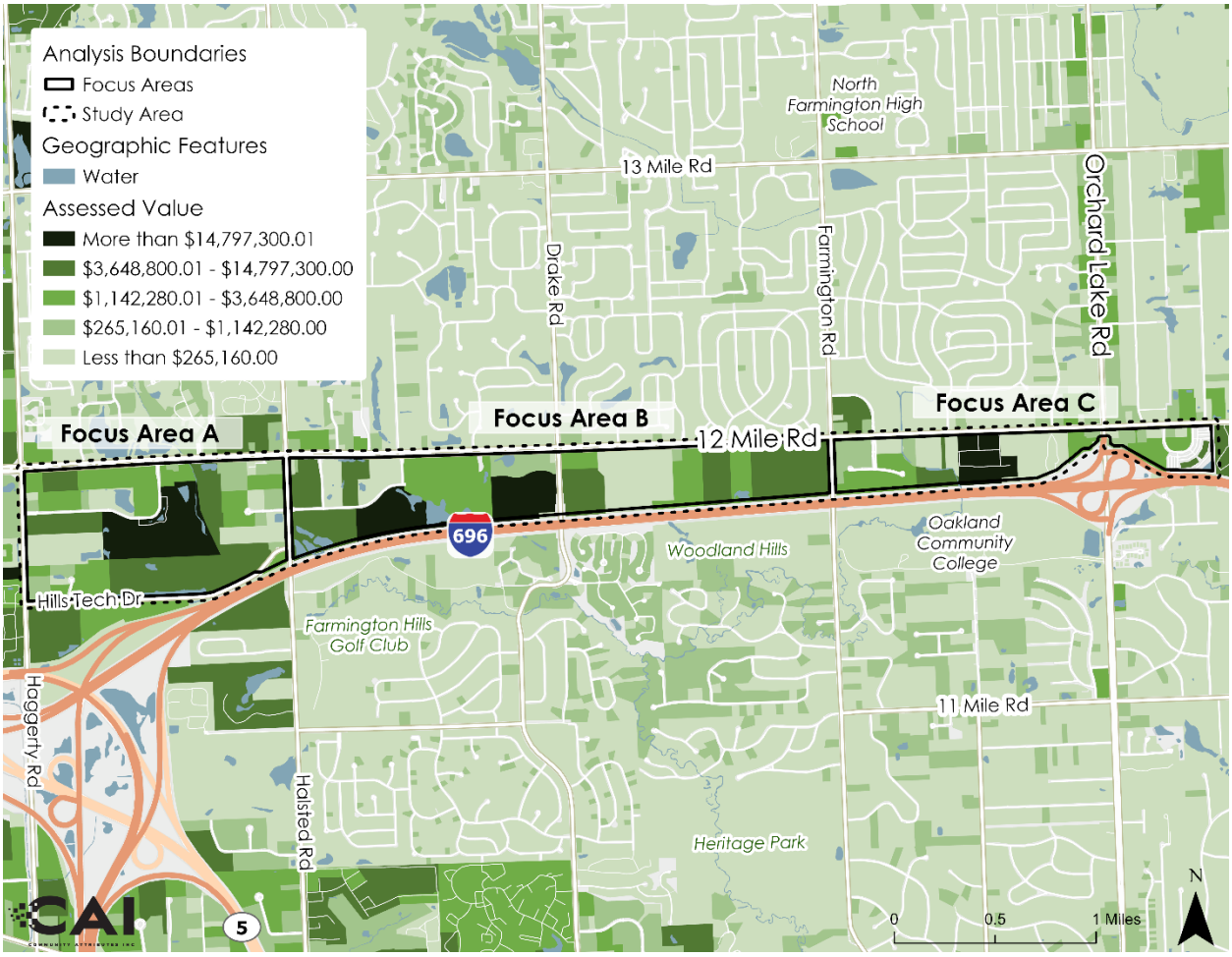
Exhibit A3. 12 Mile Corridor Traffic Map, 2024



Source: Michigan Department of Transportation, 2023; Oakland County Open Data Portal, 2024; CAI, 2025.

Exhibit A4 illustrates assessed property values across the 12 Mile Corridor study area and its three focus areas. Overall, assessed property values within the 12 Mile Corridor vary greatly parcel to parcel. The highest assessed property values (above $14.79 million) are concentrated near commercial and institutional hubs, and include tenants such as Nissan Technical Center, Comerica Great Lakes Campus, and the Mercedes Benz Research/Development Offices. In contrast, most residential areas north and south of 12 Mile Road are valued below $265,160, reflecting typical suburban residential valuations. Within Focus Area A, values near Hills Tech Drive also trend higher, indicating the presence of more valuable commercial or industrial developments. The assessed value of parcels within Focus Area B vary greatly, anywhere from $265,160 to more than $14.79 million.

Exhibit A4. 12 Mile Corridor Assessed Values Map, 2024

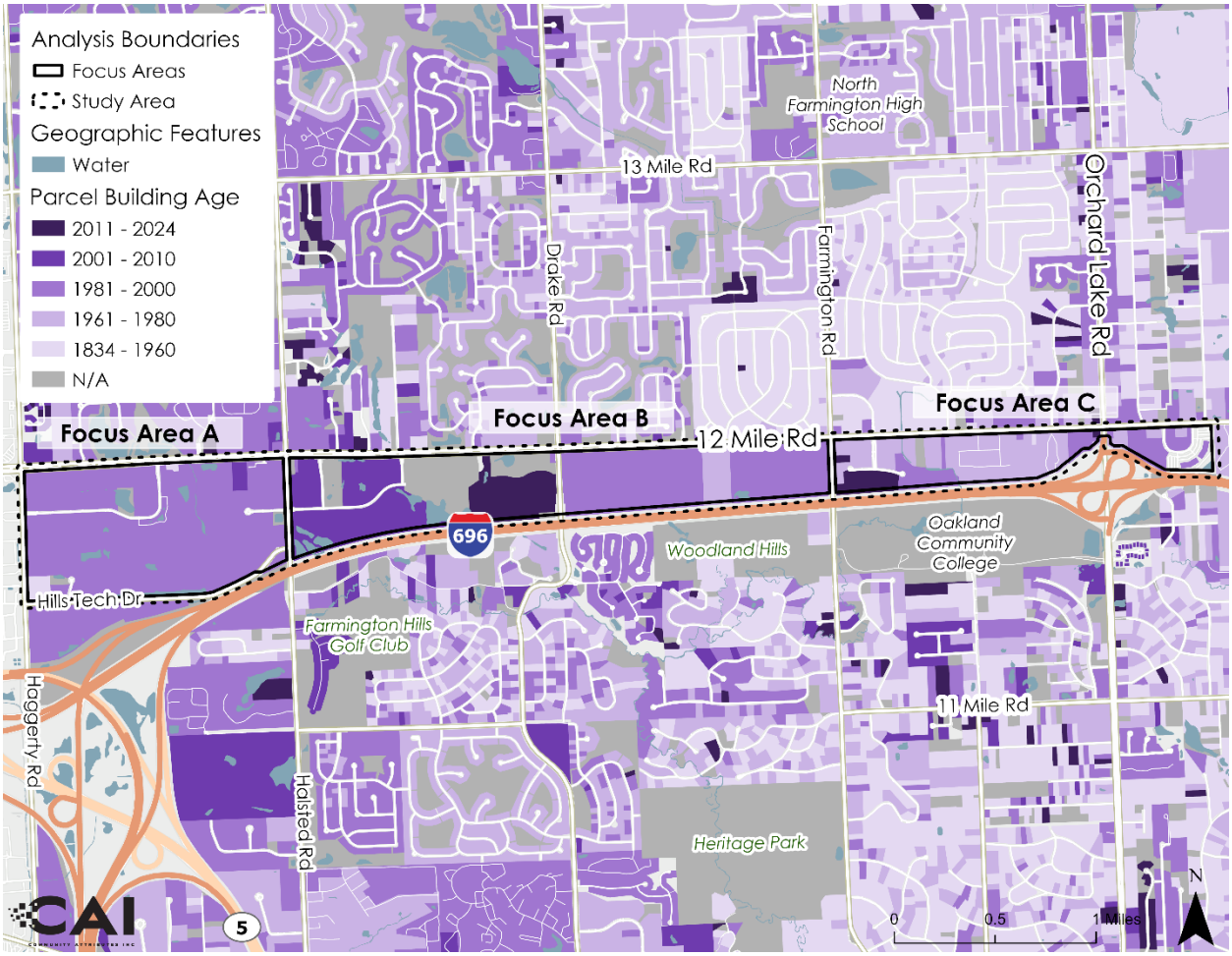


Source: Oakland County Open Data Portal, 2024; CAI, 2025. Includes both land and improvements assessed values.

Exhibit A5 uses color gradations to represent the construction periods of buildings within parcels within and around the 12 Mile Corridor study area.

Much of the development within the corridor occurred between 1961 and 1980, particularly along 12 Mile Road and near Hills Tech Drive in Focus Area A. Newer developments, constructed between 2011 and 2024, are more limited but are visible near key intersections and within commercial hubs, such as areas adjacent to Orchard Lake Road in Focus Area C. Older parcels dating to before 1960 are scattered across the residential neighborhoods north and south of the corridor, reflecting long-established suburban areas. Of the 12 Mile Corridor focus areas, Focus Area B shows the highest concentration of more recent construction, while Focus Area C has the highest concentration of parcels with buildings constructed before 1981.

Exhibit A5. 12 Mile Corridor Parcels by Building Age Map, 2024



Source: Farmington Hills Open Data Portal, 2024; CAI, 2025.

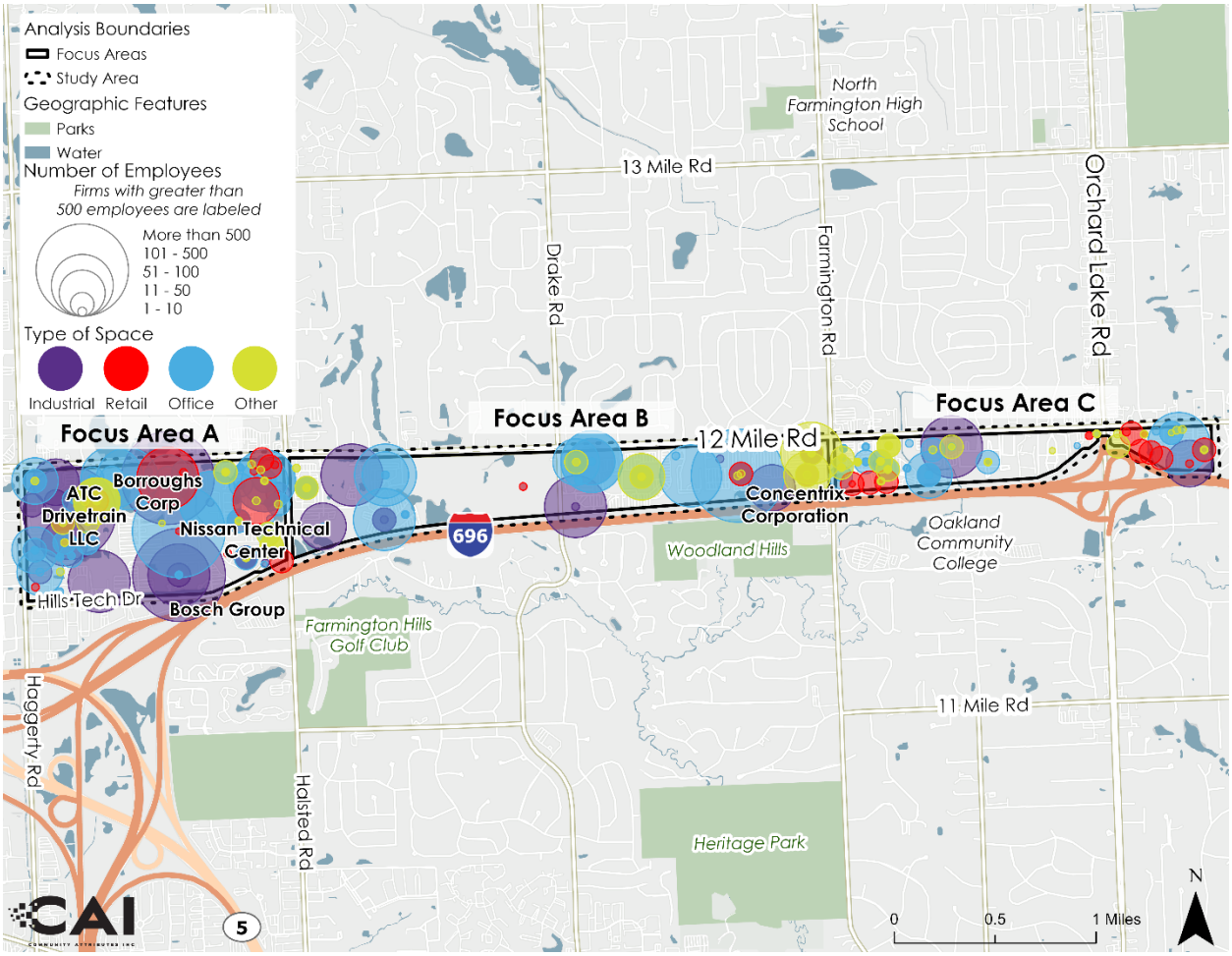
12 Mile Corridor Key Tenants

Exhibits A6 and A7 provide an overview of businesses within the 12 Mile Corridor, highlighting their distribution by sector and employment size. Office businesses are the most prevalent, comprising 349 businesses (53% of the total) and employing 7,658 people, representing 48% of total employment

in the corridor. Most of the office employment within the 12 Mile Corridor is provided by businesses which fall under NAICS Code 54, or Professional, Scientific or Technical Services. The industrial sector is the second largest by employment, with 5,763 jobs (36%), spread across 104 businesses. Most industrial employment in the corridor is attributed to businesses which fall under NAICS Code 33, or Manufacturing. Retail businesses account for 44 establishments and 937 jobs, while the Other category consists of 158 businesses employing 1,556 people. The top NAICS Codes represented by employment in the Retail and Other sectors are 44, or Retail Trade, and 62, or Health Care and Social Assistance. Together, these make up 9% of total employment in the 12 Mile Corridor.

Focus Area A hosts the highest concentration of businesses and employment, with 251 businesses and 9,414 jobs (59% of the total employment). More than a third (36%) of all employment within Focus Area A can be attributed to Manufacturing jobs. Focus Areas B and C account for 4,586 jobs (29%) and 1,914 jobs (12%), respectively. 41% of employment in Focus Area B is in the Professional, Scientific and Technical Services industry sector, while employment in Focus Area C is more varied.

Exhibit A6. 12 Mile Corridor Businesses by Sector and Employment Size Map, 2024



Source: Esri Business Analyst, 2024; CAI, 2025.
Note: ESRI Business Analyst data quality depends on the reliability of sources, modeling assumptions, regional variability, and update frequency. Data might not reflect real-time changes and can vary in precision depending on the location.

Exhibit A7. 12 Mile Corridor Businesses by Sector and Employment Table, 2024

Business Sector	Businesses	Employment	Share
Industrial	104	5,763	36%
Retail	44	937	6%
Office	349	7,658	48%
Other	158	1,556	10%
Grand Total	**655**	**15,914**	**100%**
Focus Area A	251	9,414	59%
Focus Area B	190	4,586	29%
Focus Area C	214	1,914	12%

Source: Esri Business Analyst, 2024; CAI, 2025.

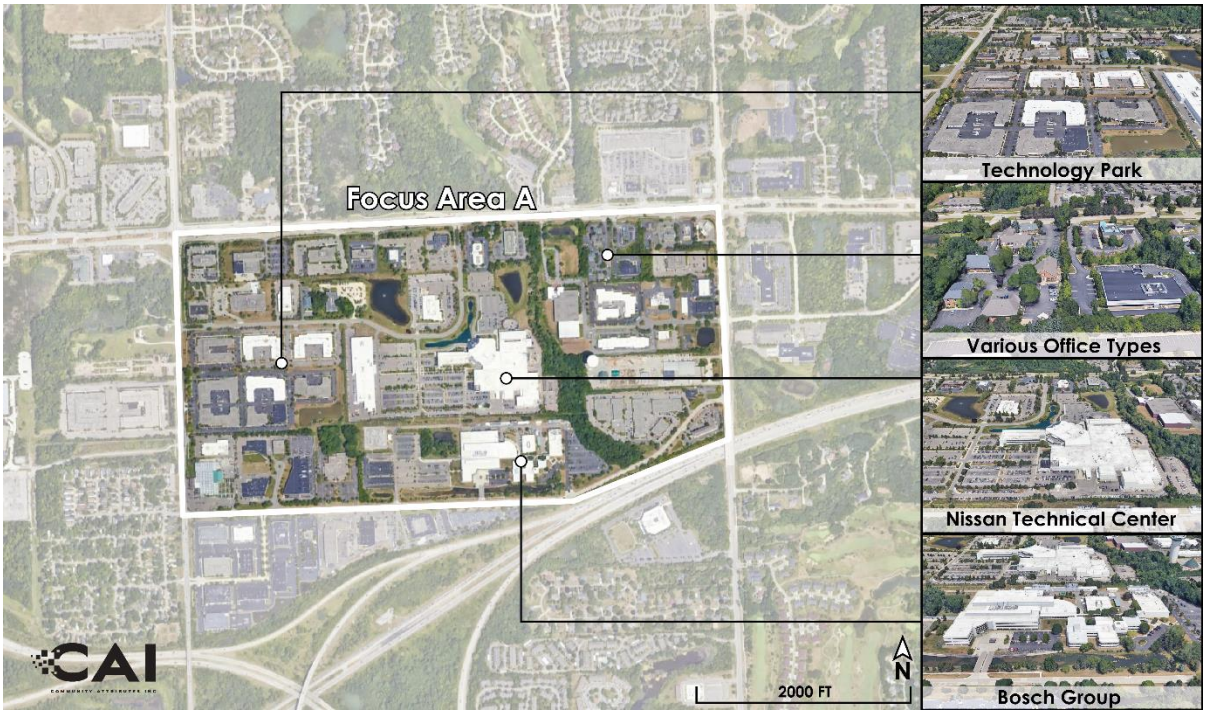
Focus Area A

Focus Area A within the 12 Mile Corridor is bounded by W 12 Mile Rd to the North, Halsted Rd to the East, Hills Tech Dr to the South and Haggerty Rd to the West. West 12 Mile Rd, along this focus area, is split by a landscaped median (**Exhibit A8**).

This focus area has a strong diversity of commercial and flex or light industrial businesses, with a focus on Research and Development (R&D). Key occupants include the Nissan Technical Center and Bosch. The area is built out with office spaces and industrial parks such as Technology Park. The businesses which front W 12 Mile Rd tend to be financial services in office spaces, such as banks and law firms, while more industrial leaning uses are tucked behind. Some tenants in these types of spaces include Aptive Environmental, Blue Chip Partners, Farmington Public Works, Advanced Turf Solutions, and Farmer Johns Home Garden & Fashion.

North of Focus Area A and W 12 Mile Rd, there is green space and a golf course surrounded by single-family neighborhoods, a church, and a major grocer (Kroger). To the south, there are additional office and industrial spaces between Hills Tech Dr and Interchange 696.

Exhibit A8. 12 Mile Focus Area A Map



Source: Oakland County Open Data Portal, 2024; CAI, 2025.

Focus Area B

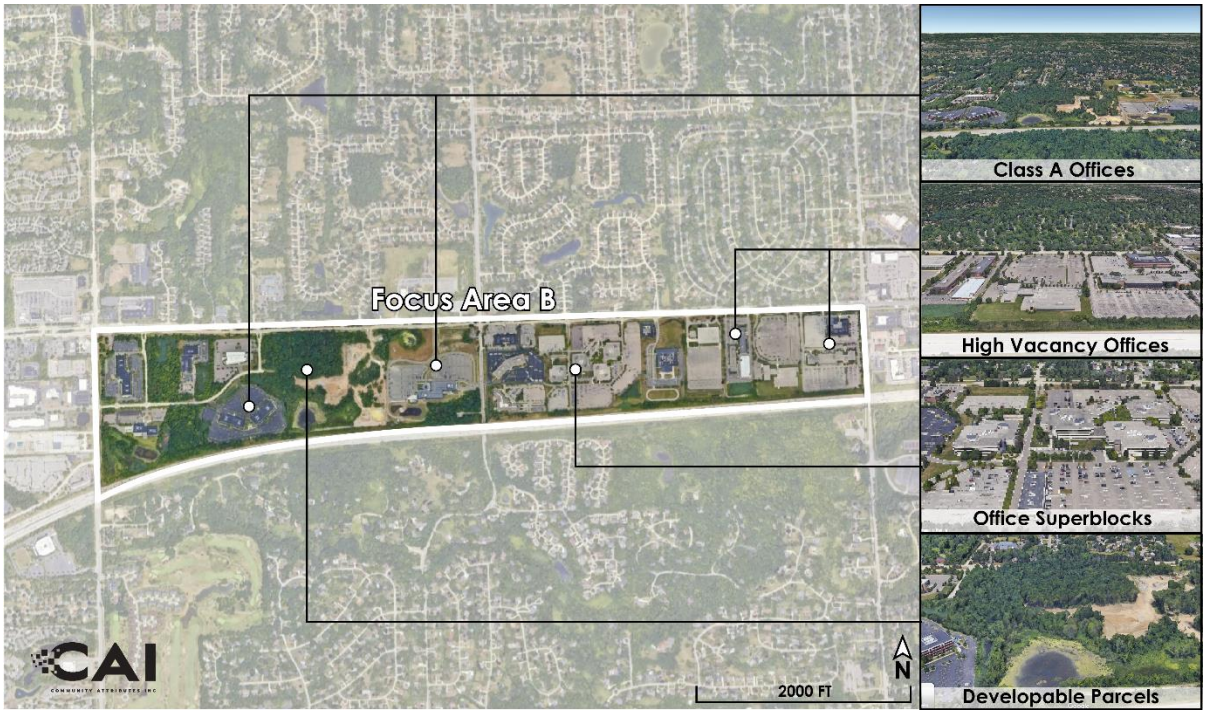
Focus Area B of the 12 Mile Corridor includes parcels between W 12 Mile Rd and I-696, bounded to the West by Halsted Rd and to the East by Farmington Rd. Most development along W 12 Mile Rd in Focus Area B is well removed from the road itself, buffered by parking lots and/or generous setbacks (**Exhibit A9**).

The eastern end of Focus Area B (east of Drake Road) is characterized by several large office buildings in succession, most of which have low or no occupancy. Tenants in these spaces largely include groups such as consulting firms, real estate agencies, brokerages, and accounting firms. There are a few manufacturing groups, such as the Akebono Brake Corporation and Lytle Medical Devices, and as well as the global headquarters of ZF Electronics & ADAS. Connectivity between the large parcels or super blocks, especially on the far east of the focus area, is challenging or limited.

The western half of Focus Area B (from Drake Road to Halsted Road) is host to a few major corporate campuses, focused on innovation. These campuses include Mercedes Benz, Comerica, and JST. Tree canopy remains significant here, and at least one major development site remains.

North of Focus Area B is largely developed by suburban style single family unit homes, though there is also the Muslim Community Mosque, a few small business spaces, and an assisted living center. South of the focus area is mostly made up of single-family neighborhoods and green spaces.

Exhibit A9. 12 Mile Focus Area B Map



Source: Oakland County Open Data Portal, 2024; Google Maps, 2024; CAI, 2025.

Focus Area C

Focus Area C of the 12 Mile Corridor includes parcels between W 12 Mile Rd in the North and I-696 to the South. It is bounded by Farmington Rd to the West and crosses Orchard Lake Rd and includes the parcels to the East until the border between Orchard Business Center parcels and those of Cordoba Apartments (**Exhibit A10**).

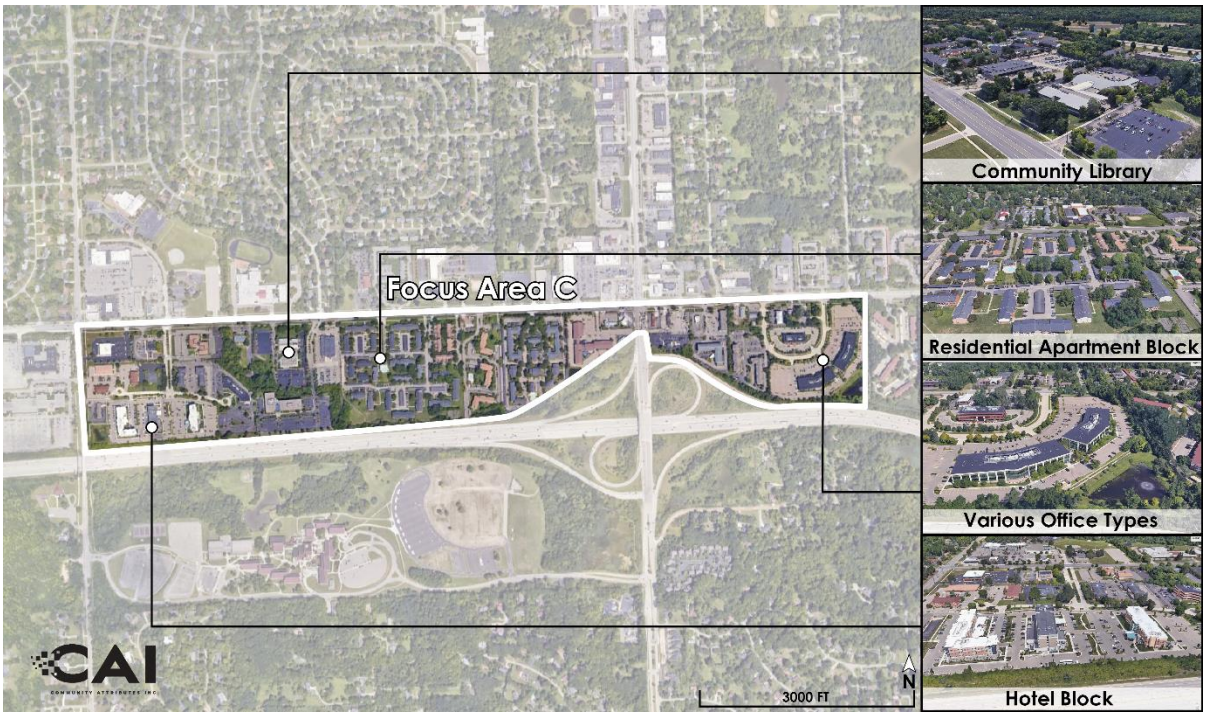
Focus Area C represents a mix of uses. Uses throughout include commercial office uses, including a few particularly large offices east of Orchard Lake Rd, retail spaces, hotels (including Holiday Inn & Suites, Courtyard Detroit, and Fairfield Inn), and low-density multifamily residential uses, including apartments, condominiums, and senior living. In the center of the focus area there is a Farmington Community Library location and a U.S Post Office.

This focus area also includes the intersection of 12 Mile and Orchard Lake, just north of the main I-696 interchange. Three of the four corners in this critical intersection are each occupied by gas stations. Some small, locally serving retail also populates the intersection, including some eateries, a car wash, and the Orchard 12 Retail Center.

North of this focus area, and north of W 12 Mile Rd, there is the Farmington STEAM Academy, a local retail center, local churches, and the Farmington Players performing arts theater, along with many single-family suburban

neighborhoods. South of this study area, and south of the I-696, is the Oakland Community College campus.

Exhibit A10. 12 Mile Focus Area C Map



Source: Oakland County Open Data Portal, 2024; Google Maps, 2024; CAI, 2025.

12 Mile Competitive Assessment

The competitive assessment draws on data analysis, stakeholder engagement, assessment of qualitative data such as case studies, and other information to summarize the strengths, opportunities, and challenges facing the 12 Mile Road Corridor in Farmington Hills. Findings highlight competitive advantages and identify areas for strategic improvement as Farmington Hills works to realize the vision for this corridors.

The 12 Mile Road corridor has strong employment concentration and high-value corporate tenants However, the corridor is challenged by an oversupply of high office vacancies, aging structures and an auto-oriented landscape which hinders connectivity and mixed-use goals.

Strengths

- **Strong Employment Concentration** with over 2,500 businesses located along the 12 Mile Corridor and more than 34,000 employees
- **Knowledge Sector Business Focus** with over half of all employment in the FIRES (Finance, Insurance, Real Estate and Services) sector

- **Existing Corporate Tenants** with potential synergistic offerings to recruit new employers to the corridor
- **Connected Corridor** located centrally in Farmington Hills that provides access to local amenities and services
- **Convenient and Well-Maintained Roadway** which facilitates efficient vehicle traffic and offers an alternative to travel along I-696
- **Civic Institutions** such as the Farmington Hills Library, STEAM Academy and US Post Office that secure local experiences

Opportunities

- **Available Undeveloped Land** which has been envisioned for public spaces, urban village and plaza concepts
- **Collaborative Opportunities** with area employers in regional sectors such as automotive, research and development, and financial services
- **Updated Zoning Code** which can allow greater flexibility in new development and a balanced mix of land uses
- **A Reimagined Gateway** with placemaking and design improvements, mixed-use spaces, and public amenities
- **Infill and Adaptive Reuse** that encourages green spaces, public art and walkable access, particularly in high traffic areas
- **Workforce Amenities** in key nodes such as transit access, food options and affordable housing

Challenges

- **Existing Suburban Character** with large setbacks, parking lots and separated uses which pose challenges in creating a balanced, cohesive landscape
- **An Auto-Oriented Landscape** which is difficult to retrofit for multi-modal and pedestrian access
- **High Office Vacancy Rates**, outdated office spaces and changing work patterns with increased hybrid and remote work
- **Resident Pushback** to additional density and redesignation that allows for multi-family housing development
- **Tenant Recruitment** for underutilized office spaces, undeveloped acreage in Focus Area B and future mixed-use buildings
- **Parcel Assembly** and coordination between multiple property owners to collaborate on larger redevelopment and infill opportunities
- **Uncertain Demand** for Class A office spaces and build-to-suit development opportunities

12 Mile Corridor Opportunities

This section considers market readiness, land use potential, and stakeholder feedback to identify opportunities for the City to guide the evolution of the 12 Mile Corridor in alignment with the community vision.

Potential opportunities relevant to both corridors include the following:

- **Enhance streetscape and pedestrian infrastructure along 12 Mile Road** to transform their function from a passthrough corridor into a welcoming, walkable destination that aligns with the City's livability goals and activated green spaces.
- **Support adaptive reuse and infill development near commercial and institutional hubs** to leverage higher-value properties and reinforce mixed-use activity centers in line with the corridor vision.
- **Strengthen corridor identities through coordinated wayfinding, landscaping, and design standards** to tie together diverse land uses and promote a cohesive, modern corridor experience.
- **Leverage cultural and educational anchors like the Farmington Community Library and Oakland Community College** to activate the corridor with events, partnerships, and mixed-use site planning that attracts foot traffic and builds community.
- **Target catalytic redevelopment on large or aging sites near high-traffic segments** to maximize visibility, support flexible mixed-use configurations, and align private investment with the City's pedestrian and design goals.
- **Support workforce-serving amenities and services along both corridors**, such as transit access, food options, and affordable housing. This recognizes how most corridor employees live within a 5–25-mile radius and commute in from nearby cities like Southfield, Novi, Farmington and Westland.
- **Explore first- and last-mile commute solutions for workers** such as shuttle partnerships, micromobility infrastructure, or employer-led transportation programs to reduce drive-alone commutes and increase access for workers who live outside the city.
- **Encourage mixed-use developments with attainable housing options** within walking or biking distance to major employment centers, particularly in the 12 Mile Corridor, where only 4% of workers live within a mile of their job.
- **Expand corridor-serving services and retail offerings** that reflect the needs of a diverse commuting workforce, particularly given the higher share of SNAP-receiving households in trade areas compared to the city overall.
- **Leverage existing business and employment**, such as the concentration of FIRES (Finance, Insurance, Real Estate, and Services) employment in both corridors, to attract complementary industries and small businesses that benefit from proximity to professional and service-sector hubs.
- **Partner with local institutions and employers to develop workforce pipelines** and training programs, targeting sectors with

strong corridor presence and addressing regional equity gaps by connecting residents in nearby communities to local jobs.

- **Attract knowledge-sector businesses and innovation-focused industries**—such as tech startups, media firms, and logistics companies—by leveraging Farmington Hills' upcoming citywide multi-gig broadband infrastructure.
- **Expand zoning and development tools** that allow a greater mix of residential, commercial, and office uses, catalyzing synergistic development and increasing corridor vitality throughout the day.
- **Incentivize and empower shopping center and property owners** maintain access roads and invest in property improvements.
- **Pursue branding, placemaking, and corridor-focused programming** efforts to boost local visibility, encourage repeat visitation, and support small businesses along both corridors.
- **Integrate recreational elements** and active mobility infrastructure—such as pocket parks, greenways, or fitness nodes—to serve nearby residents and office workers and enhance quality of life.

This section provides a focused analysis of the 12 Mile Road Corridor, highlighting a range of strategic opportunities to strengthen its role as a connected, mixed-use destination. These opportunities are built around planned activity nodes as well as targeted redevelopment, adaptive reuse, and new infill that aligns with the corridor's vision. Each opportunity is further explored by focus area.

Focus Area A

Focus Area A (**Exhibit A11**), spanning 12 Mile Road from Haggerty Road to Halsted Road, is a predominantly industrial node that also includes office and municipal uses. City officials, survey respondents, and stakeholder focus groups have identified this area as a strategic location for continued innovation in modern industrial sectors—such as research and development—and for redevelopment that supports a broader mix of uses.

Exhibit A11. 12 Mile Road Corridor Focus Area A Boundaries, Farmington Hills



Source(s): CAI, 2025.

Focus Area A is largely built out, leaving limited space for new development. However, there are opportunities for targeted infill, enhancements to the existing built environment, and the use of strategic incentives to support the

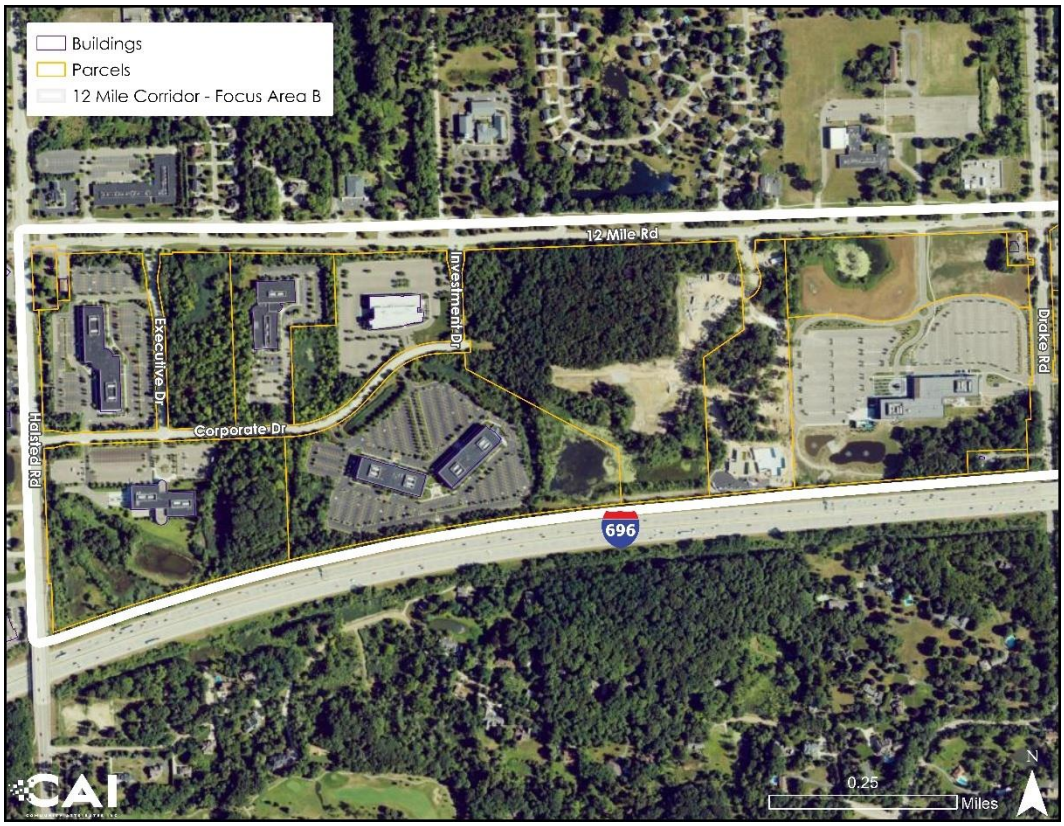
area's continued evolution into the vibrant, employment-focused district envisioned by the City. Opportunities for this focus area include:

- **Create walkable activity nodes within Focus Area A** by clustering supportive amenities—such as dining, services, and mobility infrastructure—near existing concentrations of manufacturing and professional services employment.
- **Encourage mixed-use redevelopment along key arterial intersections** (e.g., at Farmington Road or Halstead) to capitalize on moderate traffic volumes and improve connectivity between jobs, housing, and retail. Utilize open spaces, out-lots, or underutilized parking lots.
- **Elevate existing Research & Development** businesses through branding (such as an Innovation District Brand).
- **Explore targeted incentives to support growth in Research & Development and tech-oriented businesses**. Building upon synergies with existing firms, such as the Nissan Technical Center and Bosch, can amplify innovation and attract complementary uses**.**
- **Develop more third places** for after-work collaboration and to raise the quality of life for workers.
- **Adjust the zoning code** to allow adjacent access to supportive services for workers such as food and beverage destinations or retail and personal service offerings.
- **Encourage flexible office space** to promote a greater mix of uses and attract a larger pool of tenants.

Focus Area B

Focus Area B, spans the stretch of 12 Mile Road from Halsted Road to Farmington Road and covers a wide east–west distance. Due to variation in land use and character, the corridor can be understood in two sub-geographies: the western portion is anchored by Class A office spaces and includes several underutilized or undeveloped parcels, while the eastern portion is characterized by Class B and C office buildings and large surface parking lots.

Exhibit A12. 12 Mile Road Corridor Focus Area B (West) Boundaries, Farmington Hills



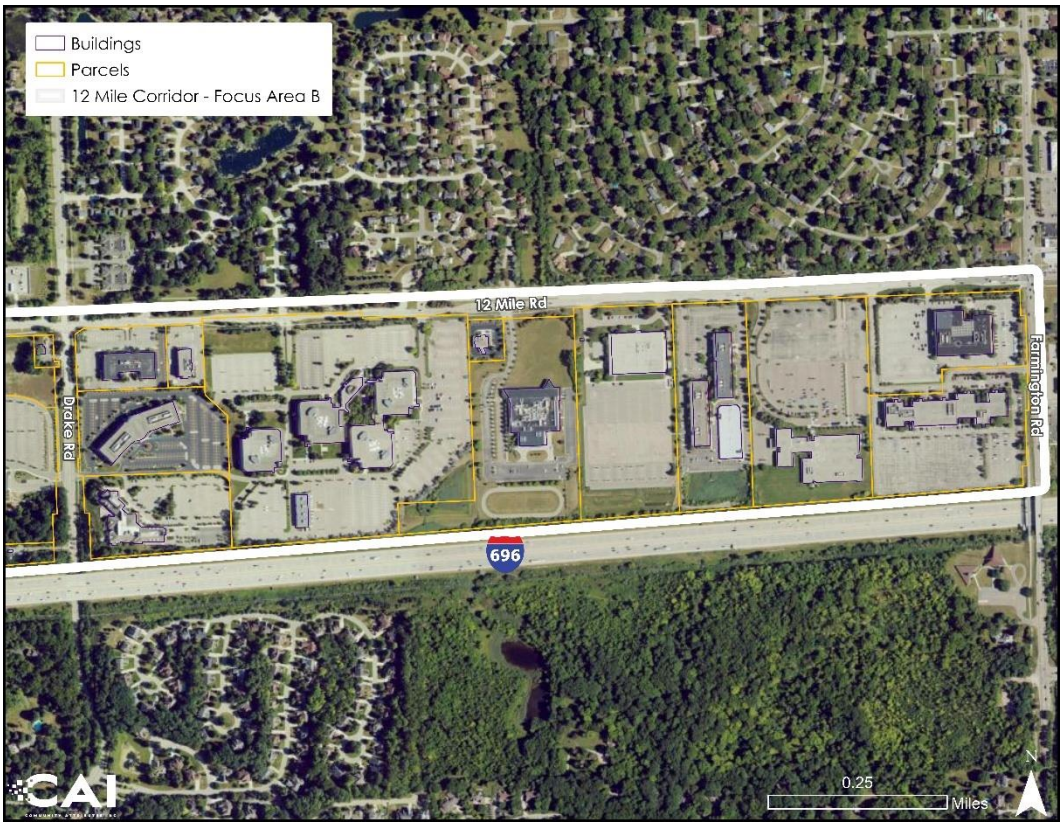
Source(s): CAI, 2025.

Focus Area B – West (**Exhibit A12**) struggles with activation due to underutilized and vacant office space, undeveloped land that is currently on the market, and the impending exit of Mercedes-Benz. However, the area presents a strong opportunity to position the corridor as a high-value employment center and attract new, desirable tenants. Specific opportunities for the western part of Focus Area B include the following:

- **Target high-quality tenants.** Prioritize Class A corporate campuses for greenfield sites and the former Mercedes-Benz campus. Stakeholders believe a coordinated marketing campaign showcasing existing businesses and available space could help attract desirable tenants.
- **Partner with major employers and property owners to brand the corridor as a hub for innovation and production**, building on the strong base of office and industrial jobs to attract future investment.

- **Support selective redevelopment,** through appropriate zoning and incentives, that emphasizes quality and design to reinforce the area's appeal as a high-value employment center.
- **Invest in physical improvements** such as façade upgrades, landscaping, and branded streetscape elements to elevate the corridor's appearance and appeal to office-using tenants.
- **Encourage redevelopment of underutilized parking lots and open spaces** along 12 Mile Road for amenities that support high-end employment, such as full-service restaurants and gathering spaces.
- **Incentivize public benefits** such as walkable infrastructure, outdoor recreation amenities, such as boardwalks and trails, to enhance quality of life for daily office workers.

Exhibit A13. 12 Mile Road Corridor Focus Area B (East) Boundaries, Farmington Hills



Source(s): CAI, 2025.

Focus Area B (East) (**Exhibit A13**) faces challenges related to underutilized office spaces, expansive surface parking lots, and limited connectivity between superblocks. Despite these issues, the area is recognized as a key node for transforming the 12 Mile Corridor into a vibrant urban village—featuring focused density, a mix of residential and retail uses, and activated

public space. Specific opportunities for the eastern part of Focus Area B include the following:

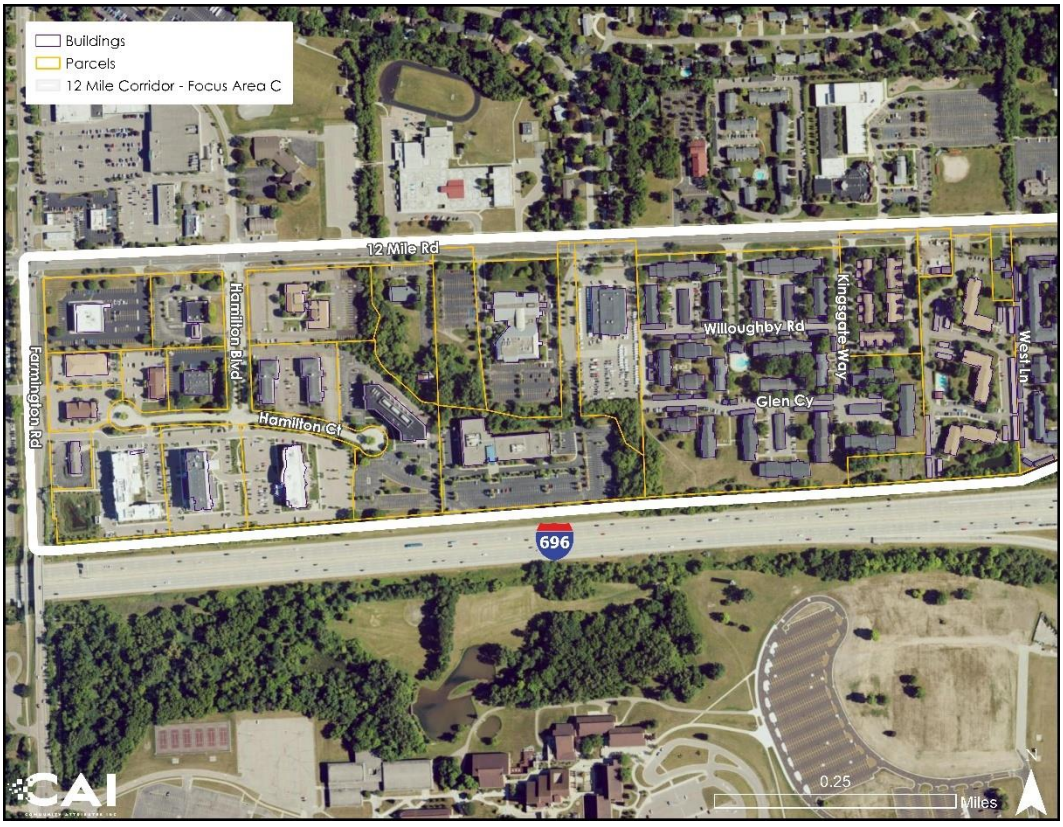
- **Explore zoning and incentive strategies that support the evolution of aging office properties** into more flexible, mixed-use formats, responding to changing demand while maintaining the employment base. Look to incentivize reuse or redevelopment of high vacancy office spaces and parking lots.
- **Consider a subarea plan** to facilitate redevelopment for a mix of uses and to plan for mobility between the existing disconnected parcels.
- **Encourage development of green spaces,** open spaces, outdoor recreation amenities, and integrated green space. Specific activation ideas include:
    - Ice rink
    - Golf simulator bays
    - Lawn space with chess, frisbee and picnic tables
    - Overpass to Woodland Hills Hiking Trails (located south of the Focus Area, across I-696)
    - Boardwalks and trails through undeveloped space or wetlands
    - Convert unused parking lots into green spaces
- **Encourage mixed-use multi-family development** in vacated spaces and in buildings which are eligible for density bonuses outlined in Farmington Hills' proposed Office Research zoning district amendments.
- **Consider zoning that supports mixed-use development**, including large-scale residential, ground-floor retail, and food and beverage uses—ideally configured as continuous blocks of active storefronts.
- **Encourage remaining office space to invest in revitalizing improvements** such as reorienting towards 12 Mile Road, installing exterior art and modernizing facades.
- **Build pedestrian connections** within the corridor, such as a sheltered sidewalk network connecting east and west throughout the Focus Area as well as connecting far removed buildings with 12 Mile Road.

Focus Area C

Focus Area C, bounded by Farmington Road to the west and extending east to the border between the Orchard Business Center and Cordoba Apartments, features the most diverse mix of uses along the 12 Mile Road Corridor. The area includes a combination of office, commercial, and residential uses, as well as public amenities such as the library, post office, and other community-serving facilities. While the focus area is

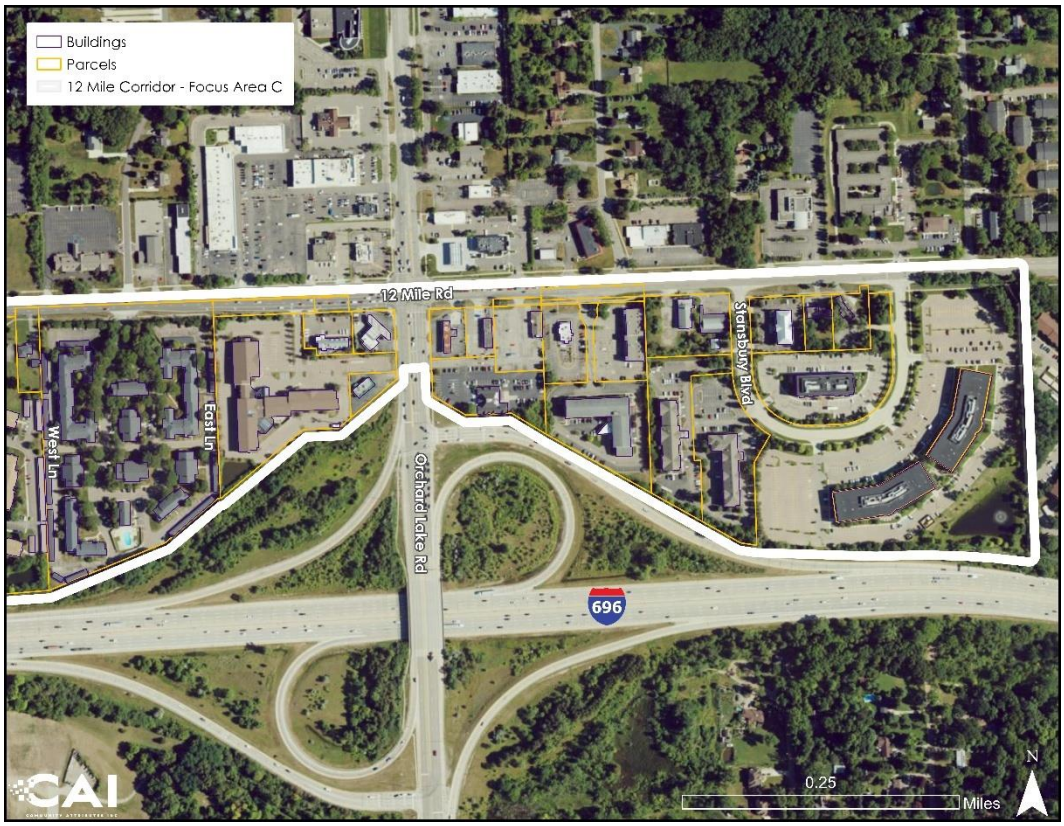
geographically long and split into two exhibits below (**Exhibits A14 and A15**) the character of the focus area remains similar throughout.

Exhibit A14.12 Mile Road Corridor Focus Area C (West) Boundaries, Farmington Hills



Source(s): CAI, 2025.

Exhibit A15. 12 Mile Road Corridor Focus Area C (East) Boundaries, Farmington Hills



Source(s): CAI, 2025.

Focus Area C offers a strong foundation with its existing mix of residential, commercial, office, and civic uses—positioning it well for continued evolution into a vibrant mixed-use hub. However, realizing this potential will require addressing several persistent challenges, including limited block-to-block connectivity, walkability gaps, underutilized office buildings, and large surface parking lots. Specific opportunities to improve this focus area include:

- **Allow mixed-use development** including large multi-family developments with ground floor retail
- **Support infrastructure and connections** between residential communities and businesses by improving key intersections and developing multi-modal routes.
- **Continue to prioritize ease of transportation** by addressing thru-traffic congestion, particularly near the 12 Mile and Orchard Lake intersection.
- **Improve pedestrian access** to support inclusive redesign and encourage safety for corridor residents and visitors.

- **Enhance the corridor gateway** through streetscaping and design enhancements that welcome people into the area.
- **Fill vacancies and consider reuse** of underutilized developments, parking lots or underutilized space within existing development, such as lots with large setbacks or lawns.
- **Consider master-planning to support a future mixed-use, vibrant, and interconnected hub**, especially to plan for multimodal access within parcels.
- **Celebrate multi-cultural character through placemaking** in multifamily communities and adjacent commercial areas.
    - Green Spaces: Additional trees and buffer landscaping for multifamily green spaces that abut 12 Mile will improve residential experience, increase usage and contribute to organic placemaking.
    - Shared Spaces: Inclusive redevelopment with mixed use multicultural offerings will draw people to the area and encourage local connection.

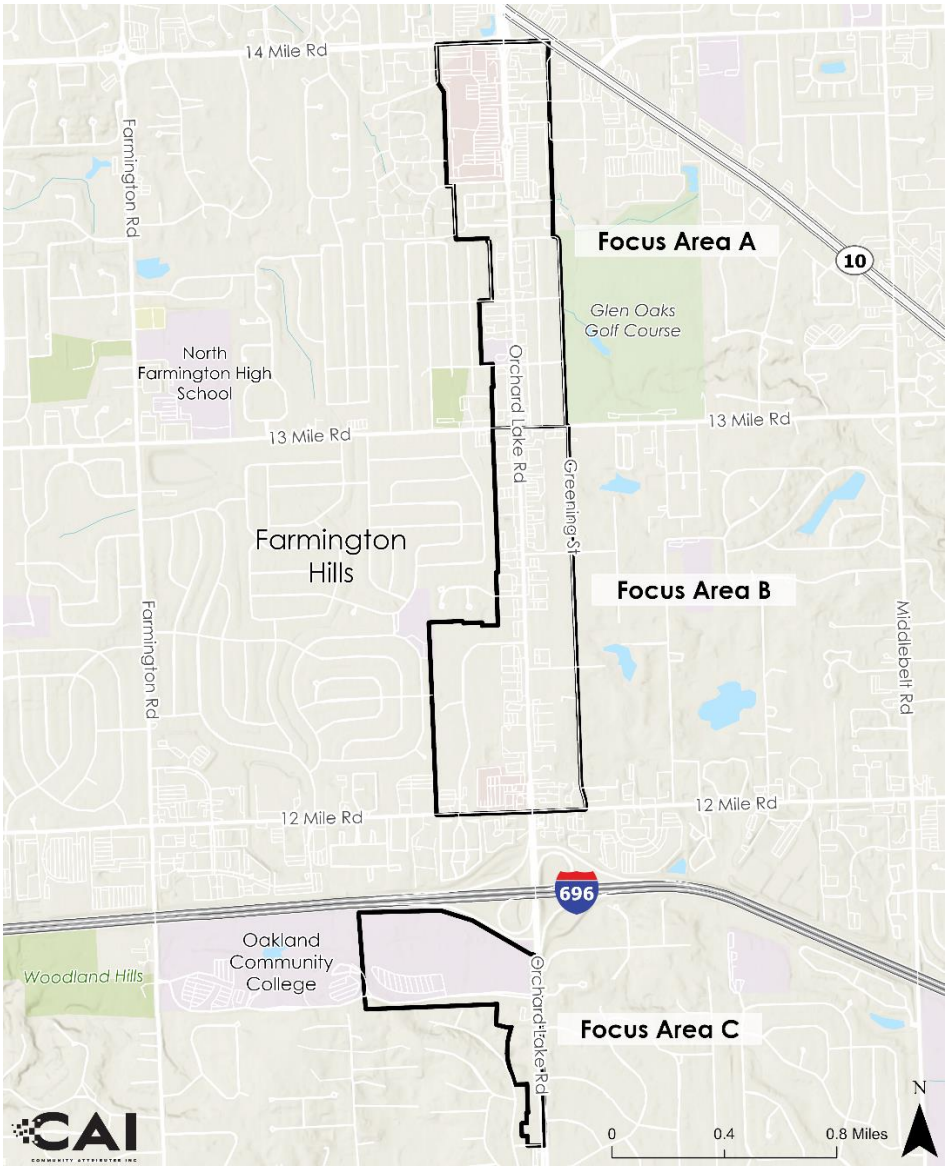
Appendix B: Detailed Background and Context for the Orchard Lake Corridor

Orchard Lake Road: Detailed Background, Context, and Recommendations

Orchard Lake Study Area Overview

The Orchard Lake Corridor follows Orchard Lake Rd, running from W 11 Mile Rd in the south to W 14 Mile Rd in the north, crossing both W 12 Mile Rd and Interstate 696. This corridor is notable for its narrow parcels and a mix of cultural and civic destinations. Dining options along Orchard Lake Rd reflect the area's multicultural vibrancy, featuring Indian, Syrian, and Asian cuisines, among others. This corridor also offers destination retail as well as local services and amenities.

Exhibit A16. Map of Orchard Lake Road



Focus Areas

- Focus Area A (bounded to the North by W 14 Mile Rd and to the South by W 13 Mile Rd) is a regional retail hub anchored by stores like Aldi, Burlington Coat Factory, and TJ Maxx. It also includes some multifamily residential and local businesses.
- Focus Area B (bounded to the North by W 13 Mile Rd and to the South by W 12 Mile Rd) hosts a strong ethnic food and beverage cluster with cuisines such as Indian, Pakistani, and Syrian. It also is home to the Zekelman Holocaust Center and a variety of health care-focused office properties.
- Focus Area C (bounded to the North by I-696 and by Altadena Rd to the South) includes parcels of Oakland Community College along with some

underdeveloped parcels along Orchard Lake Road, with limited commercial activity.

Land Uses

- Commercial/Office uses cover 44% of the Orchard Lake corridor, followed by single-family residential (25%).
- Multifamily residential uses within the Orchard Lake corridor are concentrated in Focus Area A, while public/institutional uses (78 acres) are located within Focus Area C.

Built Environment

- Orchard Lake Road supports 30,001–50,000 vehicles/day, making it a critical north-south connector, and the highest traffic road in the area, outside of the Interstate.
- Property values are highest in commercial hubs along Orchard Lake Road, while residential areas have lower values.

Key Tenants

- In the Orchard Lake corridor, office businesses employ 1,670 people, making up 39% of corridor employment.
- Retail accounts for 112 businesses and 1,178 jobs (27%), while Health Care and Social Assistance supports about 817 jobs (19%).
- The community also includes Oakland Community College and the Zekelman Holocaust Center

Orchard Lake Corridor Land Uses

Exhibit A17 and A18 depict current land uses by parcel for the Orchard Lake Corridor, highlighting the corridor's three focus areas: A, B, and C. Commercial/Office is the dominant use in Focus Areas A and B, while single family residential uses are distributed across all areas, with a slightly increased concentration in Focus Area B. Multifamily residential parcels, making up 17 acres in the Orchard Lake Corridor, are all located in Focus Area A. Public/Institutional uses, representing 78 acres of land, are primarily located in Focus Area C near Oakland Community College. Public/Institutional uses tend to have larger parcel sizes compared to other uses, averaging 15.6 acres per parcel.

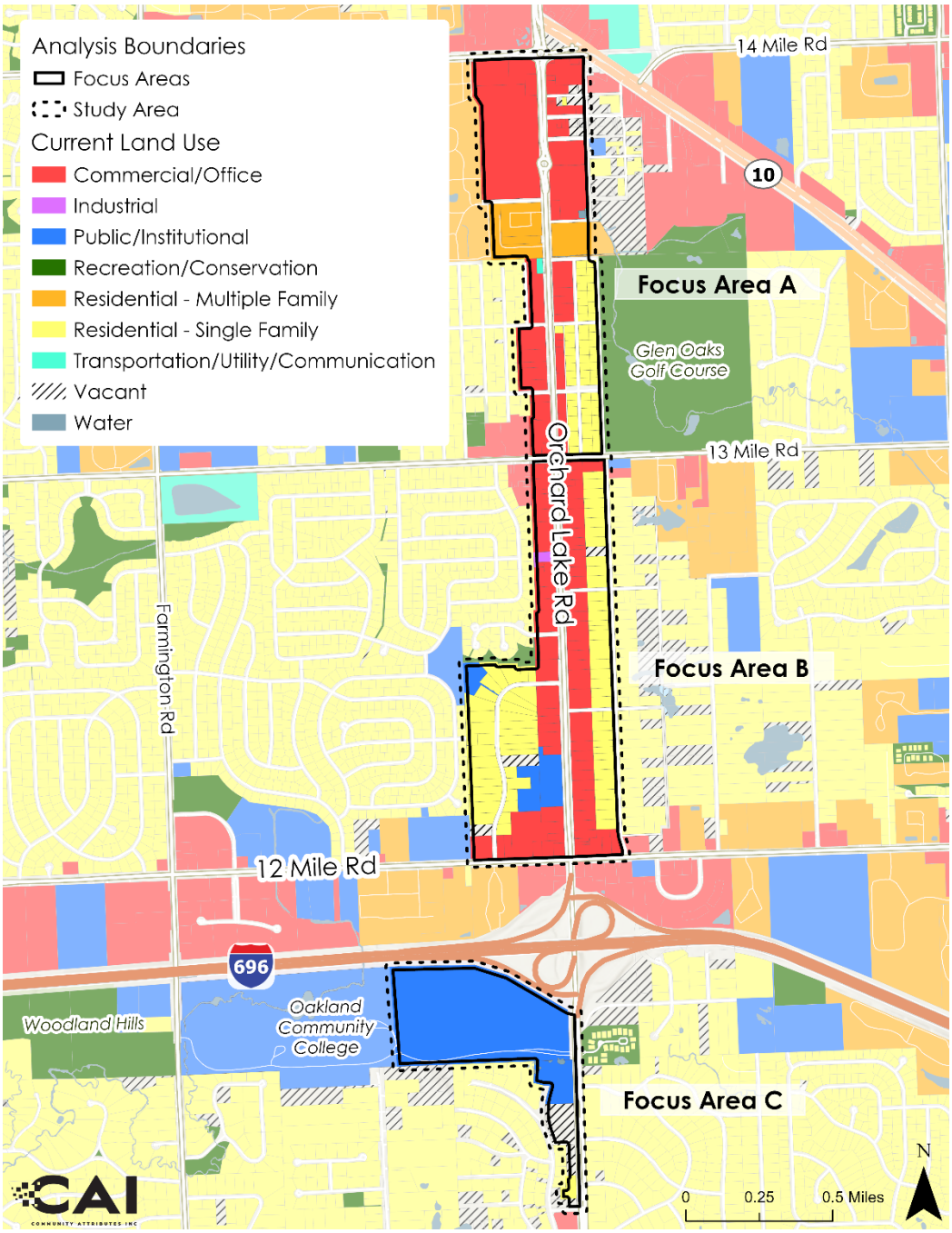
Across Orchard Lake Corridor, the most prominent land use is Commercial/Office, consisting of 121 parcels spanning 155 acres. This makes up 44% of the total area. Single family residential uses rank second, with 148 parcels covering 87 acres, accounting for 25% of the total area.

As in the 12 Mile Corridor Land Use Map, the Commercial/Office land use category given here does not differentiate between commercial, retail, and office spaces, however, the quality of this space differs greatly in and among the various focus areas. This analysis further examines the experience and

roles of each focus area by diving into what uses, businesses, and major anchors are present in the **Orchard Lake Corridor Key Tenants** section.

Parcels in the Orchard Lake Corridor are generally smaller than those in the 12 Mile Corridor, averaging 1.1 acres compared to 5.6 acres in the 12 Mile Corridor.

Exhibit A17. Orchard Lake Corridor Parcels and Land Uses Map



Source: Oakland County Open Data Portal, 2024; CAI, 2025.

Exhibit A18. Orchard Lake Corridor Parcels and Land Uses Map

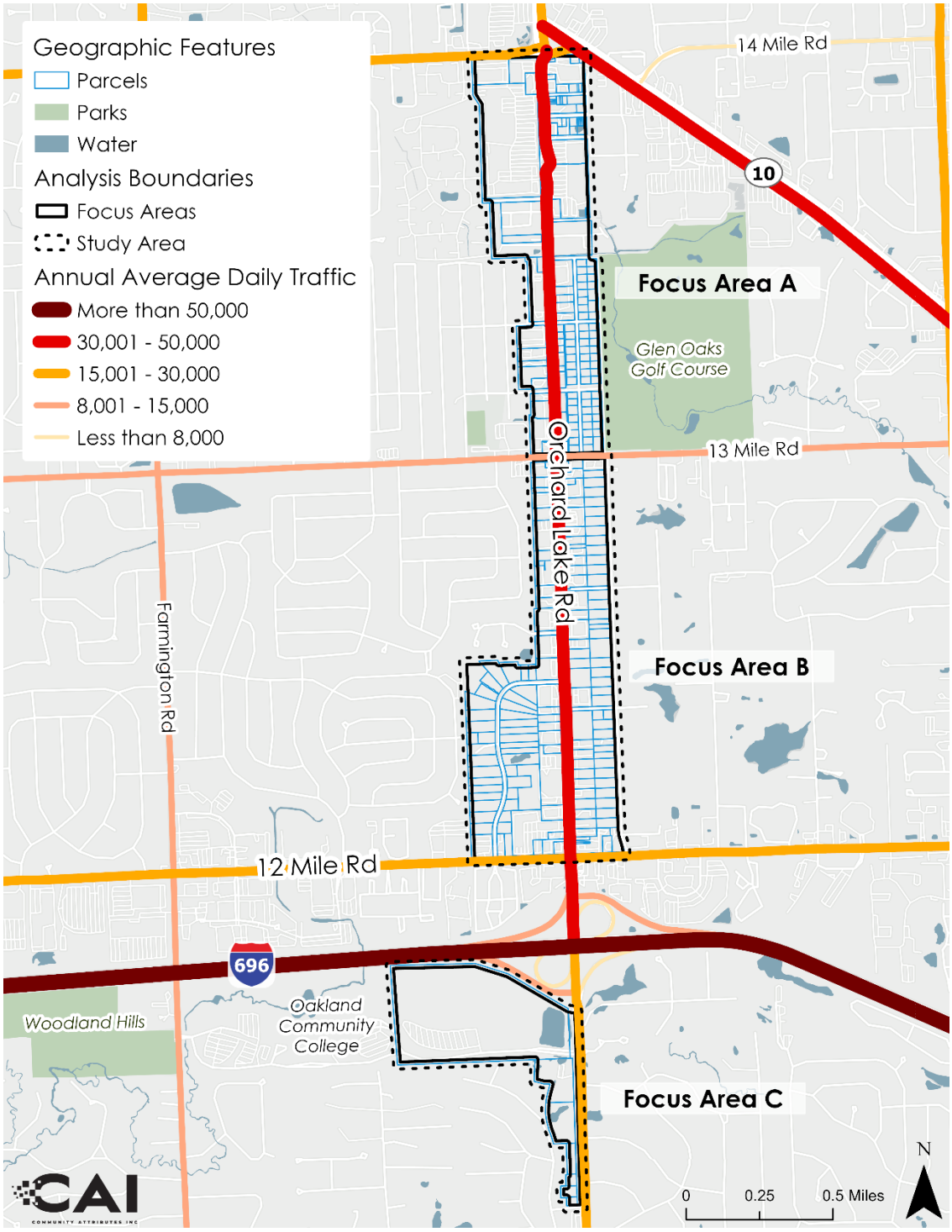
Land Use Type	Parcels	Total Acres	Share	Avg. Parcel Size (Acres)
Commercial/Office	121	155.0	44%	1.3
Industrial	1	0.9	0%	0.9
Public/Institutional	5	78.0	22%	15.6
Residential - Multiple Family	5	17.1	5%	3.4
Residential - Single Family	148	86.9	25%	0.6
Transportation/Utility/Communication	2	0.5	0%	0.3
Vacant	25	12.1	3%	0.5
Grand Total	**307**	**350.7**	**100%**	**1.1**
Focus Area A	142	120.2	34%	0.8
Focus Area B	148	155.9	44%	1.1
Focus Area C	17	74.6	21%	4.4

Source: Oakland County Open Data Portal, 2024; CAI, 2025.

Orchard Lake Corridor Built Environment

Exhibit A19 presents annual average daily traffic volumes along the Orchard Lake Corridor and surrounding major roadways, with color-coded segments indicating traffic intensity. The highest traffic volumes occur along I-696, with daily volumes exceeding 50,000 vehicles. Orchard Lake Road, the center of the corridor, also carries substantial traffic, with volumes reaching between 30,001 and 50,000 vehicles per day along key stretches. This shows that Orchard Lake Rd is a critical north-south connection in this area. Northwestern Hwy, or Highway 10, also shows this high level of traffic. 12 Mile Road, intersecting the corridor, typically supports 15,001 to 30,000 vehicles per day, indicating its role as a secondary east-west connector. Other arterial roads, including 13 Mile Road, experience lighter traffic flows, generally below 15,000 vehicles per day, reflecting their more localized connectivity within the surrounding residential areas.

Exhibit A19. Orchard Lake Corridor Traffic Map, 2024

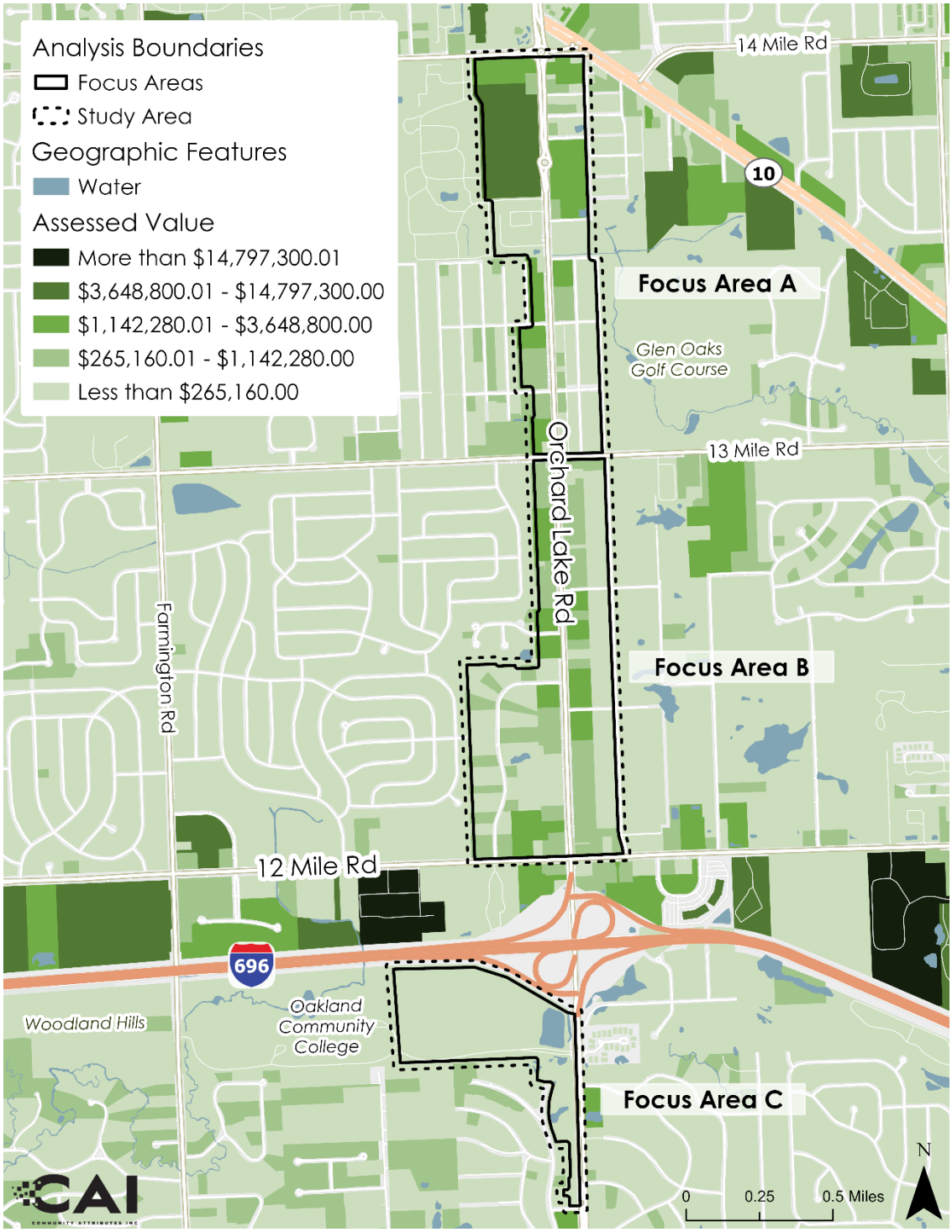


Source: Michigan Department of Transportation, 2023; Oakland County Open Data Portal, 2024; CAI, 2025.

Exhibit A20 depicts assessed property values throughout the Orchard Lake Corridor study area, and its three focus areas. The highest property value

($3.65 million - $14.79 million) includes the parcel that houses the shopping center in the northwest section of Focus Area A. In contrast the rest of the parcels within the Study Area are valued under $3.65 million, made up of the surrounding residential neighborhoods. Focus Areas A and B feature a mix of assessed values, indicating a blend of commercial and residential properties. Parcels in Focus Area C are generally assessed at less than $265,160, reflecting little development in that area.

Exhibit A20. Orchard Lake Corridor Assessed Values Map, 2024

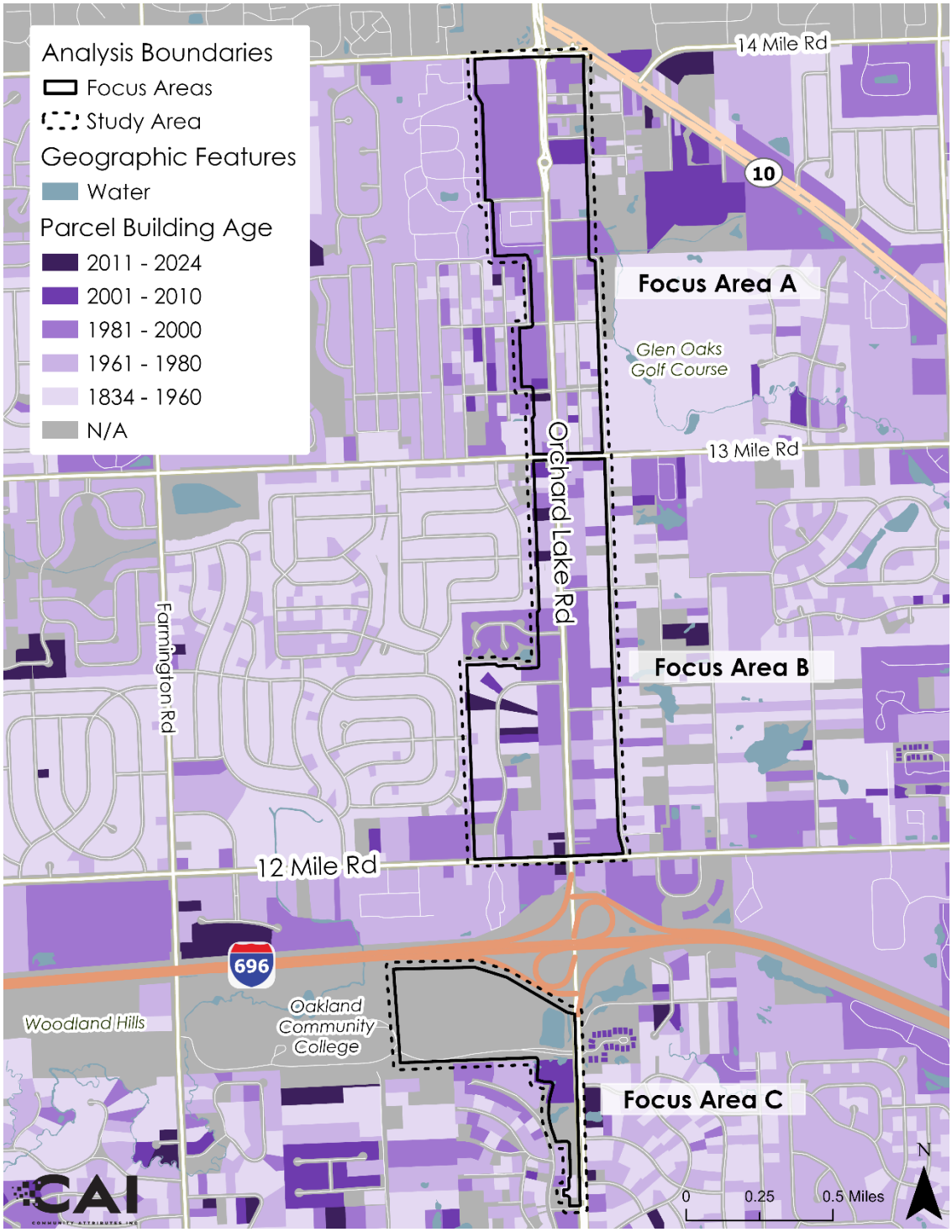


Source: Oakland County Open Data Portal, 2024; CAI, 2025.

Exhibit A21 shows parcels within the Orchard Lake Corridor study area by building age, with color gradations representing the year of construction. Much of the development along Orchard Lake Road occurred between 1961

and 1980. More recent developments, built between 2011 and 2024, are scattered within Focus Area B. Older structures, dating back to before 1960, are largely located within residential neighborhoods, indicating long-established suburban areas surrounding the corridor. This distribution highlights a mix of historical and modern developments, with newer construction concentrated around commercial nodes along Orchard Lake Road.

Exhibit A21. Orchard Lake Corridor Parcels by Building Age Map, 2024



Source: Farmington Hills Open Data Portal, 2024; CAI, 2025.

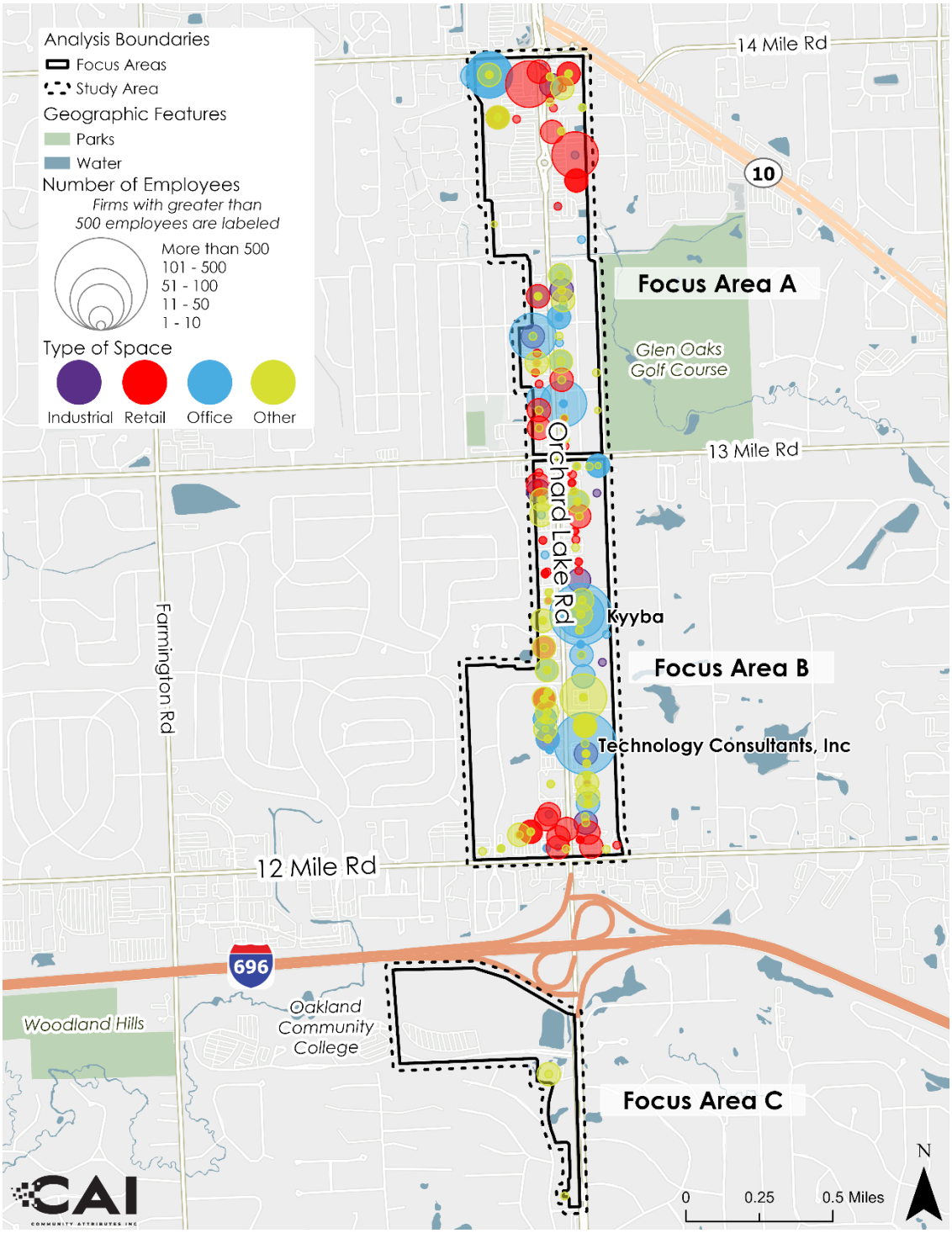
Orchard Lake Corridor Key Tenants

Exhibits A22 and A23 describe businesses within the Orchard Lake Corridor by sector and employment size. The Office sector is the largest in

the Orchard Lake Corridor by employment. Office businesses account for 169 establishments which employ 1,670 people, comprising 39% of total employment in the corridor. The Other category is the largest by number of businesses, representing 182 businesses which provide 1,257 jobs. In the Orchard Lake Corridor, the Other category is made up businesses which fall under NAICS Codes 61-62, 71, 81, 92, and 99. A majority (65%) of employment in the Other category is in Health Care and Social Assistance (NAICS Code 62). The Retail and Industrial sectors are small in comparison, with 112 retail businesses providing 1,178 jobs (27%) and 31 industrial businesses providing 205 jobs (5%).

Focus Area B hosts the highest concentration of businesses and employment, with 306 businesses and 2,452 jobs (57% of total employment). While there is a diverse mix of business types represented in Focus Area B, 28% of employment in Focus Area B is in Health Care and Social Assistance (NAICS Code 62). Focus Area A hosts 185 businesses and 1,802 jobs (42%). Of these, 24% fall under NAICS code 45, or Retail Trade. Finally, Focus Area C contains only 3 businesses, providing 56 jobs (1%). This includes the Michigan School of Psychology, but not the main campus, which falls outside the boundary and reports 250 employees. All businesses in Focus Area C fall into the Other category, with the most employment attributed to businesses in NAICS Code industry sector 61, or Educational Services.

Exhibit A22. Orchard Lake Corridor Employers by Number of Employees and Space Type Map, 2024



Source: Esri Business Analyst, 2024; CAI, 2025.

Exhibit A23. Orchard Lake Corridor Employers by Number of Employees and Space Type Table, 2024

Business Sector	Businesses	Employment	Share
Industrial	31	205	5%
Retail	112	1,178	27%
Office	169	1,670	39%
Other	182	1,257	29%
Grand Total	**494**	**4,310**	**100%**
Focus Area A	185	1,802	42%
Focus Area B	306	2,452	57%
Focus Area C	3	56	1%

Source: Esri Business Analyst, 2024; CAI, 2025.

Focus Area A

Focus Area A of the Orchard Lake Corridor is bounded to the North by W 14 Mile Rd and to the South by W 13 Mile Rd. Parcels included in the focus area include those both East and West of Orchard Lake Rd (**Exhibit A24**).

The northern part of the focus area is a hub for regional-serving retail that will soon be anchored by a Meijer. Other tenants of the destination retail center to the north, including Hunter's Square Retail Center and Orchard-14 Retail Center, are an Office Depot, Marshall's, HomeGoods, Aldi, Burlington Coat Factory, TJ Maxx, ULTA Beauty, Bath and Body Works, Buffalo Wild Wings, and others. Across 14 Mile Road to the north (just outside of the focus area boundaries and in West Bloomfield,) other retailers include Whole Foods, Walgreen's, and Sephora.

In the center of the focus area, there are a mix of uses including some multifamily residential uses (including both apartments and condos), some business/office uses, and some small eateries. On the southern edge of this focus area there is more retail in the form of a community retail strip. This strip is home to a local grocer, Advance Auto Parts, Ace Hardware, a nail salon, some local cafes and restaurants, a cellular repair shop and other local businesses.

Exhibit A24. Orchard Lake Focus Area A Map



Source: Oakland County Open Data Portal, 2024; Google Maps, 2024; CAI, 2025.

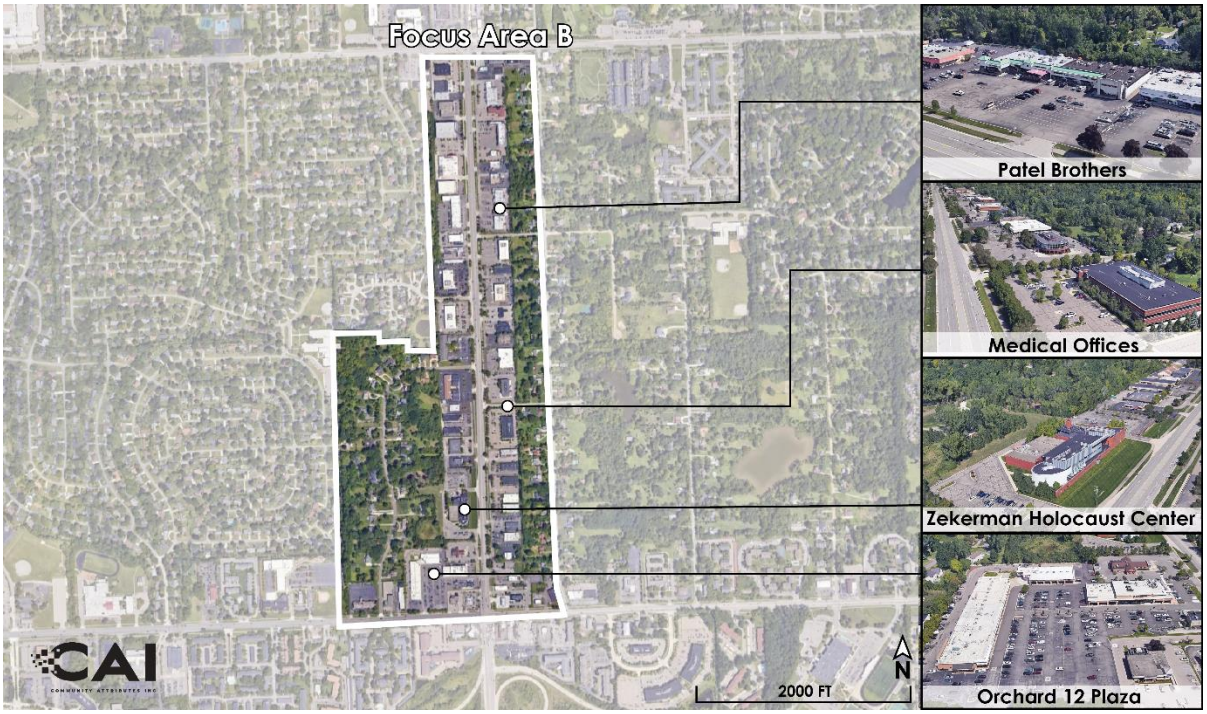
Focus Area B

Focus Area B of the Orchard Lake Corridor is bounded to the North by W 13 Mile Rd and to the South by W 12 Mile Rd. Parcels within the focus area include those both East and West of Orchard Lake Rd (**Exhibit A25**).

The northern half of this focus area hosts small retail uses and local businesses with a strong ethnic food and beverage cluster. Cuisines represented include Indian, Pakistani, Syrian, Georgian, Chinese, and other Middle Eastern and Southeast Asian cuisines. Both restaurants and grocery stores exist in this area, with a Patel Brother's serving as an anchor. The Orchard 12 Plaza Retail Center in the south also hosts a diverse array of restaurants and cafes including Hong Hua Fine Chinese Dining, Craft Breww City, and a Starbucks.

Outside of this retail center, the southern half of the study area hosts the Zekelman Holocaust Center and a variety of low-density office properties, many with health care tenants. Some examples of office tenants in this area include Trinity Health Medical Group, Michigan Women's Health Institute, dental offices, a medical billing office, banks, and law firms.

Exhibit A25. Orchard Lake Focus Area B Map



Source: Oakland County Open Data Portal, 2024; Google Maps, 2024; CAI, 2025.

Focus Area C

Focus Area C of the Orchard Lake Corridor is bounded to the North by I-696 and by Altadena Rd to the South. Parcels included in this focus area are East of Orchard Lake Drive (**Exhibit A26**).

Focus Area C includes some property of the Oakland Community College campus, which has land available for future infill, and a few parcels fronting Orchard Lake Road that are currently available for development. There is little to no commercial development in this Focus Area currently. Many of the parcels surrounding this focus area, including those to the east of Orchard Lake Rd, are filled by single family residential homes and neighborhoods.

Exhibit A26. Orchard Lake Focus Area C Map



Source: Oakland County Open Data Portal, 2024; Google Maps, 2024; CAI, 2025.

Orchard Lake Competitive Assessment

The competitive assessment draws on data analysis, stakeholder engagement, assessment of qualitative data such as case studies, and other information to summarize the strengths, opportunities, and challenges facing the Orchard Lake Road Corridor in Farmington Hills. Findings highlight competitive advantages and identify areas for strategic improvement as Farmington Hills works to realize the vision for the corridor.

The Orchard Lake Corridor benefits from a diverse population and high-performing national retailers. However, the corridor faces challenges due to outdated retail parking standards and suburban design practices that are not conducive to updated retail and amenity offerings.

Strengths

- **A Diverse Population** with residents across a wide range of ages, races, ethnicities, and socioeconomic classes
- **Multicultural Offerings** of ethnic restaurants and grocery stores, particularly in the "International District" or Focus Area B between 13 Mile Road and 12 Mile Road
- **Cultural Institutions** such as the Zekelman Holocaust Center and Oakland Community College
- **Strong Retail Trade Area** with highly trafficked national retailers and strong market performance

Opportunities

- **Streetscaping and Gateway Reclamation** to set the tone for the corridor as a welcoming, walkable destination.
- **Urban Design Improvements** at the gateway, along the corridor
- **Experiential Retail and Hospitality Offerings** that offer all-season recreation options and meet the demand for additional lifestyle amenities
- **Community Food Hub** in Focus Area B that builds on existing assets with food trucks, events and food-focused programming
- **Shopping Center Improvements** such as outdoor dining, access road maintenance and pedestrian access infrastructure
- **New In-Demand Uses** such as all-season recreation destinations, experiential dining, and lifestyle amenities
- **Enhanced Public Realm Amenities** such as pocket parks and public art

Challenges

- **Large Footprint Retail stigma and outdated parking standards** may hinder the attraction of new retailers, particularly those interested in pedestrian-friendly environments
- **Existing Infrastructure** that is difficult to reformat to meet the City's stated livability and accessibility goals
- **Poorly Maintained Marginal Access Roads** with mixed ownership and a lack of coordinated design standards to enforce improvements
- **Aging Buildings** that no longer serve area demands and require reconstruction or redevelopment to fit current needs

Orchard Lake Road Corridor Opportunities

This section provides a focused analysis of the Orchard Lake Road Corridor, highlighting a range of strategic opportunities to support its transformation into a cohesive, people-oriented commercial destination. These opportunities are built around key commercial nodes as well as targeted redevelopment, adaptive reuse, and new infill that aligns with the corridor's vision. Each opportunity is further explored by focus area.

Focus Area A

Focus Area A within the Orchard Lake Road Corridor, which is bounded by W 14 Mile Road to the north and W 13 Mile Road to the south, includes a mix of residential and commercial uses. Major retail anchors—such as Hunter's Square and the Orchard-14 Shopping Center—are located in the northern portion of the area. Due to its geographic length, the focus area is shown in two parts (**Exhibits A27 and A28**). The southern portion features older retail strips and community-supportive services, along with shallow, small lots, some of which include single family residential uses.

Exhibit A27. Orchard Lake Road Corridor Focus Area A (North) Boundaries, Farmington Hills



Source(s): CAI, 2025.

Exhibit A28. Orchard Lake Road Corridor Focus Area A (South) Boundaries, Farmington Hills



Source(s): CAI, 2025.

The existing built environment of Focus Area A reflects a predominantly car-oriented design. However, community feedback indicates interest in seeing more pedestrian opportunities as well as more active retail and dining options. Enhancing the customer experience through building improvements and strategic infrastructure investments—particularly at key nodes—can help bring new energy and activity to this area. Specific opportunities to improve this focus area include:

- **Promote reinvestment in retail clusters to reinforce Orchard Lake as a vibrant commercial destination,** building on rising demand, high lease rates, and strong market performance.

- **Allow experiential and lifestyle amenity businesses**, with tenant types including Shake Shack, Puttshack, Escape Room, Punchbowl Social, North Italia, Postino, Yardhouse. Survey respondents cite all-season recreation opportunities as an important reason to encourage visits to the corridor.
- **Encourage new dining** in areas identified by market analysis. Market conditions findings determined that:
    - **Quick-service restaurants** are strong performers and offer expansion opportunities. Several growing QSR establishments are highlighted as potential recruits.
    - **Full-service dining and American fare** establishments are in low supply compared to existing restaurant inventory and thus may attract a high amount of visitors.
- **Support shopping center redevelopment** to include architectural improvements, such as courtyards or open-air spaces to dine post-shopping. In-progress developments, such as the Meijer-anchored PUD can be altered to fit the vision and goals for the Orchard Lake Corridor.
- **Advance pedestrian-friendly design improvements at key intersections and commercial nodes** to enhance the corridor's appeal as a people-oriented environment and support its evolution beyond a car-centric route.
- **Strategize urban design and streetscaping improvements** to reclaim the gateway to the corridor. This can include repurposing excess parking spaces, installing public art or planting more trees. Reinforce the gateway into the corridor with experience-oriented uses, like event venues, destination entertainment, institutions, and open spaces. The current 'gateway' to the corridor is depicted in **Exhibit A29** below.

Exhibit A29. Orchard Lake Road Corridor Gateway: the Southwest corner of the 14 Mile Road and Orchard Lake Road intersection



Source: Google, 2024.

Focus Area B

Focus Area B of the Orchard Lake Corridor is bounded to the North by W 13 Mile Road and to the South by W 12 Mile Road. Due to its geographic length, the focus area is shown in two parts (**Exhibits A30 and A31**). The northern part of this focus area is comprised of small food and beverage establishments, including a strong ethnic food and beverage cluster. The Orchard 12 Plaza Retail Center in the south also hosts a diverse array of restaurants and cafes. Outside of this retail center, the southern half of the study area hosts medical offices and the Zekelman Holocaust Center.

Exhibit A30. Orchard Lake Road Corridor Focus Area B (North) Boundaries, Farmington Hills



Source(s): CAI, 2025.

Exhibit A31. Orchard Lake Road Corridor Focus Area B (South) Boundaries, Farmington Hills



Source(s): CAI, 2025.

Focus Area B faces challenges such as a car-centric development pattern, aging and outdated buildings, and a patchwork of small lots and single-family homes that limit redevelopment potential. In addition, the area lacks cohesive design and infrastructure that could better support and showcase its most distinctive asset—a vibrant, food-focused, multi-ethnic cultural node. Targeted improvements can help enhance customer experience, unlock development potential, and elevate the corridor's unique identity. Specific opportunities to improve this focus area can:

- **Continue food-focused development** by allowing food trucks or carts, recruiting additional restaurants, and developing on-site agriculture and local food production options. Activation through

frequent events and competitions can further highlight the area within the region.

- **Enhance public realm amenities** such as pocket parks and public art near highly trafficked areas, like bus stops or grocery stores.
- **Incorporate pedestrian infrastructure** such as more frequent crosswalks, crosswalk lights, sidewalk shading, and benches. There are no existing crosswalks between 12 Mile and 13 Mile Road, except for at Bristol Lane. Survey respondents also highlight the unsafe elements of large parking lots, wide roads and short pedestrian crossing times as barriers for walkability.
- **Include outdoor dining spaces** in identified high traffic areas, such as the Orchard-12 Shopping Center, which hosts many successful QSR and sit-down restaurants but lacks outdoor spaces. Community spaces are highlighted as a need by pedestrians and automotive owners alike.
- **Encourage curb appeal** in future redevelopment by decreasing setbacks and locating buildings closer to the street. Allocate funds for façade improvements, streetscaping and public amenities.
- **Encourage adaptive reuse of underperforming office spaces** to diversify site uses, particularly in areas with high vacancies and create opportunities for community-serving uses like health care, education, or wellness.
- **Brand and promote the International District.** Assist businesses through façade improvements, collective branding, marketing and social media strategy. Translation and regulatory interpretation services and enhanced accessibility features build on this area's strength in diversity.

Focus Area C

Focus Area C (**Exhibit A32**) in the Orchard Lake Corridor, between I-696 and Altadena Road includes part of Oakland Community College and several vacant, undeveloped parcels, which are zoned for single-family residential. There is little to no commercial development in the area currently.

Exhibit A32. Orchard Lake Road Corridor Focus Area C Boundaries, Farmington Hills



Source(s): CAI, 2025.

Focus Area C is currently underutilized, despite its strategic location at the intersection of I-696 and Orchard Lake Road. The area lacks significant development yet holds strong potential to become a key node along the corridor. Oakland Community College (OCC), as a major cultural and institutional asset, could be better integrated and supported through placemaking and investment. Specific opportunities to improve this focus area include:

- **Evaluate Oakland Community College** campus needs to support development best suited for the area. Options may include:
    - **Assess Orchard Lake campus student population** housing and commute patterns to determine land use demand.

    - **Assemble a large parcel site** and work with developers to create a master-planned, build to suit mixed-use site.
    - **Utilize alternative formats,** to encourage non-traditional retail and commercial establishments. Collaboration with Oakland Community College could include small-business incubation programs or partnering with local institutions to create small-format storefronts.
    - **Retrofit existing buildings** and focus redevelopment on previously built spaces to preserve wetlands and existing green spaces.
- **Assess suitability of undeveloped acreage** at southern end of the focus area. Potential uses could:
    - **Maintain residential zoning** for available acreage at the south end of the Focus Area, or;
    - **Rezone for mixed use development** with commercial and residential offerings, or;
    - **Acquire and preserve** the undeveloped acreage as green space.

Appendix C: Contextual Sources for Reference

Farmington Hills 2024 Master Plan

Vision: "Farmington Hills will be an innovative, attractive, livable, safe, and financially stable community that embraces the diversity of its people and provides housing and economic opportunity for all residents."

12 Mile Corridor

- 12 Mile Corridor: "The 12 Mile Mixed Use area is today dominated by large office development and is addressed as a Special Planning Area elsewhere in this plan. This classification is intended to encourage the long-term redevelopment and infill development of the area with a greater mix of uses, including retail, restaurants, and personal services, entertainment, attached and multi-family residential (as stand-alone infill development, in the form of office conversions, or as part of mixed-use projects. Building heights may be increased in this area without significant impacts on nearby single-family neighborhoods due to the separation of the area from this development by large roads and freeways, and its relatively low-lying elevation. Large office buildings are expected to remain as major land uses in this area. Development should be planned with connections to neighboring uses in mind and focused on providing walkable environments where the convenience needs of residents and workers can be met without the need to drive for every trip."
- 12 Mile Corridor: "This presents an opportunity for infill development, and the corridor's separation from single-family uses allows for greater building height and density for multi-family uses without direct impacts on neighboring homes. With time, this corridor is envisioned to become a vibrant, mixed-use environment, with residential, office, and commercial, and entertainment uses in close proximity and a pedestrian-friendly landscape and streetscape.
- 12 Mile: "Large parking fields can, over time, fill in to provide a variety of uses and shared spaces. Redevelopment in this corridor will be incremental, involving adaptive re-use of some existing buildings (such as offices converted to residential uses), and the replacement of underutilized parking lots with commercial and residential uses. Redevelopment should strive for a neighborhood feel, with shared spaces, high walkability, and a mix of mutually supportive uses."
- 12 Mile Corridor Recommendations:
    1. Transition from an almost entirely office corridor to a more mixed corridor with multi-family residential and some commercial development.

        - Encourage multi-family residential housing as infill and/or redevelopment along the south side of 12 Mile between Farmington and Drake, adjacent to I-696.
        - Attract entertainment and destination businesses where access to the regional transportation network exists.
        - Gradually introduce locally focused convenience commercial uses, residential, and shared spaces (see progression of potential infill development at right in the illustration).
    2. Improve connections to this area from the HAWK, Farmington Area Library, and other public facilities for pedestrians and bicyclists.
    3. Explore opportunities for post-incubator locations for new businesses as they grow.
    4. Expand walkability in the corridor.
    5. Improve safety for all modes of travel along 12 Mile Road

Orchard Lake Corridor

- Orchard Lake Corridor: "The Orchard Lake Road corridor between 12 Mile and 13 and a half-mile is one of Farmington Hills' principal commercial arteries. There is generally good cross connection between sites. This future land use category, which is explored in further detail as a Special Planning Area, speaks primarily to design and providing greater flexibility in the future. The City should consider the adoption of design and/or materials standards for buildings in the corridor, as well as permitting buildings to move closer to the street or, where present, marginal access drives. Multifamily uses may be appropriate at the north end of the corridor and the office-zoned portions of the southern end, either as redevelopment or conversions of existing office buildings.
- Orchard Lake Corridor: "Orchard Lake Road corridor is one of the City's principal commercial arteries, with a very wide range of commercial uses."
- Orchard Lake Corridor Recommendations:
    1. Allow reuse and encourage renovation/redevelopment.
    2. Focus on cross-access between businesses to improve travel on Orchard Lake Road, building on the current network that allows cars and people to easily move between sites safely without repeated exits/entrances off Orchard Lake Road.
    3. Develop better design standards, landscaping; consider how landscaping standards might incentivize natural stormwater management.
    4. Provide more flexibility for moving buildings up closer to Orchard Lake Road, with parking behind.

5. Consider residential under the right circumstances – in less commercially intense parts of the corridor; office-to-residential conversions may be appropriate in addition to full redevelopment with multi-family uses.
6. Make this area as friendly to people moving about outside of vehicles as it is to those driving to their destinations. The 8-foot pathway system is mostly complete between 12 Mile Road and 13 Mile Road; this can be used as a springboard for additional pedestrian and bicycle amenities.
7. Use placemaking strategies to create a unique identity for this portion of the Orchard Lake Road corridor. Consider how design standards, landscaping, setbacks, and public art could all be used to unify the area over time.

APPENDIX D: CURRENT CONDITIONS

Introduction

Approach

This analysis integrates both quantitative and qualitative data to assess economic conditions, trade area characteristics, and real estate market performance in the 12 Mile Road and Orchard Lake Road corridors.

Primary Data Sources Include:

- CoStar Market Analytics
- American Community Survey (ACS)
- Placer.ai
- ESRI Business Analyst (BA)
- Bureau of Labor Statistics (BLS)
- Synergos Technologies Inc. (STI) Workplace
- CAI-administered Survey Data

Existing Business Landscape

This section presents data on industries, businesses, and employment within the 12 Mile Road and Orchard Lake Road corridors, highlighting key trends in business activity and workforce patterns.

Corridor Industry

The City of Farmington Hills is home to thousands of businesses with distinctive economic and employment characteristics. To understand the broader business landscape, the North American Industry Classification Systems (NAICS) codes are used to group similar employers. This provides a means to compare the 12 Mile Road and Orchard Lake Road corridors and reveal several trends across business counts, employment, and sales figures. **Exhibit A33** below shows the industry makeup of each major industry cluster.

Exhibit A33. Major Industry Sector Groupings by NAICS Codes

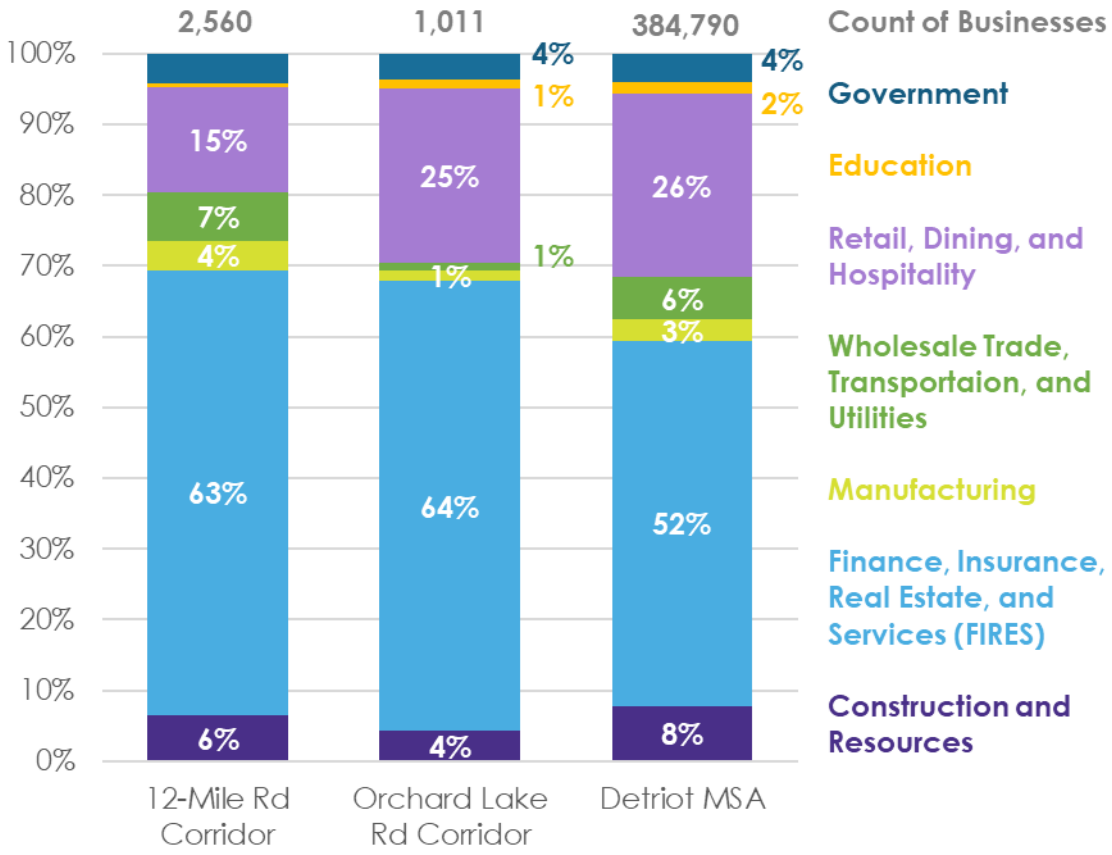
Major Industry Sector	NAICS Codes	Descriptions
Construction and Resources	11	Agriculture, Forestry, Fishing and Hunting
	21	Mining, Quarrying and Oil and Gas Extraction
	23	Construction
Manufacturing	31-33	Manufacturing
Wholesale Trade, Transportation and Utilities (WTU)	22	Utilities
	42	Wholesale Trade
	48-49	Transportation and Warehousing
Finance, Insurance, Real Estate and Services (FIRES)	51	Information
	52	Finance and Insurance
	53	Real Estate and Rental and Leasing
	54	Professional, Scientific, and Technical Services
	55	Management of Companies and Enterprises
	56	Administrative, Support, Waste Management and Remediation Services
	62	Health Care and Social Assistance
	81	Other Services (except Public Administration)
Retail, Dining, and Hospitality	44-45	Retail Trade
	71	Arts, Entertainment, and Recreation
	72	Accommodation and Food Services
Educational Services	61	Educational Services
Government	92	Public Administration
	99	Unclassified

Sources: CAI, 2025.

For both corridors, the number of businesses, employees, and revenue are highest within the Resources, Infrastructure and Enterprise sectors. This sector category captures businesses like agriculture and forestry (Resources) construction firms (Infrastructure), and operational services like finance, telecommunications, and engineering (Enterprise). The largest individual firms by employee count in either corridor are the Nissan Technical Center, Bosch Group, Concentrix, and ATC Drivetrain LLC.

As of 2024, nearly two-thirds of the businesses in each corridor are in the FIRES sector, or Services, more generally (**Exhibit A34**). The Detroit Metropolitan Statistical Area (MSA) has 45% of all businesses in this sector, for a point of comparison. Retail, Dining, and Hospitality also has a notable share in both corridors, composing 15% of all businesses along 12 Mile Road and 25% along Orchard Lake Road. The 12 Mile Road area has roughly 2.5 times more businesses than the Orchard Lake Road Corridor.

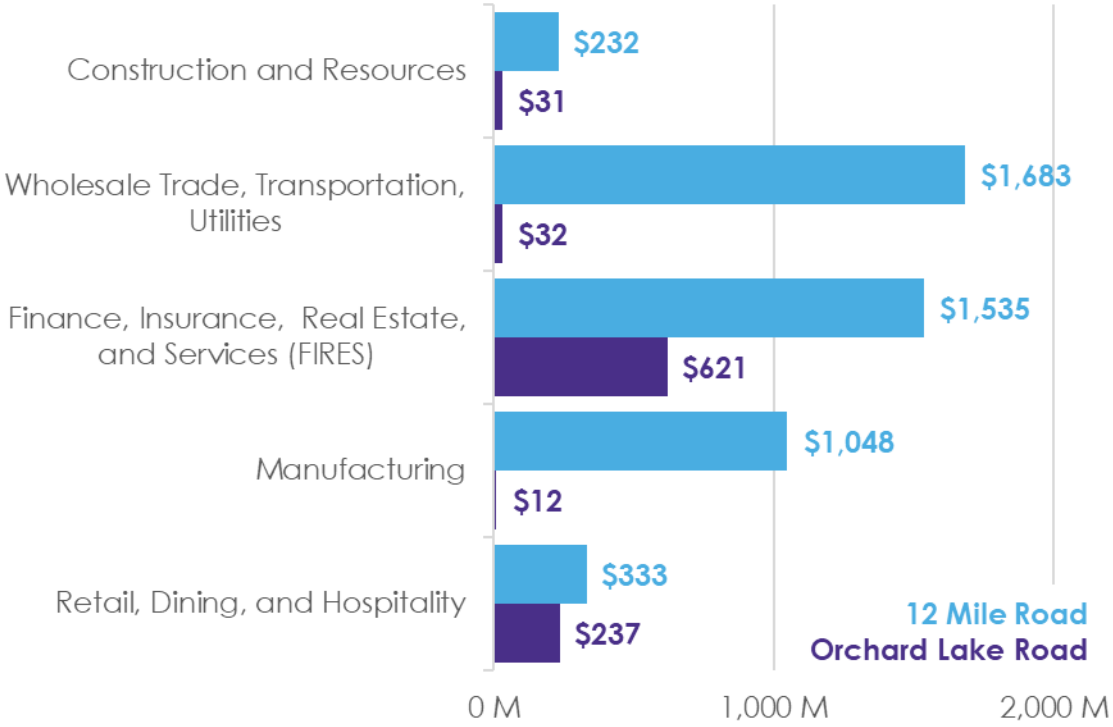
Exhibit A34. Count of Businesses by Industry Type, Both Corridors, 2025



Source: ESRI BA 2025; CAI 2025.
Note: The Detroit-Warren-Dearborn Metropolitan Statistical Area (Detroit MSA) encompasses Lapeer, Livingston, Macomb, Oakland, St. Clair and Wayne counties.

Exhibit A35 shows that the Wholesale Trade, Transportation and Utilities bring in the most revenue at $1.7 billion annually, followed by FIRES ($1.5 billion on 12 Mile Road; $621 Million along Orchard Lake), and Manufacturing ($1 billion on 12 Mile Road).

Exhibit A35. Annual Revenue by Industry (mils $), Each Corridor, 2025



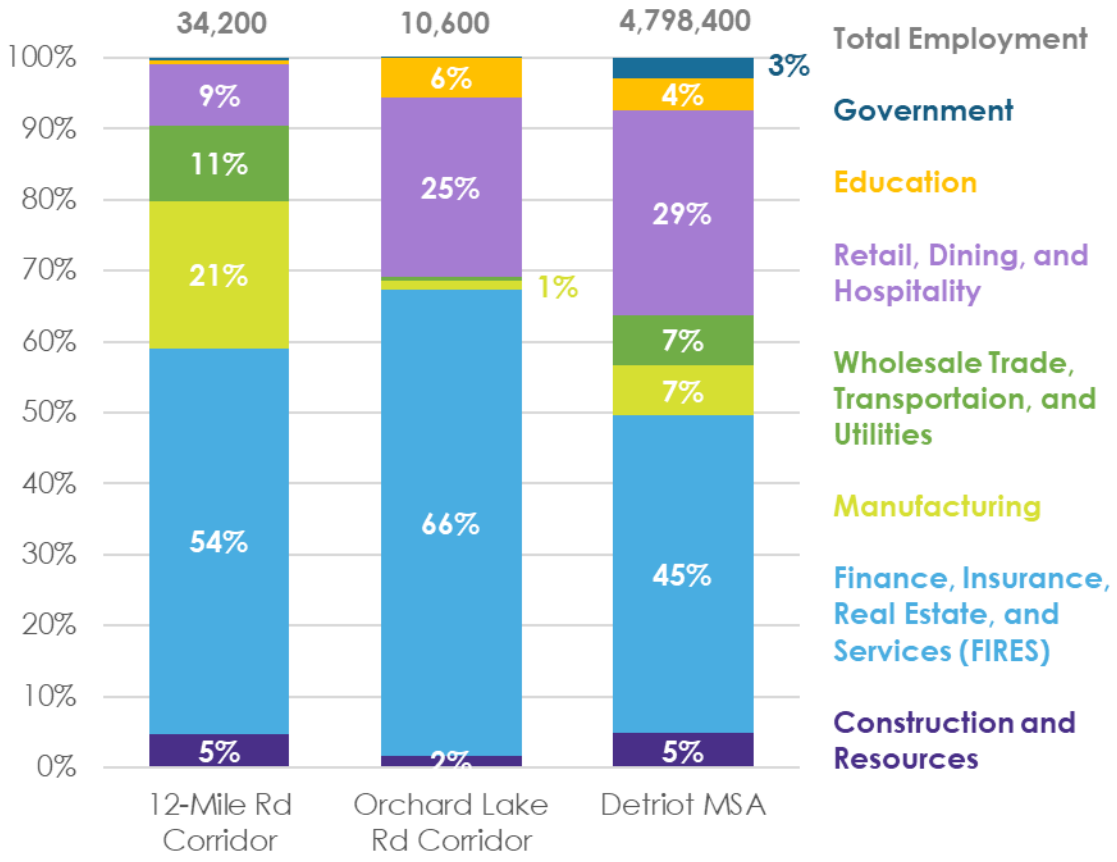
Note: Rounded to the nearest million

Source: ESRI BA 2025; CAI 2025

Corridor Employment

Exhibit A36 shows that the employment shares within the two corridors are similar to the employer shares. The largest sector, Services, or FIRES, provide 54% of the employment base for 12 Mile Road and 66% for Orchard Lake Road. Both are more heavily concentrated than the Detroit MSA in which Services make up 45% of total employment. The 12 Mile Rd Corridor has approximately three times the number of workers as the Orchard Lake Road Corridor.

Exhibit A36. Employment Share by Industry, Orchard Lake and 12 Mile Corridor, 2025



Source: ESRI BA 2025; CAI 2025

Tech Activity Survey

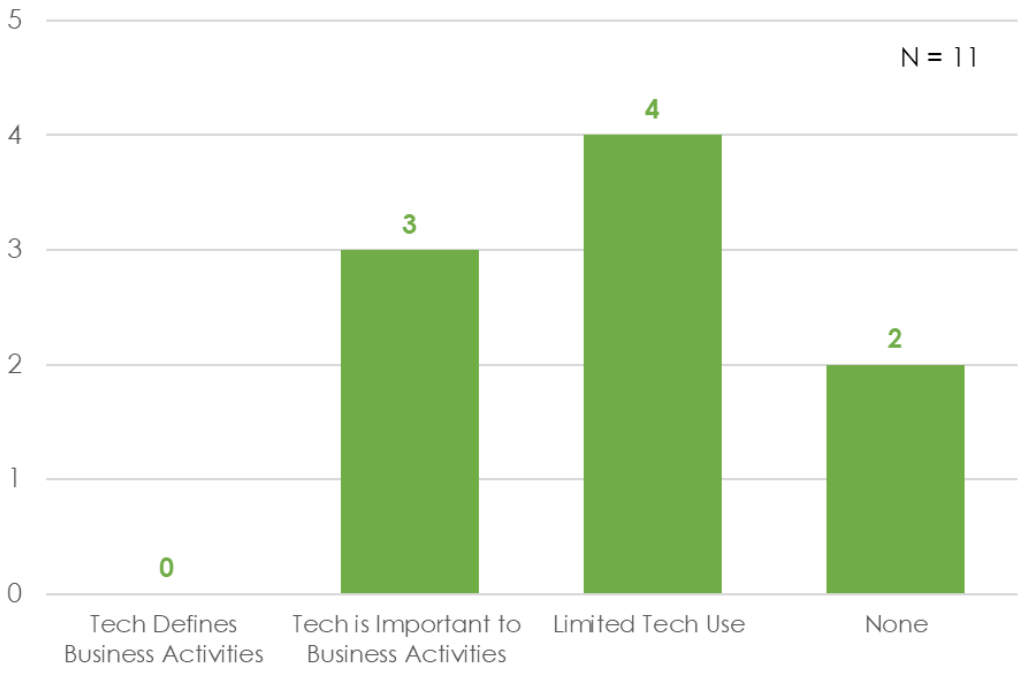
A key research question posed for this study was, "How do technology firms and activities relate to corridor businesses?" To address this and other questions, Community Attributes Inc. (CAI), in coordination with the City of Farmington Hills, administered an online survey of residents, workers, business owners, and property owners in the 12 Mile Rd and Orchard Lake Rd corridors. The survey focused on current market conditions and economic activity within the corridors, as well as community visions for their future.

The survey was open to the public from January 3 to March 12, 2025, and was accessible via both a web link and QR code. It was promoted through a variety of outreach methods, including email blasts, flyers, City communications, and in-person engagement. To support inclusive participation, the survey was available in Spanish, Arabic, Chinese, Hindi, and Japanese.

A total of 998 responses were collected. Respondents included 838 residents, 272 corridor visitors, 74 corridor workers, 66 property owners or managers, and 13 business owners or managers.

When asked about tech-related operations, none of the business survey respondents reported that technology defined their business activity (**Exhibit A37**). Respondents largely described either some or limited technology use in business operations, with two respondents claiming no technology use at all.

Exhibit A37. The Role of Technology in Corridor Businesses by Business Respondent, 12 Mile Rd and Orchard Lake Rd Corridors, 2025



Source: CAI Survey, 2025.

When asked about interest in expanding technology services or operations, most respondents indicated no interest (**Exhibit A38**). Similarly, the vast majority expressed no interest in partnerships or collaborations with technology firms in the corridors. While a few were open to future partnerships, none reported an existing relationship, giving limited evidence of technology spillover within the corridors (**Exhibit A39**).

Exhibit A38. Business Owner Interest in Expanding Tech Operations, 12 Mile Rd and Orchard Lake Rd Corridors, 2025

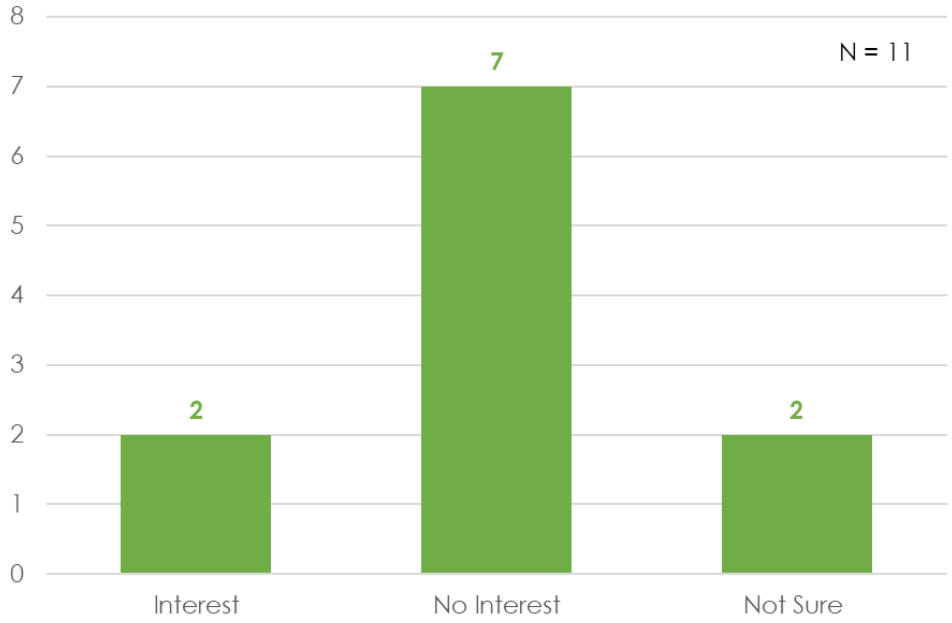
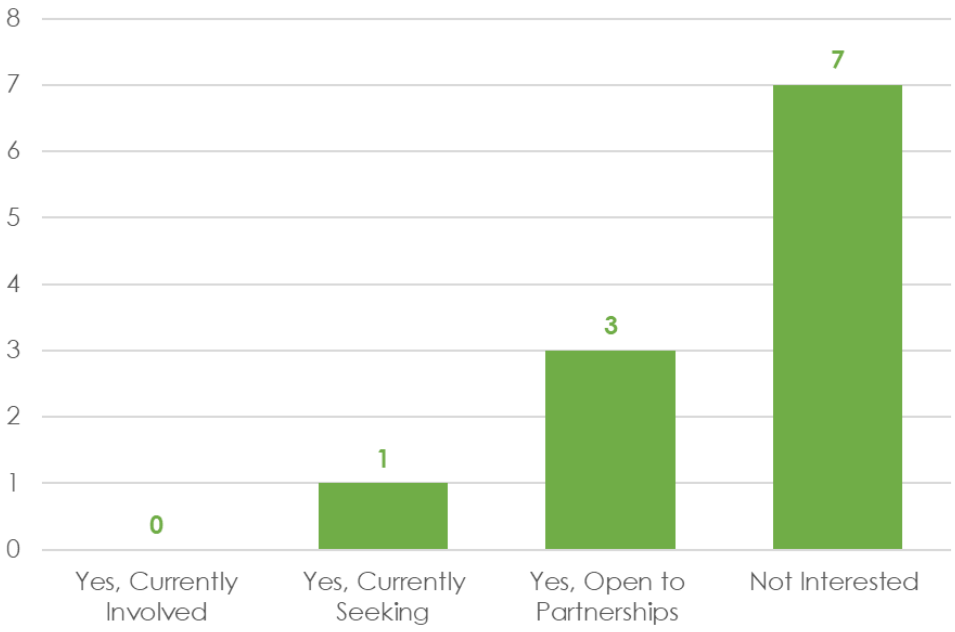


Exhibit A39. Business Owner Openness to Partnerships with Tech Firms in the Corridors, 12 Mile Rd and Orchard Lake Rd Corridors, 2025



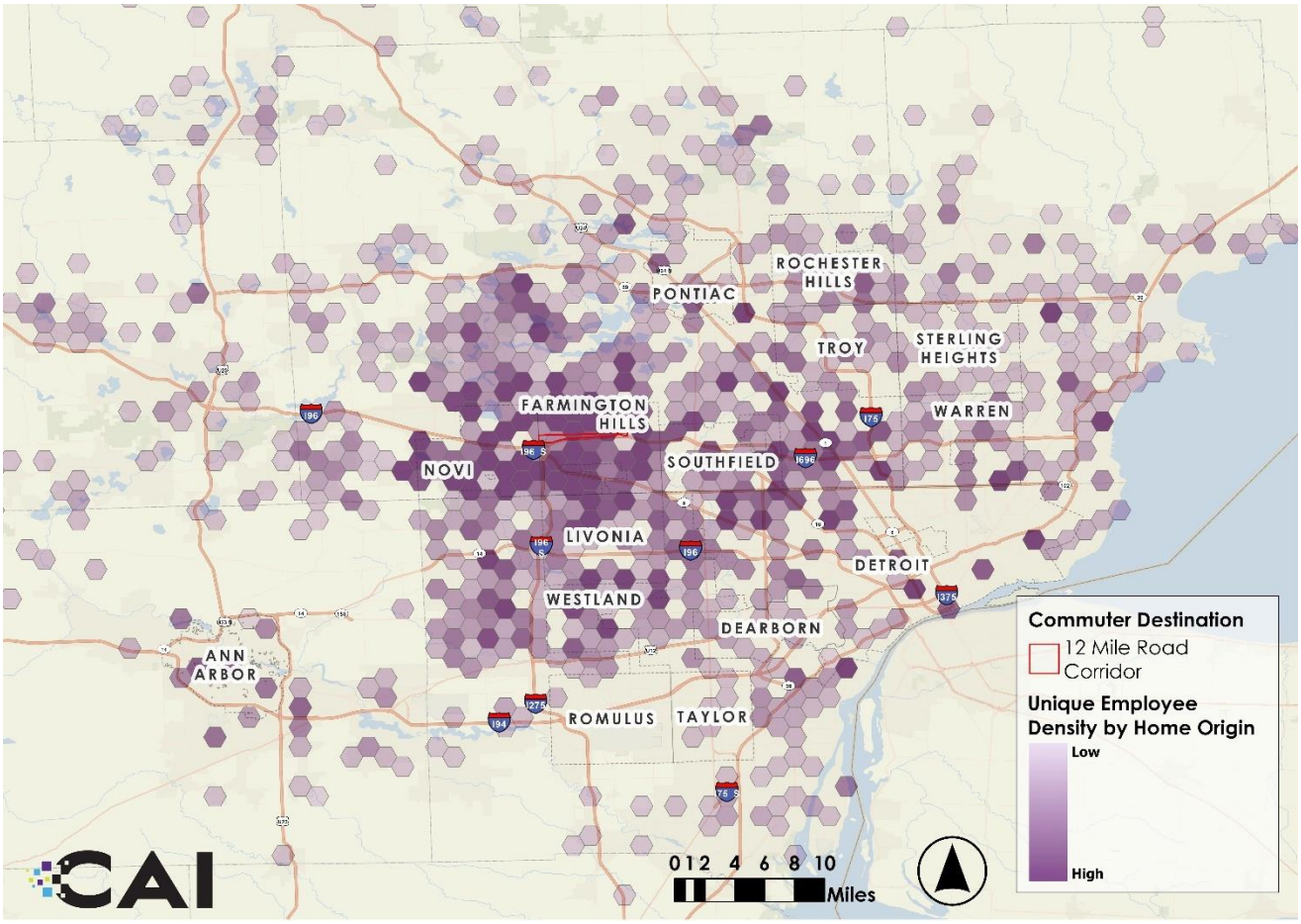
Source: CAI Survey, 2025.

Commute Data

Exhibit A40 shows where employees who work within the 12 Mile Rd corridor live. The 12 Mile Rd Corridor's employees live throughout the surrounding area, with clusters of higher density primarily within 5-25 miles of the corridor, particularly southeast towards Detroit. Clusters of employees live in Southfield, Westland, Novi, and Farmington, with lower densities farther away from the corridor, particularly on the north or eastern sides of the region.

Exhibit A41 shows the distribution of employees by commute distance. Of the 8,498 unique employees in the 12 Mile Rd corridor, 4% live within a mile of the corridor, while 64% commute between 5 and 25 miles. The remaining 7% of corridor employees commute 25 or more miles, suggesting a smaller group of long-distance commuters. The cumulative share shows that nearly all employees (93%) live within 25 miles of the corridor.

Exhibit A40. Commuteshed Map, Unique Employees Who Commuted into the 12 Mile Rd Corridor for Work, January 1 2024 – December 31, 2024



Sources: Placer.ai, 2024; CAI, 2025.

Exhibit A41. Unique Employee Commutes by Distance, 12 Mile Rd Corridor, 2024

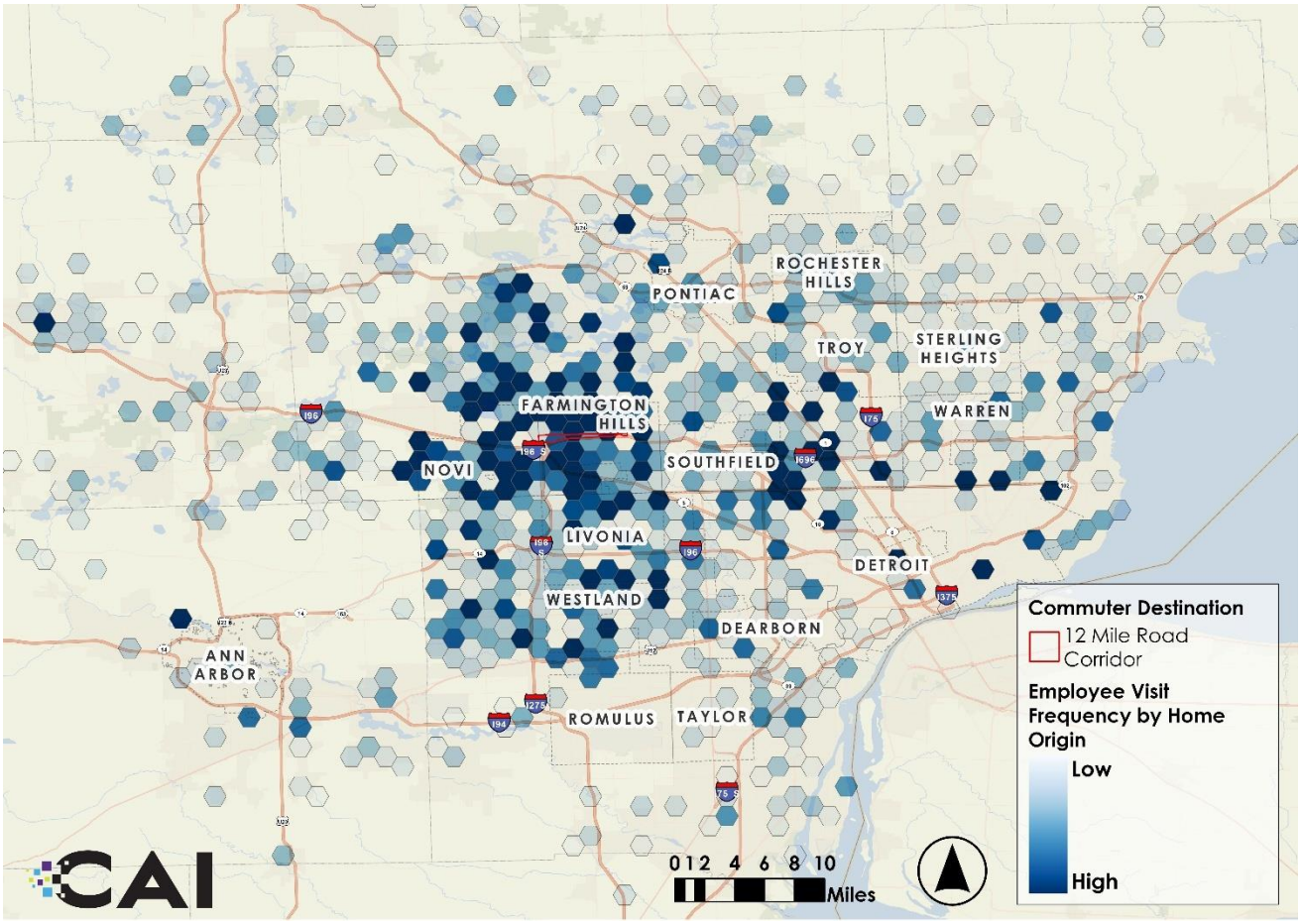
Commute Distance	Employee Count	Share	Cumulative Share
Within 1 Mile	331	4%	4%
1-2 Miles	607	7%	11%
2-5 Miles	1,455	17%	28%
5-10 Miles	2,160	25%	54%
10-25 Miles	3,349	39%	93%
25-50 Miles	596	7%	100%
Total Employees	**8,498**		

Sources: Placer.ai, 2024; CAI, 2025.

While **Exhibit A40** shows density of employees' home origins, **Exhibit A42** highlights how often employees travel to the study area. The denser blue cluster indicates more total trips for workers living closer to the study area, and those who live east along Route 102 and south along Interstate 275. Comparison of the two maps shows that the 12 Mile Rd corridor's employees come from a wide commute area, but the employees who travel in for work the most are those who are nearer to the corridor.

Exhibit A43 shows the total visits, by distance, for 12 Mile Corridor. Of the more than one million total employee visits in 2024, nearly half (45%) come from employees who live 10-25 miles away, while workers living within 2 miles contribute 13% of total visits.

Exhibit A42. Commute Frequency Map, Employee Visits into the 12 Mile Rd Corridor for Work, January 1 2024 – December 31, 2024



Sources: Placer.ai, 2024; CAI, 2025.

Exhibit A43. Total Employee Visits by Distance, 12 Mile Rd Corridor, 2024

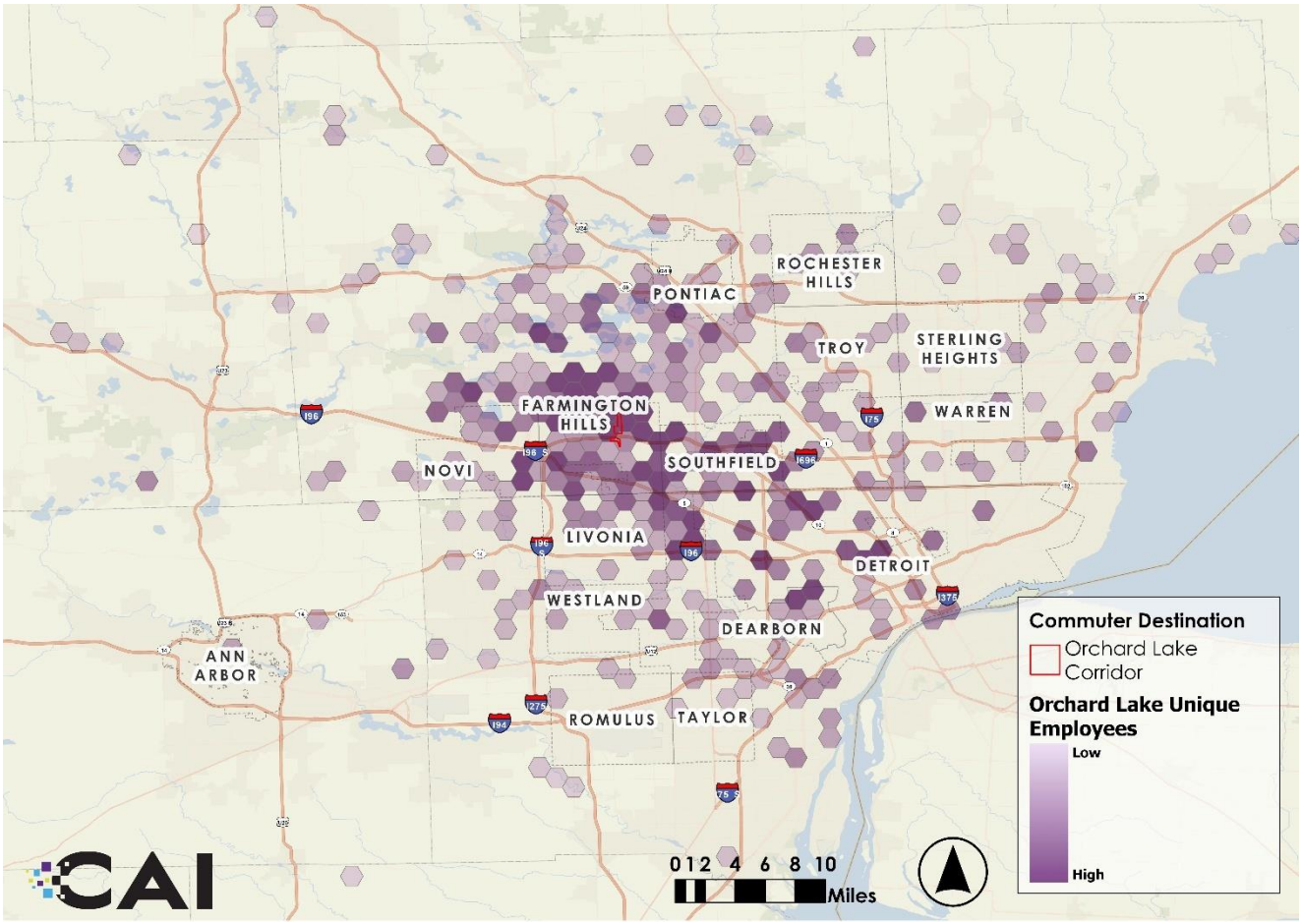
Commute Distance	Visit Count	Share	Cumulative Share
Within 1 Mile	48,750	5%	5%
1-2 Miles	88,450	8%	13%
2-5 Miles	197,400	19%	31%
5-10 Miles	275,000	26%	57%
10-25 Miles	397,600	37%	95%
25-50 Miles	57,750	5%	100%
Total Visits	**1,064,950**		

Sources: Placer.ai, 2024; CAI, 2025.

Exhibit A44 shows home origins for employees working in the Orchard Lake Corridor. Of the approximately 3,000 unique employees, the majority live near the Orchard Lake Study area and southeast towards. Detroit.

Exhibit A45 shows a different distribution of employee commute distances. Here, 14% of employees live within 2 miles of their workplace, with 8% living within 1 mile and 7% within 1–2 miles. The largest groups commute between 2–5 miles (24%), 5–10 miles (30%), and 10–25 miles (30%), indicating a more even spread across these mid-range distances. Almost the entire workforce (99%) lives within 25 miles, with only 1% commuting 25-50 miles.

Exhibit A44. Commuteshed Map, Unique Employees Who Commuted into the Orchard Lake Rd Corridor for Work, January 1 2024 – December 31, 2024



Sources: Placer.ai, 2024; CAI, 2025.

Exhibit A43. Unique Employee Commutes by Distance, Orchard Lake Corridor, 2024

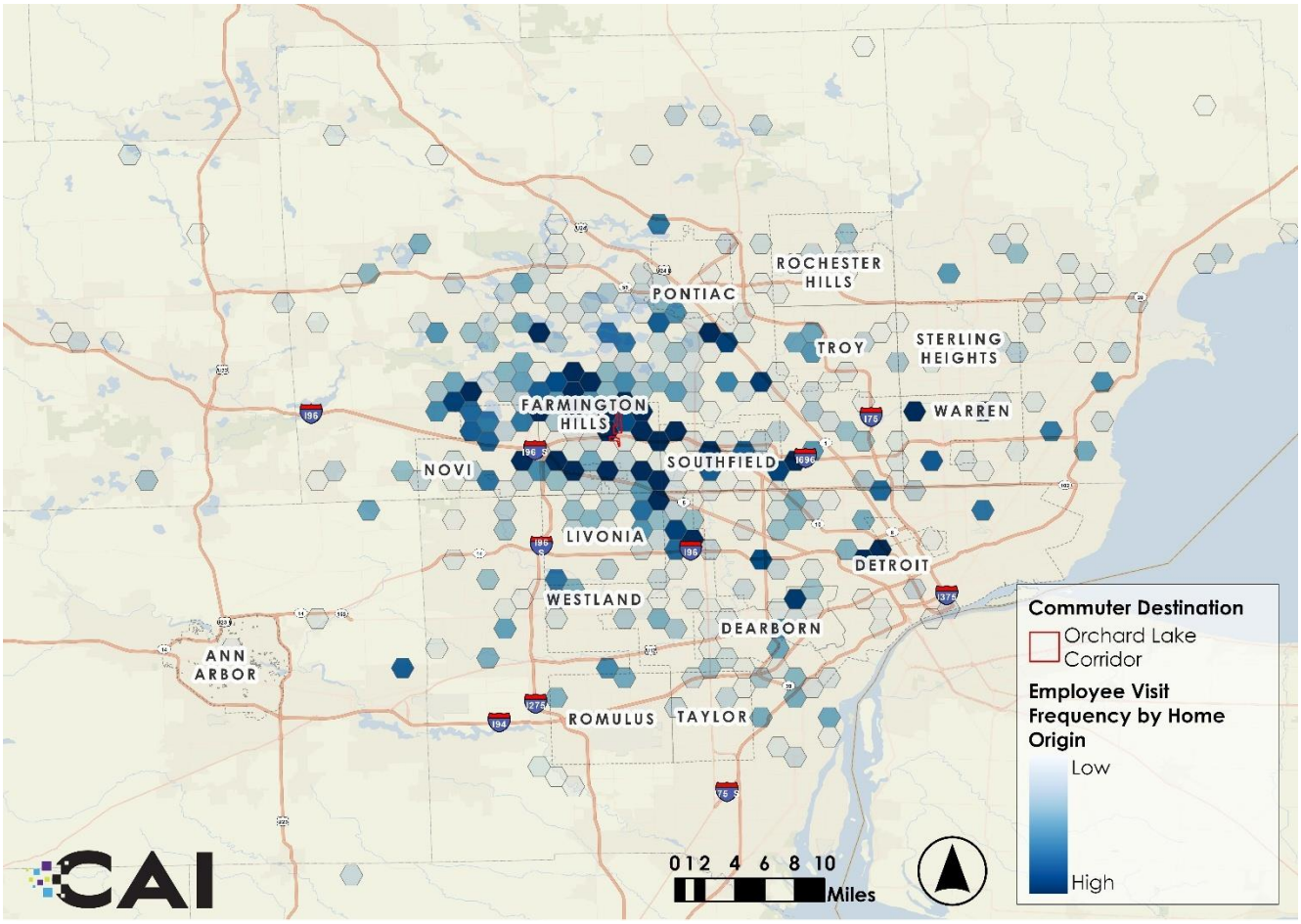
Commute Distance	Employee Count	Share	Cumulative Share
Within 1 Mile	231	8%	8%
1-2 Miles	203	7%	14%
2-5 Miles	733	24%	39%
5-10 Miles	901	30%	69%
10-25 Miles	895	30%	99%
25-50 Miles	40	1%	100%
Total Employees	**3,003**		

Sources: Placer.ai, 2024; CAI, 2025.

Exhibit A44 shows that more frequent visits happen within a closer proximity to Orchard Lake, but the pattern is generally scattered throughout the area, with less trips happening the further from the study area employees live.

Exhibit A45 highlights how often employees travel to the corridor over the year by the distances they live from work. Of nearly 485,000 total visits, only 9% came from within a mile, while 26% and 28% came from 2-5 miles, and 5-10 miles respectively. More than 80% of local employees commute between 5 and 25 miles, with only 1% of all visits coming from farther than 25 miles.

Exhibit A44. Commute Frequency Map, Employee Visits into the Orchard Lake Rd Corridor for Work, January 1, 2024 – December 31, 2024



Sources: Placer.ai, 2024; CAI, 2025.

Exhibit A45. Total Commute Visits by Distance, Orchard Lake Rd Corridor, 2024

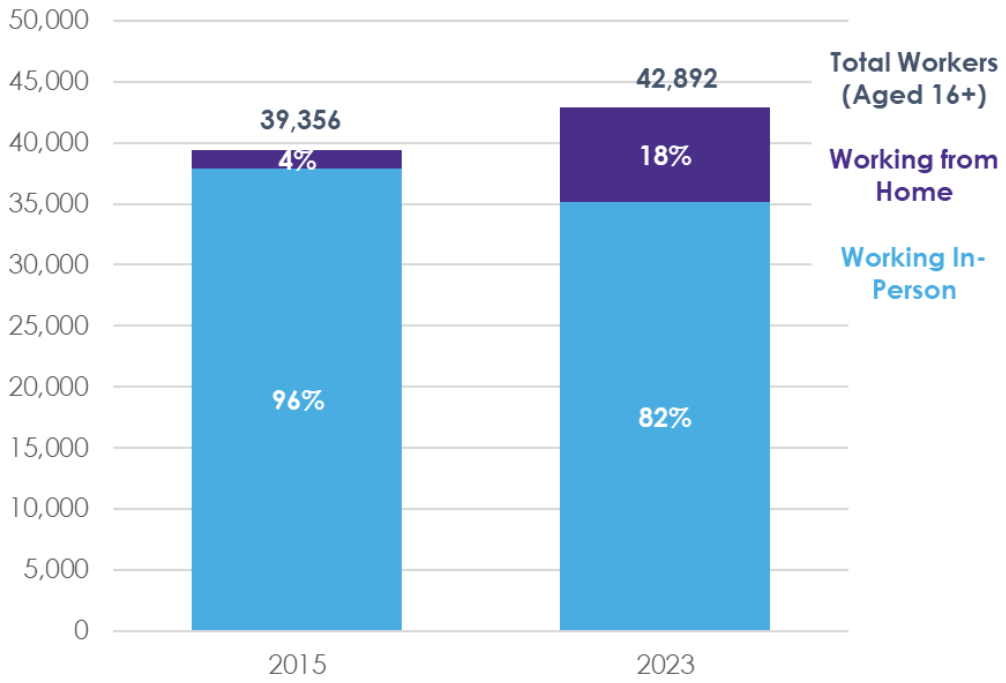
Commute Distance	Visit Count	Share	Cumulative Share
Within 1 Mile	44,450	9%	9%
1-2 Miles	35,250	7%	16%
2-5 Miles	123,950	26%	42%
5-10 Miles	140,600	29%	71%
10-25 Miles	135,650	28%	99%
25-50 Miles	4,500	1%	100%
Total Visits	**484,400**		

Sources: Placer.ai, 2024; CAI, 2025.

In-person Versus Remote Work

In the City of Farmington Hills, 18% of all workers aged 16 and older worked from home in 2023 (**Exhibit A46**). This is up 14% (or 6,318 workers) from 2015, when only 4% of workers worked from home.

Exhibit A46. Workers by Type, Farmington Hills, 2015 & 2023

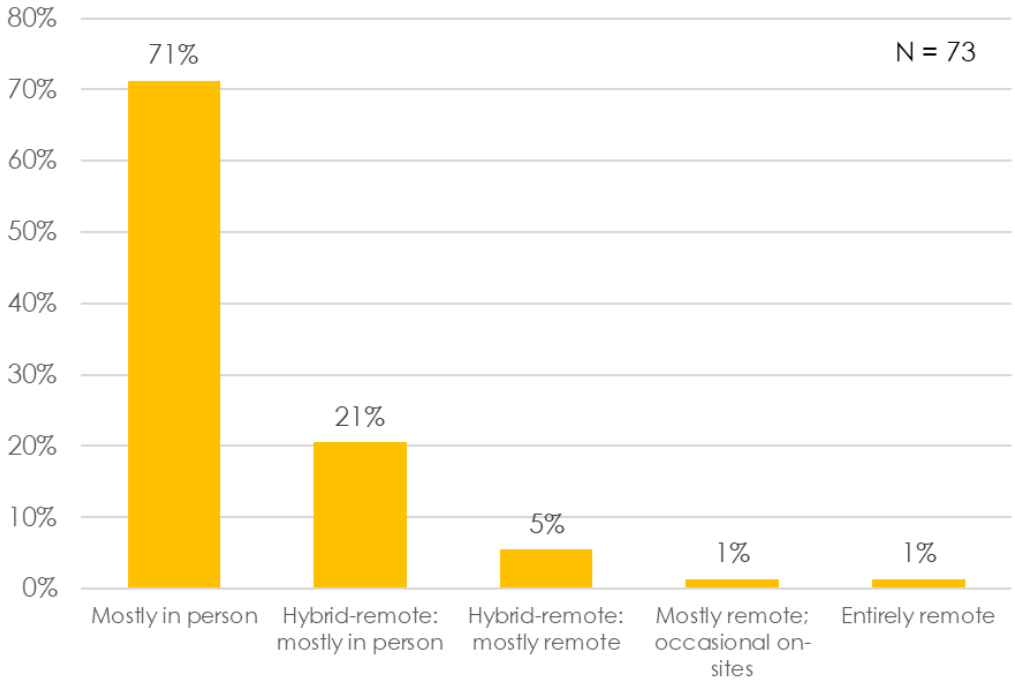


Source: ACS, 2023; CAI 2025.

When asked by survey about work location, 71% of corridor employees reported working mostly in person, while 26% worked in a hybrid format and just 2% worked primarily remotely (**Exhibit A47**). Business owners shared similar responses, indicating that most operations occur in person, with a small share conducted in a hybrid model and none in entirely remote formats (**Exhibit A48**).

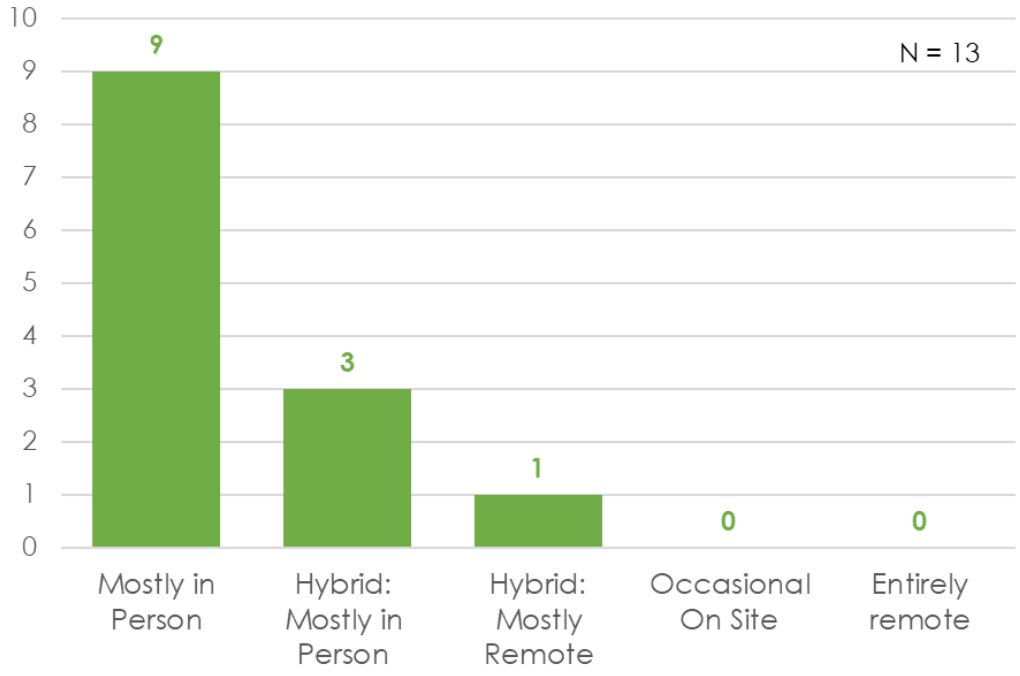
When asked about how work may change in the future, business owners largely describe working trends which continue to favor in person work (**Exhibit A49**).

Exhibit A47. Workers by Self-Identified Type, 12 Mile Rd and Orchard Lake Rd Corridors, 2025



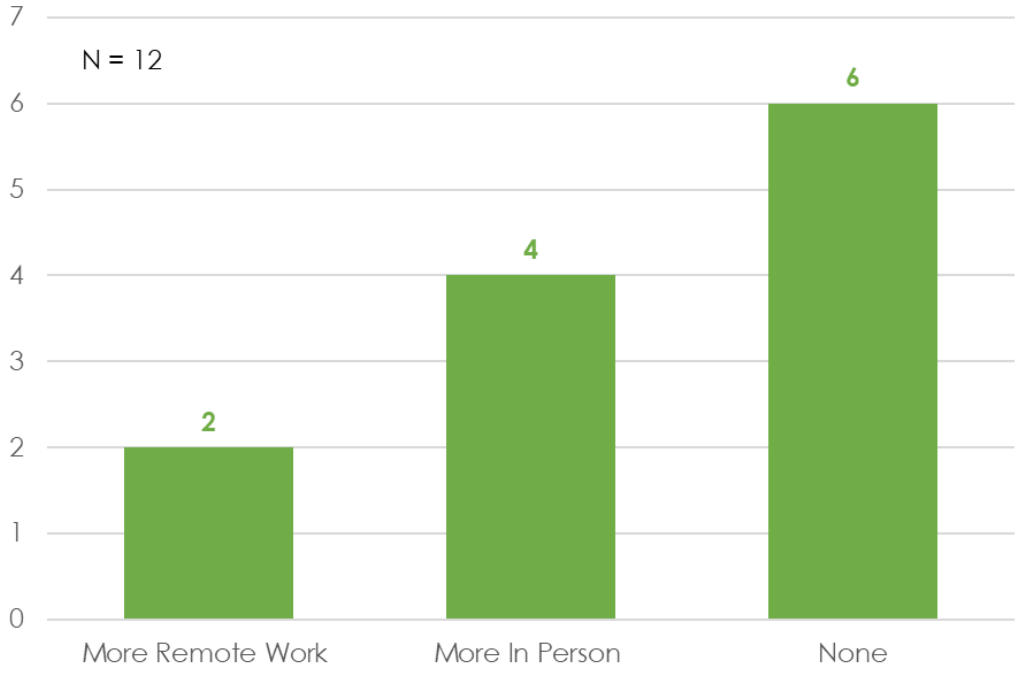
Source: CAI Survey, 2025.

Exhibit A48. Workforce by Business-Owner Identified Type, 12 Mile Rd and Orchard Lake Rd Corridors, 2025



Source: CAI Survey, 2025.

Exhibit A49. Anticipated Changed to Workforce Type in the Next 3-5 Years, Business Owners in the 12 Mile Rd and Orchard Lake Rd Corridors, 2025



Source: CAI Survey, 2025.

Trade Market Snapshot

The trade market snapshot provides an overview of current trade market conditions across the 12 Mile Road and Orchard Lake corridors including trade area demographics.

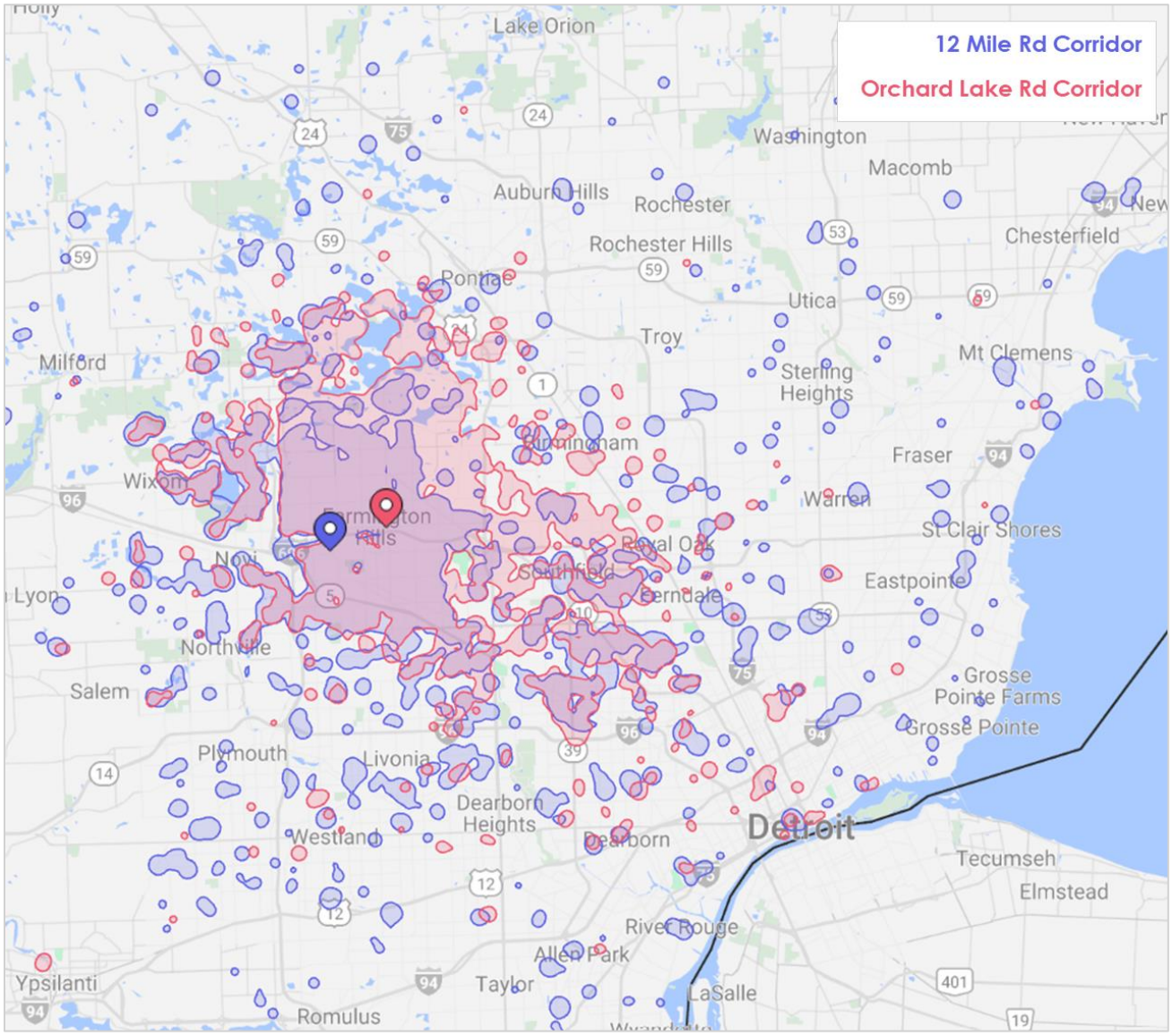
Trade Area and Customers

Exhibit A50 uses anonymized cellphone location data from Placer.ai to identify the market trade areas for the 12 Mile Road and Orchard Lake Road corridors. The trade areas are defined as smallest geographic region that includes the home residences of 70% of all visitors to the corridor over the one-year period (from January 1, 2024 - December 31, 2024). This method effectively excludes outlier trips and captures the core visitor base.

The resulting trade areas, shown in shaded purple (for overlapping regions), red (Orchard Lake Rd Corridor), and blue (12 Mile Rd Corridor), reveal that most visitors originate from the surrounding Detroit suburbs, predictably from communities near Farmington Hills. The densest concentration of visitors comes from neighborhoods immediately adjacent to the corridors, indicating strong local reliance and proximity-based activity patterns.

The substantial overlap between the two corridors' trade areas suggests that many visitors frequent both corridors, pointing to shared audiences and potentially complementary offerings. While most visitors come from nearby areas, the trade areas do extend into the broader Metro Detroit region, indicating that the corridors have a modest regional draw beyond just local neighborhoods.

Exhibit A50. Trade Area by 70% of Visits, 12 Mile Rd and Orchard Lake Rd Corridors, January 1, 2024 – December 31, 2024



Source: Placer.ai, 2025.

Exhibit A51 provides a snapshot of the demographic characteristics of residents within the 12 Mile Road and Orchard Lake Road corridor trade areas, comparing them with the broader population of the City of Farmington Hills. The two corridors draw from large geographic areas with substantial populations—approximately 740,000 and 650,000 residents, respectively—far exceeding the city's population of 82,500. Households in both trade areas tend to be slightly larger (2.45 and 2.44 people per household) and include a higher share of family households (58.2% and 56.3%) compared to Farmington Hills (2.2 persons; 48.2% family households). The median age in

the trade areas is also younger, around 37 years, versus 47.1 in the city, indicating a younger customer base.

Income and employment data show some variation between the city and the trade areas. Median household income in Farmington Hills is higher at $90,598, compared to $73,900 in both corridor trade areas. Additionally, a greater share of households in the corridor trade areas receive SNAP benefits (around 14%) than in Farmington Hills (3.4%), pointing to higher levels of economic need. Employment and age structure are similar across all three geographies, with approximately 60–61% of the population aged 16 and over and reported as employed.

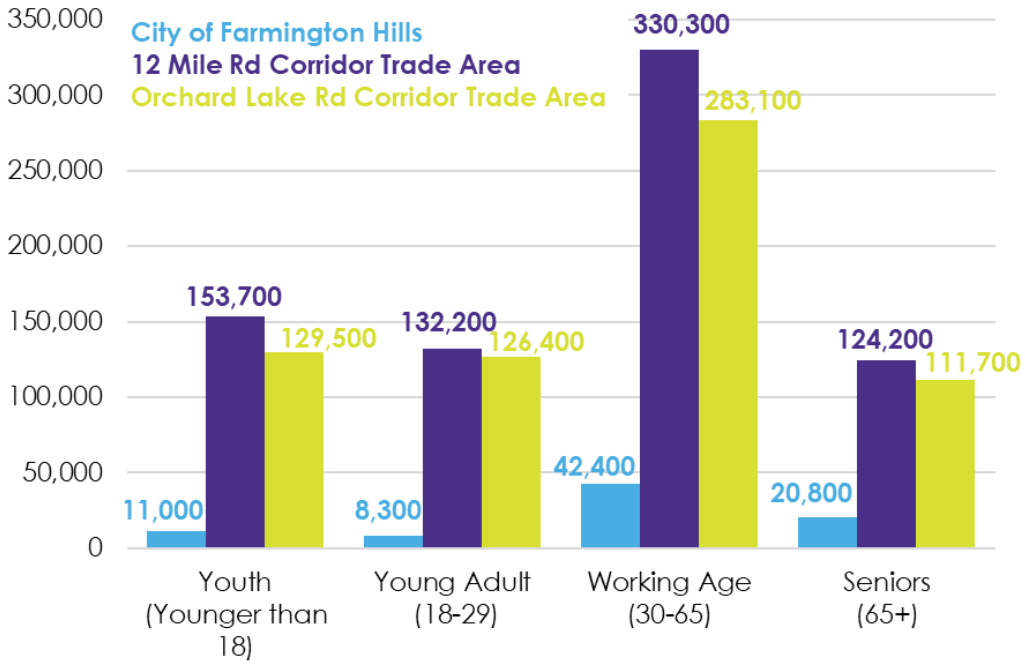
Exhibit A51. Population and Household Demographics Snapshot, City of Farmington Hills, 12 Mile Rd Corridor Potential Trade Area, and Orchard Lake Rd Corridor Potential Trade Area, 2023

Metric	City of Farmington Hills	12 Mile Rd Corridor	Orchard Lake Rd Corridor
Total / Trade Area Population	82,539	740,285	650,643
Median Age	47.1	37.6	37.2
Total Households	37,173	302,086	266,990
Persons per Household	2.2	2.45	2.44
Share of Family Households	48.2%	58.2%	56.3%
Households on SNAP	3.4%	14.2%	13.9%
Median Household Income	$90,598	$73,900	$73,700
Employed	43,419	354,945	311,891
Share of Population 16+	61%	61%	60%

Source: ACS, 2023; Placer.ai, 2025; CAI, 2025.

Exhibit A52 shows the population by age group in 2023 for the City of Farmington Hills and the trade areas of the 12 Mile Road and Orchard Lake Road corridors. The largest age group across all geographies is working-age adults (30–65), totaling 330,300 in the 12 Mile Rd Corridor trade area and 283,100 in the Orchard Lake Rd Corridor trade area, and 42,400 in Farmington Hills. The trade areas show strong representation across all age groups, including sizable youth (under 18), young adult (18–29), and senior (65+) populations. By contrast, Farmington Hills has a higher share of seniors and working-age adults relative to youth and young adults.

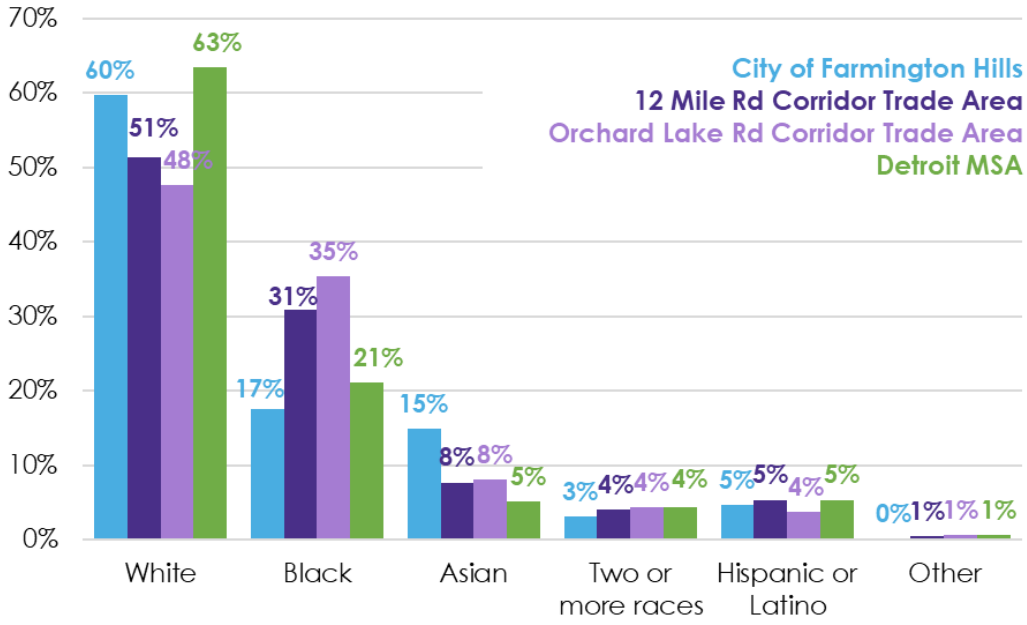
Exhibit A52. Population by Age Group, City of Farmington Hills, 12 Mile Rd Corridor Trade Area, and Orchard Lake Rd Corridor Trade Area, 2023



Source: ACS, 2023; Placer.ai, 2025; CAI, 2025.

Exhibit A53 compares the racial and ethnic composition of the City of Farmington Hills, the 12 Mile Rd and Orchard Lake Rd corridor trade areas, and the Detroit MSA overall. While all regions remain majority White (ranging from 48%-63%) the two corridor trade areas are more racially diverse than the Detroit MSA or the City of Farmington Hills. Black residents make up 31% and 35% of the 12 Mile and Orchard Lake corridor trade areas, respectively—well above both Farmington Hills (17%) and the Detroit MSA (21%). Asian residents make up a meaningful share in Farmington Hills (15%), compared to just 5% regionwide, reflecting the city's appeal as an entry point for immigrants and upwardly mobile families. Across all four geographies, shares of Hispanic/Latino residents and multiracial individuals remain relatively consistent, ranging from 4–5%.

Exhibit A53. Population by Race and Ethnicity, City of Farmington Hills, 12 Mile Rd Corridor Trade Area, and Orchard Lake Rd Corridor Trade Area, 2023



Source: ACS, 2023; Placer.ai, 2025; CAI, 2025.
Note: "Detroit MSA" refers to the Detroit-Warren-Dearborn Metropolitan Statistical Area which includes 6 counties.

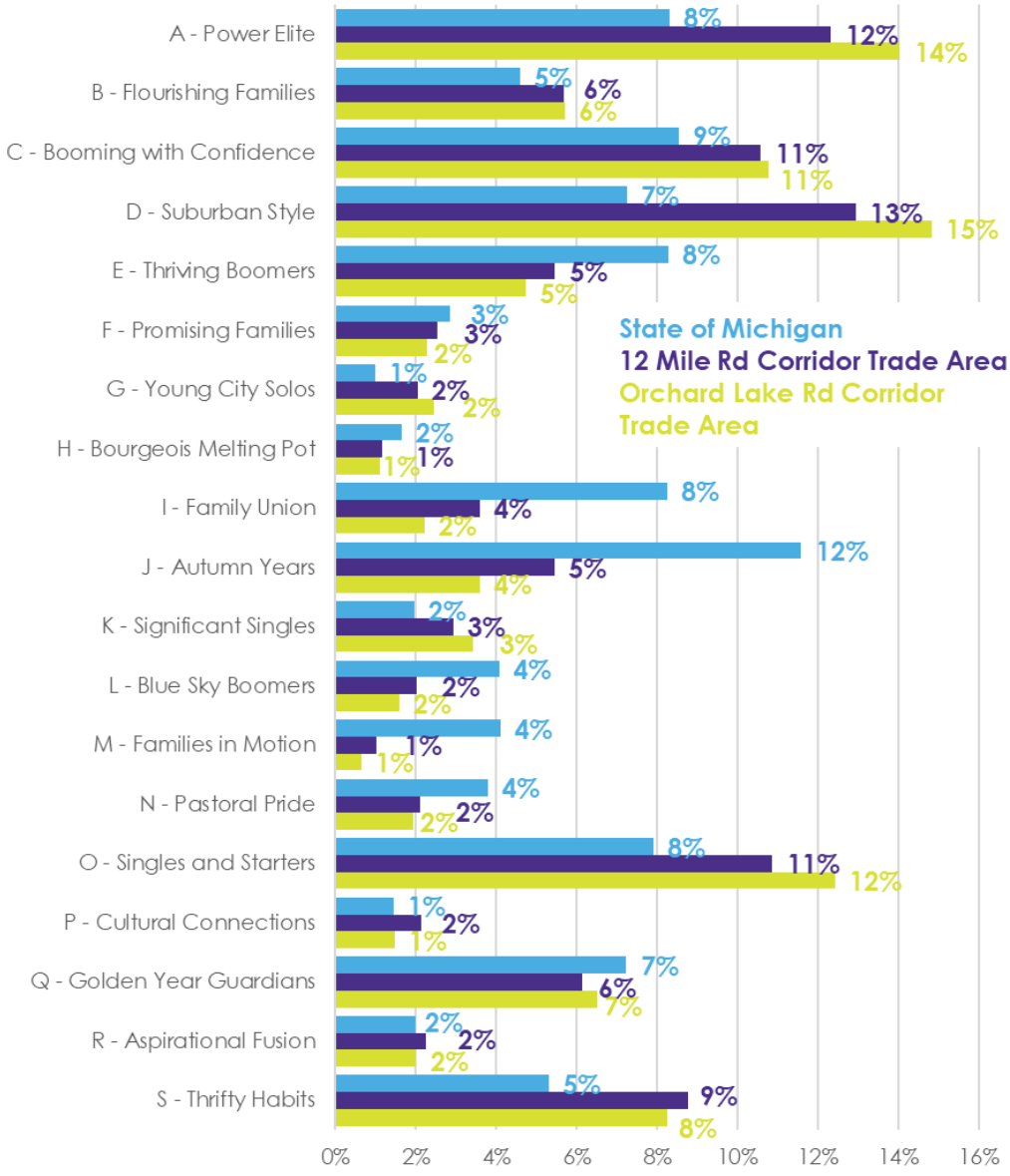
Consumer Behavior and Demand

Exhibit A54 illustrates the distribution of population by Mosaic lifestyle types across the State of Michigan and the trade areas for the 12 Mile Rd and Orchard Lake Rd corridors in 2024. Compared to the state overall, both corridor trade areas are overrepresented in higher-income, suburban, and family-oriented segments. For example, the "Power Elite" (Type A) makes up 12% and 14% of the 12 Mile and Orchard Lake trade areas respectively,

compared to just 8% statewide. Similarly, the "Suburban Style" group (Type D) comprises 13% and 15% of the respective corridor trade areas, nearly double the statewide share (7%). Both areas also have elevated shares of "Booming with Confidence" households (Type C), which tend to reflect financially established, mature families.

In contrast, more urban and economically constrained segments—such as "Family Union" (Type I) and "Autumn Years" (Type J)—are more prevalent statewide than in either corridor area. The local underrepresentation of these groups, along with higher concentrations of affluent and aging suburban segments, suggests that the corridor trade areas serve relatively stable, high-income communities with strong consumer potential. These patterns may also reflect regional dynamics of economic mobility, housing access, and racial diversity, positioning the corridors as solid anchors for both market growth and inclusive prosperity.

Exhibit A54. Population by Mosaic Types, Michigan, 12 Mile Rd Corridor Trade Area and Orchard Lake Rd Trade Area, 2024



Source: Experian Mosaic, 2024; Placer.ai, 2025; CAI, 2025.

To better understand the characteristics of the corridor trade areas, **Exhibit A55** highlights the most common Mosaic segments in the 12 Mile Road and Orchard Lake Road corridors. These lifestyle segments provide a nuanced picture of the people who live in and around the corridors—not just their demographics, but also their behaviors, values, and consumer tendencies. The presence of both affluent and budget-conscious segments within the corridors trade areas suggests that the corridors serve a wide socioeconomic

spectrum, positioning them as key places for both high-end investment and inclusive access to goods and services.

Exhibit A55. Top 5 Mosaic Types by Households, 12 Mile Rd Corridor and Orchard Lake Rd Corridor Trade Areas, 2024

Mosaic Type	Description	Key Features	Proportion of Households
D - Suburban Style	Middle-aged, ethnically-mixed suburban families and couples earning upscale incomes	Comfortable lifestyle Suburban living Politically diverse Family-centric activities Parents Financial investments	14%
A - Power Elite	The wealthiest households in the US, living in the most exclusive neighborhoods, and enjoying all that life has to offer	Wealthy Highly Educated Politically Conservative Well-invested Charitable giving Active and fit	13%
O - Singles and Starters	Young singles starting out and some starter families living a city lifestyle	Rental housing Single adults Politically disengaged Engage via radio Foodies Digitally savvy	12%
C - Booming with Confidence	Prosperous, established couples in their peak earning years living in suburban homes	Highly educated Affluent Upscale housing Savvy investors Tech apprentices Environmental philanthropists	11%
S - Thrifty Habits	Cost-conscious adults living alone in urban areas	Modest spenders Limited budgets Cable TV College sports fans Modest educations Lottery ticket holders	9%

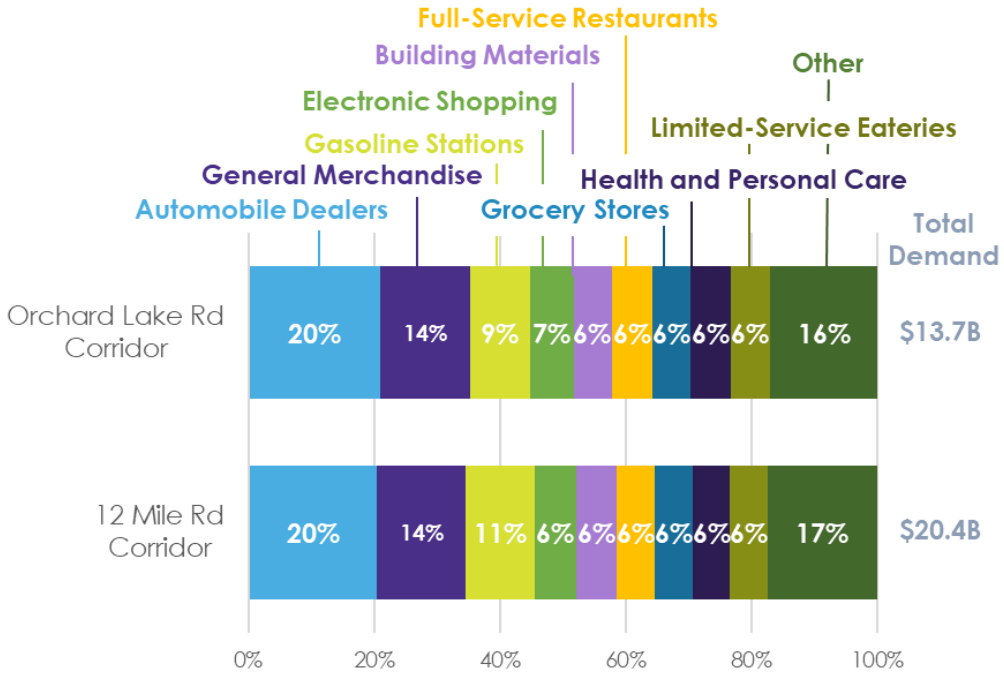
Source: Experian Mosaic, 2024; Placer.ai, 2025; CAI, 2025.
Note: Additional information about each of the Mosaic Types can be found in the Experian Mosaic USA E-Handbook.

Consumer Demand

This section works to understand what draws visitors to the corridors by exploring the preferences and priorities of residents, visitors, workers, and businesses in the 12 Mile Rd and Orchard Lake Rd corridors. Through analysis of data and stakeholder feedback, this section highlights the types of improvements that are expected to increase foot traffic, support tenant attraction, and improve day-to-day experiences of people within the corridors.

Exhibit A56 breaks down consumer demand by retail category for the 12 Mile Rd and Orchard Lake Rd corridors in 2025. Both corridors show nearly identical demand profiles, with total consumer spending potential estimated at approximately $20.4 billion for the 12 Mile corridor and $13.7 billion for Orchard Lake. The largest demand category in both areas is automobile dealers, representing 20% of total demand, followed by general merchandise (14%). Together, these two categories account for more than one-third of local retail demand. Other significant categories include gasoline stations, electronic shopping, building materials, full-service and limited-service restaurants, and health and personal care stores, each representing around 6–9% of demand. While the 12 Mile Rd corridor shows slightly higher demand for gasoline stations (11% vs. 9%), the overall pattern suggests diverse retail opportunities in both areas. The "Other" category here represents all other consumer spending sectors, which individually make up 3% or less of the total consumer demand, including Clothing Stores, Automotive Parts, Department Stores, Electronics and Appliance Stores, etc.

Exhibit A56. Consumer Demand, 12 Mile Rd and Orchard Lake Rd Corridor Trade Areas (including Visitors, Employees and Residents), 2025



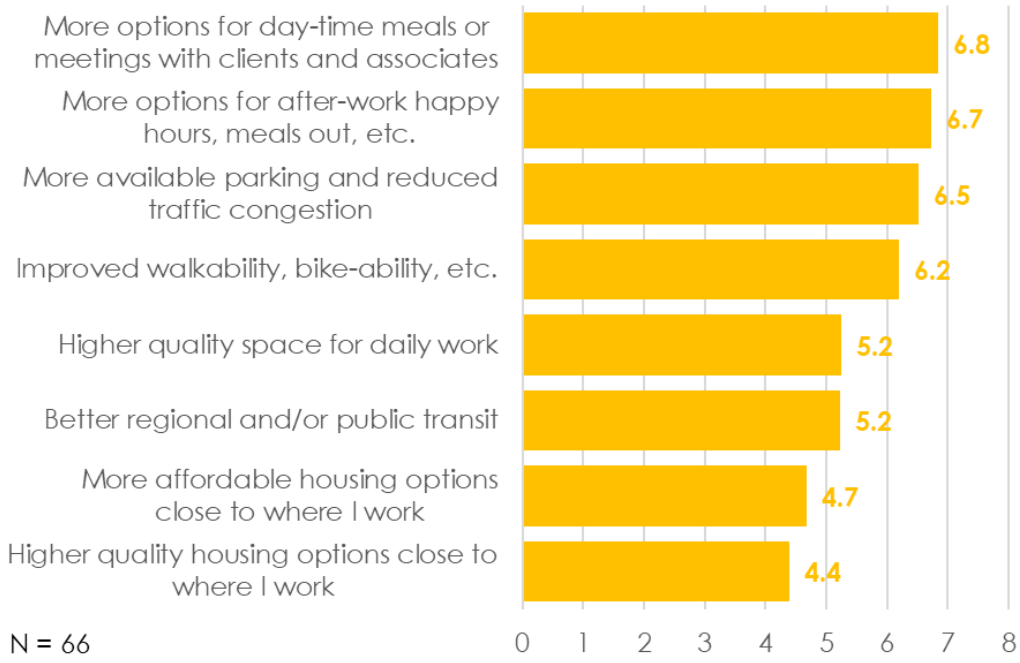
Sources: placer.ai, 2025; Synergos Technologies Inc. (STI) Workplace, 2024; CAI, 2025.

Exhibit A57 outlines the most valued improvements for increasing employee satisfaction along the 12 Mile Rd and Orchard Lake Rd corridors, based on survey feedback from employers and workers. The top-rated needs include more options for daytime meals and meetings with clients (6.8), after-work

dining or happy hour destinations (6.7), and more available parking spaces and reduced congestion (6.5). These responses point to a desire for a livelier, more convenient corridor with greater access to food, services, and parking—key features that contribute to both employee productivity and quality of life.

Respondents also emphasized the importance of active transportation and commuting conditions, with improved walkability and bikeability (6.2), better transit options (5.2), and more predictable traffic flow frequently mentioned. Several comments stressed how proximity to home is a major factor in location satisfaction—particularly for employees living in nearby communities like Farmington—and there were repeated calls for greater housing affordability. As one respondent put it, "Affordable housing" and access to restaurants "that aren't a Coney Island" would go a long way in making the corridor more desirable. Together, the results suggest that thoughtful investment in mobility, placemaking, and food amenities would implicitly improve day-to-day experiences for corridor workers.

Exhibit A57. Most Popular Improvements to Increase Employee Satisfaction of the 12 Mile Rd and Orchard Lake Rd Corridors, 2025

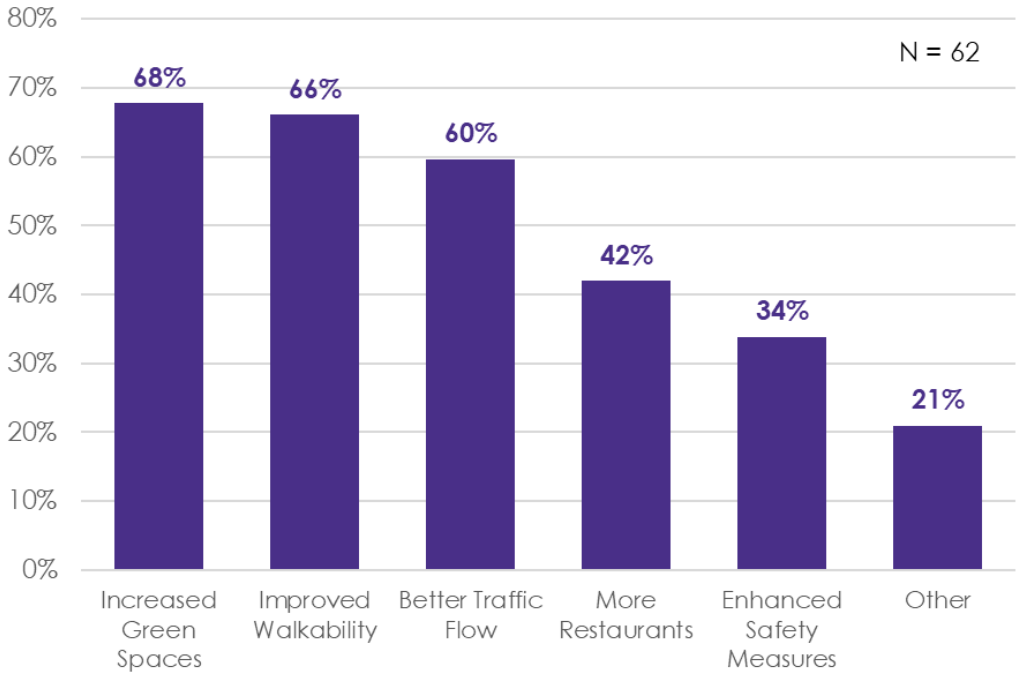


Source: CAI Survey, 2025.

Exhibit A58 highlights the most cited improvements that survey respondents who are property owners within the 12 Mile Rd and Orchard Lake Rd corridors believe would help attract new tenants. Topping the list were increased green spaces (68%), improved walkability (66%), and better

traffic flow (60%)—all indicating a strong desire for a more inviting, accessible, and aesthetically pleasing corridor environment.

Exhibit A58. Most Popular Improvements to Attract more Tenants to the 12 Mile Rd and Orchard Lake Rd Corridors, 2025



Source: CAI Survey, 2025.

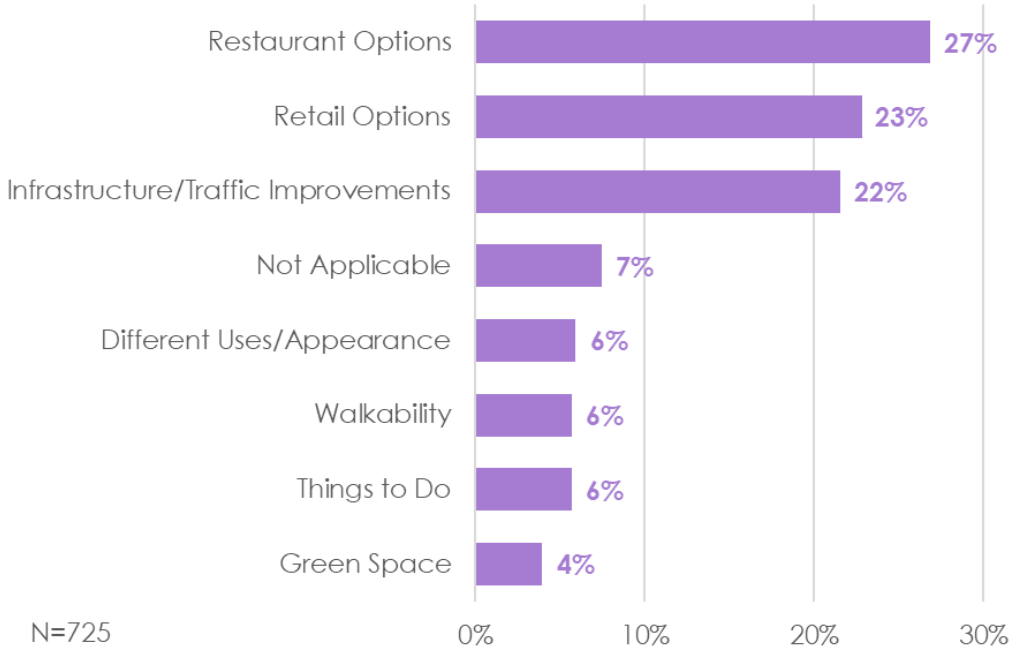
Demand for the 12 Mile Rd Corridor

Survey responses indicate strong interest in improvements that would enhance the 12 Mile Rd Corridor's appeal as a destination for shopping, dining, and leisure. As shown in **Exhibit A59**, the most cited improvements were related to restaurant options (27%), retail options (23%), and infrastructure or traffic improvements (22%). Respondents expressed a desire for more diverse and higher-quality dining experiences, especially locally owned or boutique-style restaurants rather than additional chain establishments.

Retail and activity-based improvements were also frequently mentioned, including interest in boutique stores, entertainment options like bars and bowling, and places that stay open into the evening. Many respondents emphasized the importance of walkability, safety, and improved aesthetics, such as smoother pavement, consistent lighting, and added greenery. While fewer respondents cited green space, different land uses, or appearance as top priorities, several open-ended comments reflected a clear interest in creating a more vibrant, accessible, and navigable corridor environment that balances vehicular access with pedestrian comfort. The combined input

suggests a market opportunity to position the corridor as a mixed-use destination with an active public realm and a variety of dining and retail choices.

Exhibit A59. Most Popular Improvements to Attract More Visitors to the 12 Mile Rd Corridor, 2025



Source: CAI Survey, 2025.

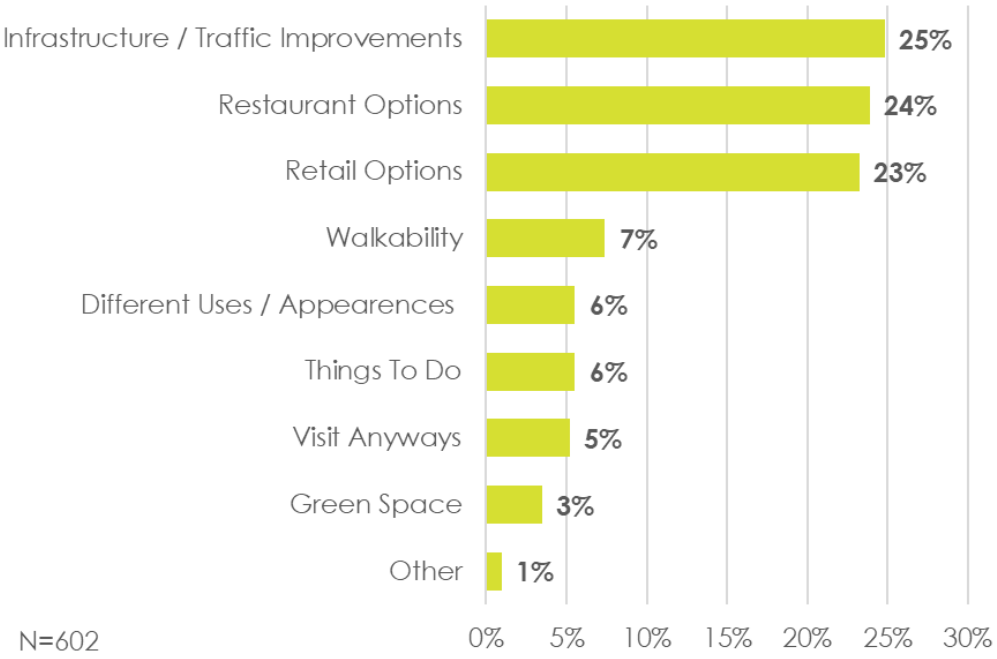
Demand for the Orchard Lake Rd Corridor

Exhibit A60 summarizes the most popular suggestions from survey respondents for improving the Orchard Lake Rd Corridor to attract more visitors. The top three priorities were infrastructure and traffic improvements (25%), expanded restaurant options (24%), and greater retail variety (23%). Respondents expressed a desire for smoother traffic flow, updated building facades, and safer, more inviting pedestrian environments. Several emphasized the importance of enhancing the corridor's visual appeal and suggested using nearby communities like West Bloomfield as a design benchmark, referencing their tree-lined streets, absence of strip malls, and intentional land use planning.

Beyond retail and infrastructure, residents showed interest in making the corridor more walkable and community-centered—through green space, outdoor dining, refreshed landscaping, and places to gather. Some respondents envisioned "a space to call its center" or "walkable retail blocks" that would encourage lingering rather than just passing through. While a few noted a preference to avoid additional big-box stores or office buildings, there was also a call for more indoor recreational activities that could activate the

corridor year-round. Together, the feedback reflects a shared vision for a more vibrant, accessible, and aesthetically pleasing corridor that serves both practical needs and community life.

Exhibit A601. Most Popular Improvements to Attract More Visitors to the Orchard Lake Rd Corridor, 2025



Source: CAI Survey, 2025.

Real Estate Market Trends

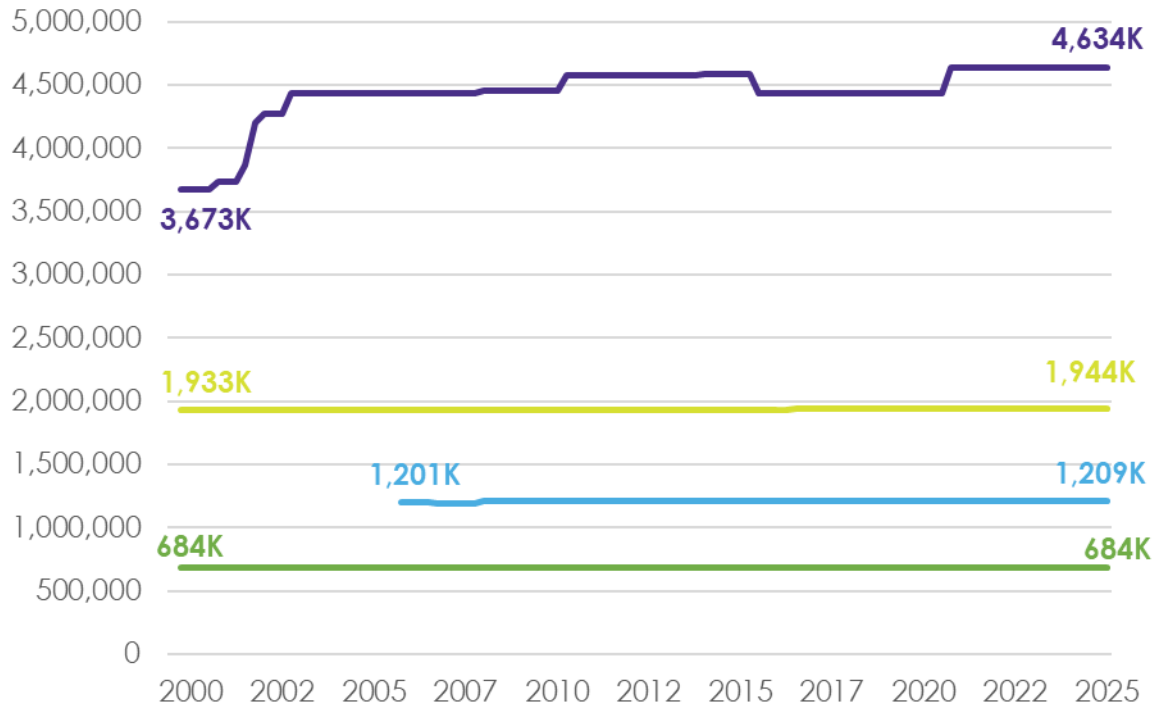
Understanding real estate market trends provides insight into the supply, demand, and evolution of land us types over time. This section will illustrate periods of growth, impacts of discrete market events like the 2008 and Covid-19 recessions, and inform planning for future development along both corridors' unique land use profiles.

Corridors Overview

Office space represents the largest share of square footage across the 12 Mile Rd and Orchard Lake Rd Corridors. Office is also the sector that experienced the most growth between 2000 and 2025; **Exhibit A61** shows that from 2000-2002, Office square footage rose from approximately 3.6 million to 4.4 million. Other sectors like flex, industrial, and retail have remained relatively stable over the same period. Flex space accounts for the next largest share at 1.94 million square feet, followed by retail at 1.21 million

square feet (primarily concentrated in the Orchard Lake Rd Corridor), and industrial space at 684,000 square feet.

Exhibit A61. Square Footage of Land Use Types, Both Corridors Combined, 2000 - 2025



Source: CoStar, 2025: CAI, 2025.

Exhibit A62 explores how all land use types have developed across both corridors and combined. Given limited year-over-year variation—particularly in industrial and retail segments—minimum and maximum values are presented to illustrate long-term supply stability and highlight key changes where applicable. This snapshot provides context for understanding current space availability and potential development opportunities across land use types for both corridors.

The 12 Mile Road Corridor leads in absolute square footage, accounting for slightly more than 75% of the total area in both corridors. This majority applies to office, flex, and industrial land use types.

The Orchard Lake Road Corridor has less absolute square feet overall but is the clear leader in the retail land use type, maintaining more than 80% of the overall footprint across both corridors. Within the Orchard Lake Road Corridor, the Office and Retail land use types combined are 97% of the total

area. 12 Mile Road's composition is slightly more balanced but still has roughly 58% of the square footage dedicated to the Office land use type.

Exhibit A62. Square Footage Growth and Summary of Land Use Types, All Areas, 2000 – 2025*

Location	Land Use	Min Year	Max Year	Growth	Share
Both Corridors	Office	3,673K	4,634K	20.7%	54.7%
	Industrial	684K	684K	0%	8.1%
	Flex	1,933K	1,944K	0.6%	22.9%
	Retail	1,201K	1,209K	0.7%	14.3%
Orchard Lake	Office	840K	847K	0.8%	44.0%
	Industrial	45K	45K	0%	2.3%
	Flex	11K	11K	0%	0.6%
	Retail	1,014K	1,022K	0.8%	53.1%
12-Mile	Office	2,833K	3,787K	25.2%	57.9%
	Industrial	639K	639K	0%	9.8%
	Flex	1,922K	1,933K	0.6%	29.5%
	Retail	187K	187K	0%	2.9%

**Note: Max/Min year is used because retail land use data is only available in CoStar as early as 2006. All other land use data spans from 2000 – 2025.*
Source: CoStar, 2025: CAI, 2025.

To identify which buildings have been on the market long-term, CoStar provides the number of days on the market for all buildings that are for sale. For both corridors, there are 16 buildings for sale and of these buildings three (3) have been on the market for more than one year. The three buildings are all located within the 12 Mile Rd corridor and cover office, retail, and flex land use types. The largest is a class A office building, a 4 story structure that has over 100,000 rentable square feet built in 2010. The flex building is a combined office and warehousing space, and the retail building is an older restaurant. **Exhibit A63** calculates averages for selected characteristics of these long-term buildings compared to short-term buildings. While the sample size is small and influenced by the large office buildings, it makes intuitive sense that more expensive newer buildings spend more time on the market since there are fewer clients with the capital to purchase those properties.

Exhibit A63. Long-Term Buildings for Sale Comparison Table, 12 Mile Rd Corridor, 2025

	Long-Term	Short-Term
Average For Sale Price ($)	$ 5,823,750	$ 3,200,462
Average Rentable Building Area (SQFT)	56,556	27,018
Average Year Built	1993	1987

Source: CoStar, 2025: CAI, 2025.

Exhibit A64 summarizes the land use trends for Orchard Lake Rd, 12 Mile Rd, and both corridors combined. Key insights by land use type are listed below.

Office

- Office vacancies are the highest across both corridors followed by flex, retail, and industrial.
- The 12 Mile Rd corridor has seen virtually all the office land use development over the period studied.
- Following the development of more office space, vacancies rose but have subsided over the last 10 years for the 12 Mile Rd corridor. The Orchard Lake Rd corridor has seen office vacancies rise by 5.5% over the last ten years.
- Office lease rates have remained somewhat stagnant over the last 10 years, decreasing slightly in the 12 Mile Rd corridor and rising very slightly in the Orchard Lake Rd corridor.
- Overall, given the decrease in vacancies and slight increases in lease rates, office square footage shouldn't be a development priority as it is the greatest land use type and has the greatest vacancy.

Industrial and Flex

- Industrial and flex land use types are the second and third most common land uses in the 12 Mile Rd corridor and a very minimal part of the Orchard Lake Rd corridor.
- The vacancies for industrial land use types are the lowest of any land use type. More investment in this land use type is in progress according to CoStar, which should help alleviate supply constraints. Lease rate data is scarce for this land use type, but data from 2014-2024 show that the average lease rate has decreased. This signal is in opposition to the low vacancy rate.
- Flex land use is similar to office but overall has rising vacancy rates and lease rates.

Retail

- Retail is a land use type that has a solid presence in both corridors but is dominant in the Orchard Lake Rd corridor, making up more than half of the square footage.
- Retail has seen the greatest nominal gains in lease rate growth and has a lower if slightly rising vacancy rate compared to office and flex land use types. This demonstrates that demand is strong.
- Retail has the highest lease rate of any land use type in the study area at $22.71 per square foot.

Exhibit A64. Land Use Trends Summary, Both Corridors, 2000-2025

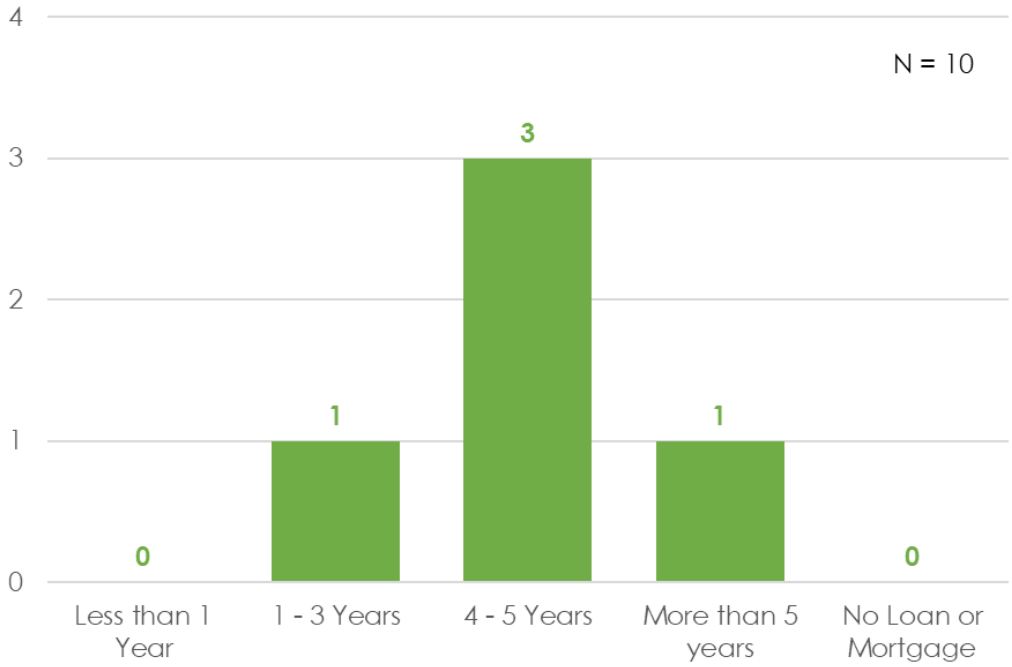
Location	Land Use	Current Vacancy*	Average Vacancy	2015-2025 Vacancy Growth	Current Lease Rate*	Average Lease Rate	2015-2025 Lease Rate Growth ($)
Both Corridors	Office	16.8%	16.8%	-5.9%	$ 17.85	$ 18.36	$ 0.53
	Industrial	0.4%	1.4%	-2.0%	$ 6.00	$ 7.00	$ (1.38)
	Flex	12.4%	8.6%	4.6%	$ 11.52	$ 10.40	$ 2.97
	Retail	8.2%	7.4%	0.4%	$ 22.71	$ 19.25	$ 6.44
Orchard Lake Rd Corridor	Office	14.2%	11.8%	5.5%	$ 15.46	$ 16.89	$ 0.51
	Industrial	0%	-	-	-	-	-
	Flex	100%	-	-	-	-	-
	Retail	9.3%	8.0%	1.8%	$ 22.71	$ 19.09	$ 7.05
12 Mile Rd Corridor	Office	17.6%	17.4%	-8.3%	$ 18.02	$ 18.45	$ (0.06)
	Industrial	0.4%	1.5%	-2.2%	$ 6.00	$ 7.00	$ (1.38)
	Flex	11.8%	8.5%	4.2%	$ 11.52	$ 10.40	$ 2.97
	Retail	1.8%	4.2%	-8%	$ 22.00	$ 19.88	$ 4.00

**Values capture data from 2000-2025 with the following exceptions: Industrial lease rates are from 2006-2021, and retail data spans from 2006-2024.*

Source: CoStar, 2025: CAI, 2025.

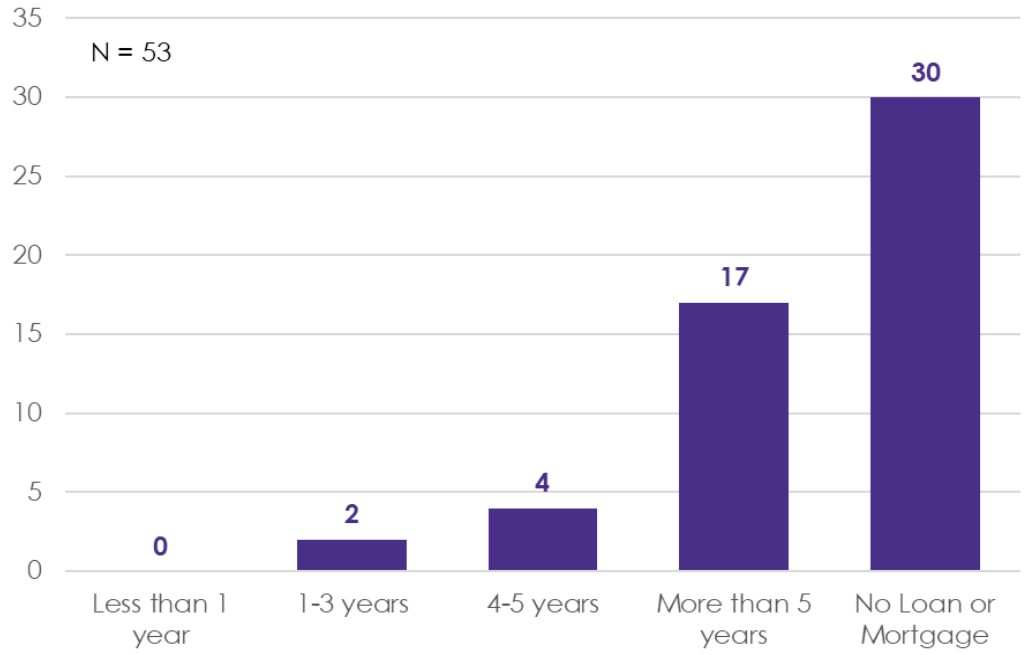
Exhibits A65 and **A66** explore commercial loan and mortgage maturity timelines for business owners and property owners. The first exhibit samples 10 business owners and the second exhibit samples 53 property owners. Two distinct profiles emerge where business owners are more likely to have time to maturity on their loans, whereas the larger sample of property owners, over 57%, indicate they have no loan or mortgage. These fully paid off assets may have greater operational and pricing flexibility since they do not need to meet a debt service. Loans approaching maturity or with more than 4 years still need to service debt and might be more aggressive in keeping and acquiring tenants.

Exhibit A65. Commercial Property Loan or Mortgage Maturity Timeline, 12 Mile Rd and Orchard Lake Rd Corridor Business Respondents, 2025



Source: CAI Survey, 2025.

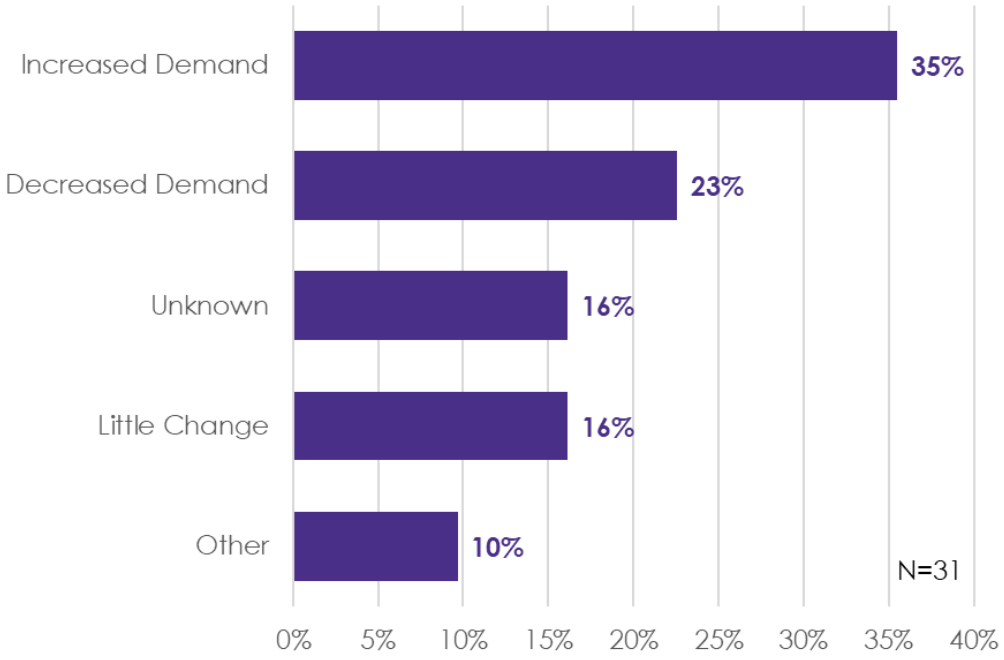
Exhibit A66. Commercial Property Loan or Mortgage Maturity Timeline, 12 Mile Rd and Orchard Lake Rd Corridor Property Owner Respondents, 2025



Source: CAI Survey, 2025.

Exhibit A67 illustrates the answer to a survey question that asks property owners to estimate tenant demand for both corridors in the next 3 to 5 years. 35% of respondents anticipate increased demand while 23% believe demand will decrease. The other respondents indicate they expect little change or don't know where demand will go. In summary, there are mixed opinions from the property owner base with cautious optimism towards increasing demand.

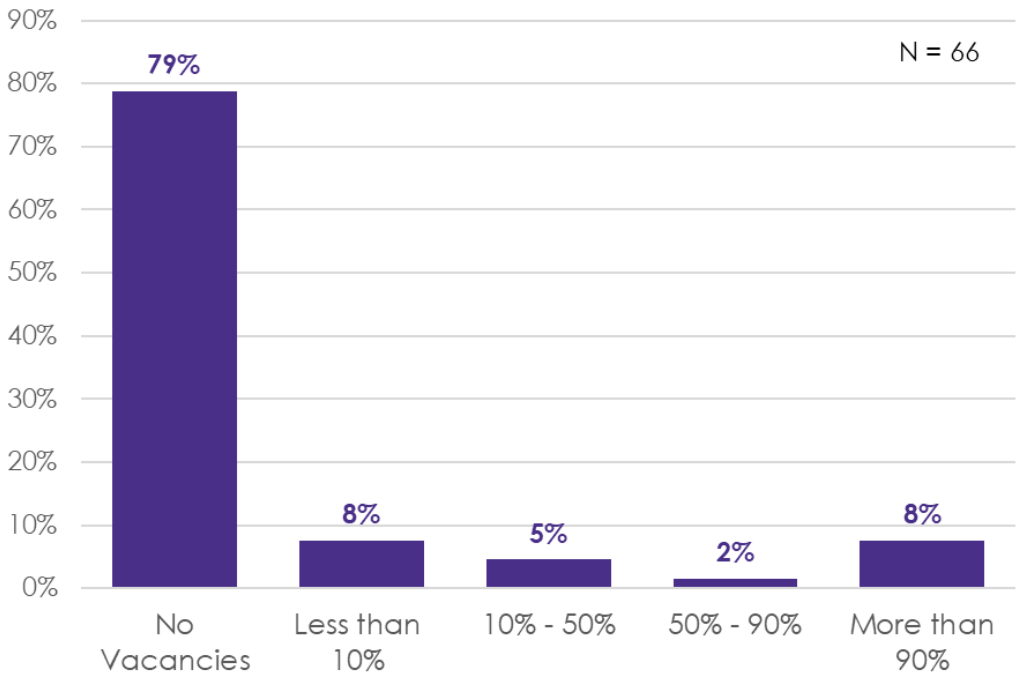
Exhibit A67. Anticipated Changes in Tenant Demand Over the Next Five (5) Years, 12 Mile Rd and Orchard Lake Rd Corridor Property Owner Respondents, 2025



Source: CAI Survey, 2025.

In addition to market data from CoStar, the survey also samples property owners and managers who reported their current vacancy rates (**Exhibit A68**). Almost 90% of respondents indicated that there is no vacancy or less than 10% vacancy in their spaces. This indicates that most property owners/managers are in a healthy position with respect to occupancy. However, paying close attention to buildings with persistent vacancies will be important for understanding what factors are driving vacancies and what can be done to increase occupancy.

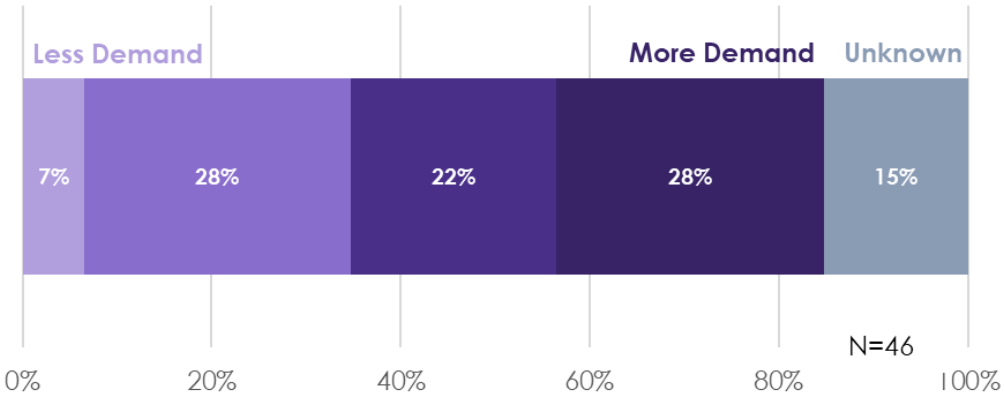
Exhibit A682. Estimated Vacancies, 12 Mile Rd and Orchard Lake Rd Corridor Property Owner Respondents, 2025



Source: CAI Survey, 2025.

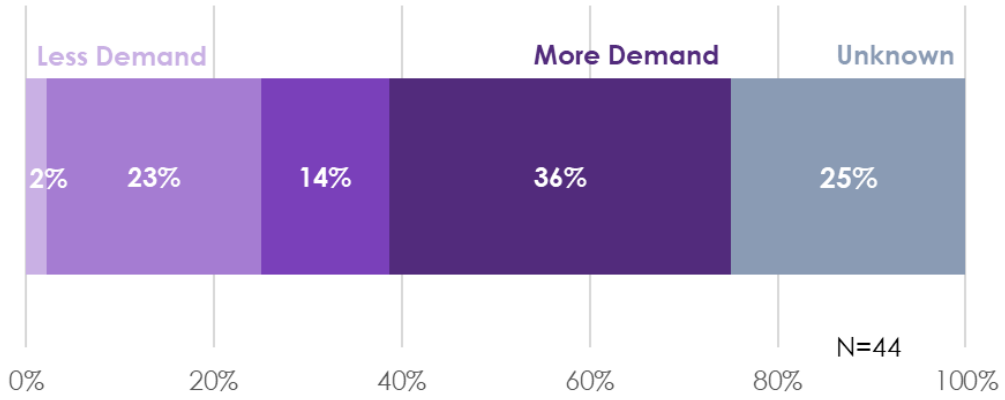
Survey sentiments on real estate demand and challenges to filling vacancies are measured in **Exhibits A69 – A71**. When respondents were asked their perceptions of demand for each corridor, roughly 50% of respondents for both corridors believe there is more demand, but Orchard Lake Rd respondents answer more affirmatively. The remainder of the respondents answered "Unknown" or suggested there is less demand for the corridors. Nearly all development has occurred within the 12 Mile Rd corridor over the past few decades, so it makes sense that there is perceived demand in the Orchard Lake Rd corridor, even though current vacancies are higher than their historical averages. These may be abated by building more or redeveloping a different mix of building types.

Exhibit A69. Perceived Demand for Space in the 12 Mile Rd Corridor, Property Owner Respondents, 2025



Source: CAI Survey, 2025.

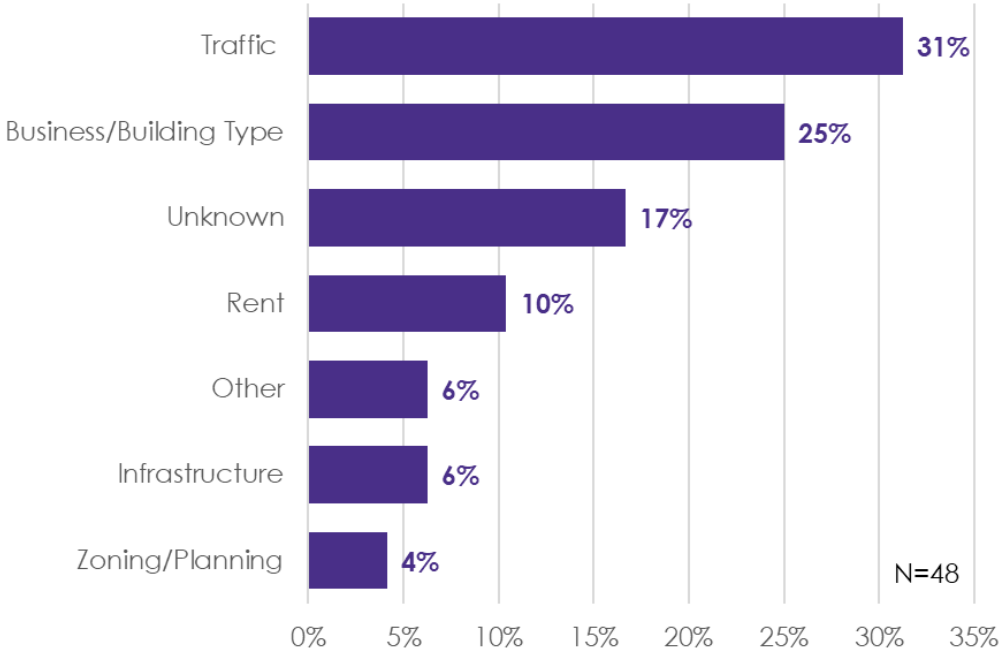
Exhibit A70. Perceived Demand for Space in the Orchard Lake Rd Corridor, Property Owner Respondents, 2025



Source: CAI Survey, 2025.

Exhibit A71 samples respondents on reasons why vacancies may be hard to fill in both corridors. The most common reasons by a combined 51% are traffic and business/building type. Traffic should be endemic to all buildings within the corridor, but this may be an issue if there are other areas outside of Farmington Hills gaining tenants with less congestion. Business/Building Type and Rent are the second and third.

Exhibit A71. Challenges in Filling Vacancies in the 12 Mile and Orchard Lake Rd Corridors, Property Owner Respondents, 2025



Source: CAI Survey, 2025.

12 Mile Road Corridor

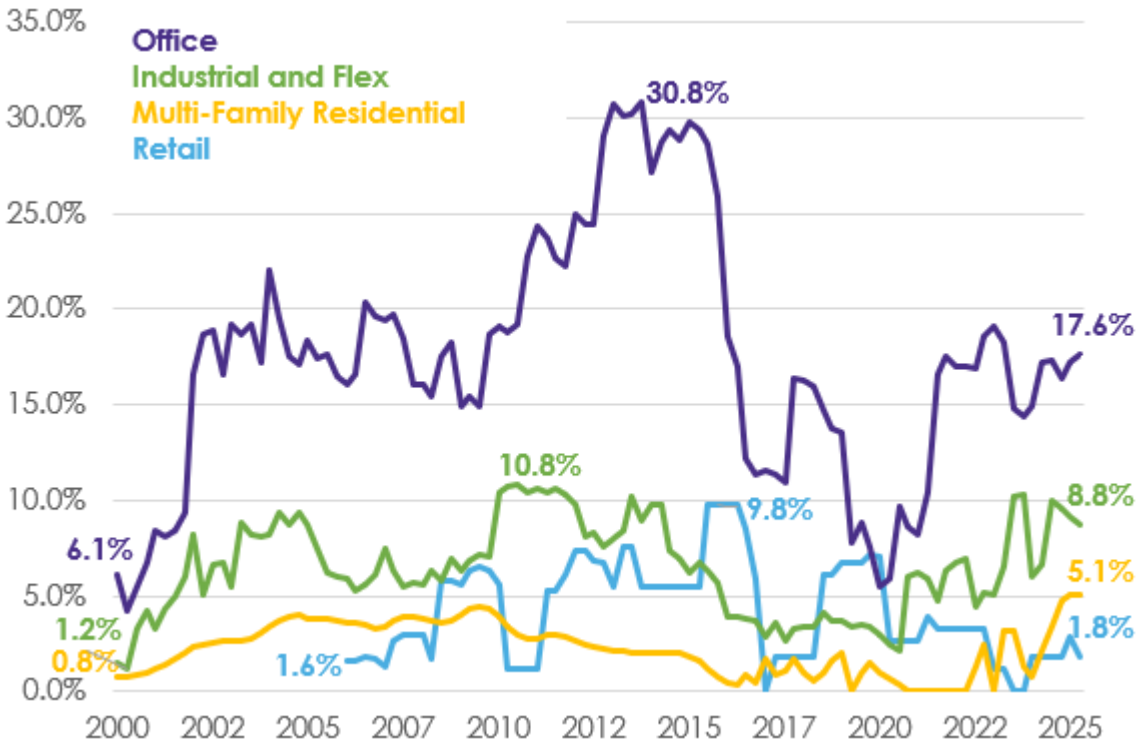
The section below details how lease rates and vacancies have changed over time and what implications there are for planning and developing the 12 Mile Road Corridor in the future. **Exhibit A72** provides a visual of vacancy rate trends across four major land use categories—Office, Retail, Multi-Family Residential and Industrial & Flex for the 12 Mile Road corridor. Vacancy trends from 2000 to 2025 varied across commercial sectors in the 12 Mile Rd Corridor. Office space, which represents the largest share of inventory, experienced the greatest fluctuations in vacancy, ranging from approximately 4% to 30.8%, as new space was added and market demand shifted. Prior to 2008, the elevated office vacancy levels in the 12 Mile corridor can in part be attributed to the new supply of office space built between 2000-2003. From 2008-2016 office vacancies are further exacerbated by the Great Recession, driving to the highest level of any land use type. The next 4 years from 2016-2020 show a sharp recovery in office vacancies, suggesting that demand was catching up with supply until the Covid-19 Recession of 2020. Following 2020, office vacancy rose to 17.6% and as of 2025, these levels remain elevated.

Industrial and flex properties have maintained relatively low to moderate vacancies, but they are not immune to the economic shocks that drove other land use vacancies higher. Flex and industrial space, the second largest sectors by square footage, maintained relatively steady vacancy levels, generally ranging between 1.2% and 10.8% over the period.

Multi-Family Residential has been the most stable land-use category over most of the 25-year period, but vacancies have risen to their highest levels in recent years at 5.1% in 2025.

Retail vacancies from 2006-2025 fluctuated between 1.6% and 9.8%. The Great Recession affected consumer spending as well as employment, causing retail vacancies to remain elevated for two years following 2008 before peaking at 9.8% in 2016. Presently, the retail land use type has surpassed multi-family residential and achieved the lowest vacancy level of all the land use types in 2025 at 1.8%. These patterns are further explored below (**Exhibits A43-A52**) with discrete charts for each land use category.

Exhibit A72. Vacancy Rate by Land Use Type, 12 Mile Rd Corridor, 2000-2025

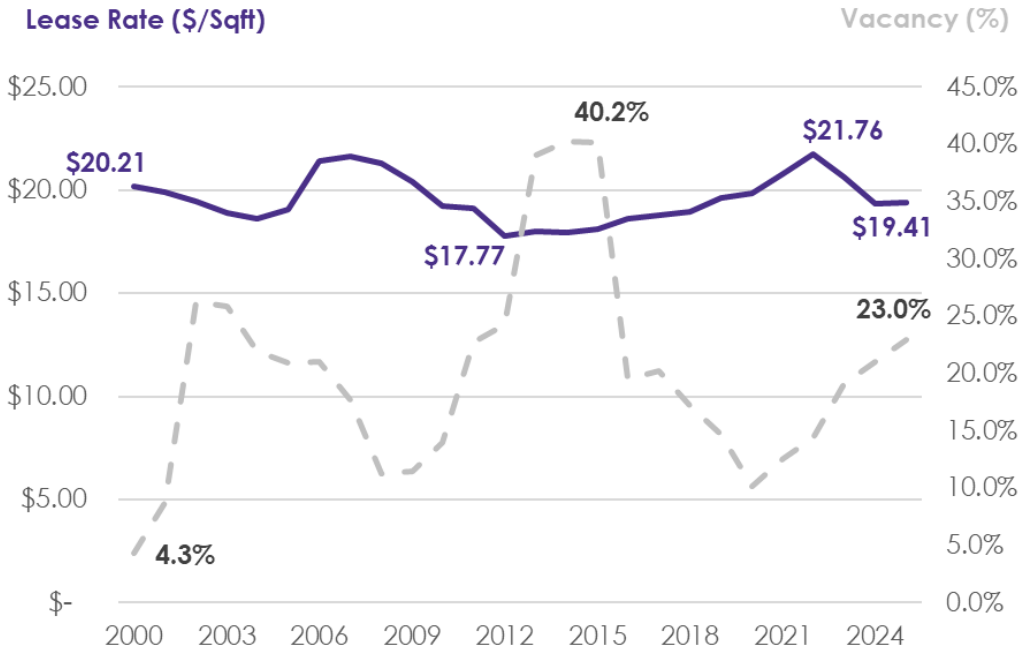


Source: CoStar, 2025: CAI, 2025.

Exhibits A73-A75 further illustrate how office space has developed by breaking out class A, B, and C office space. Class A represents the highest quality, Class B is in the middle, and Class C is typically the most basic kind

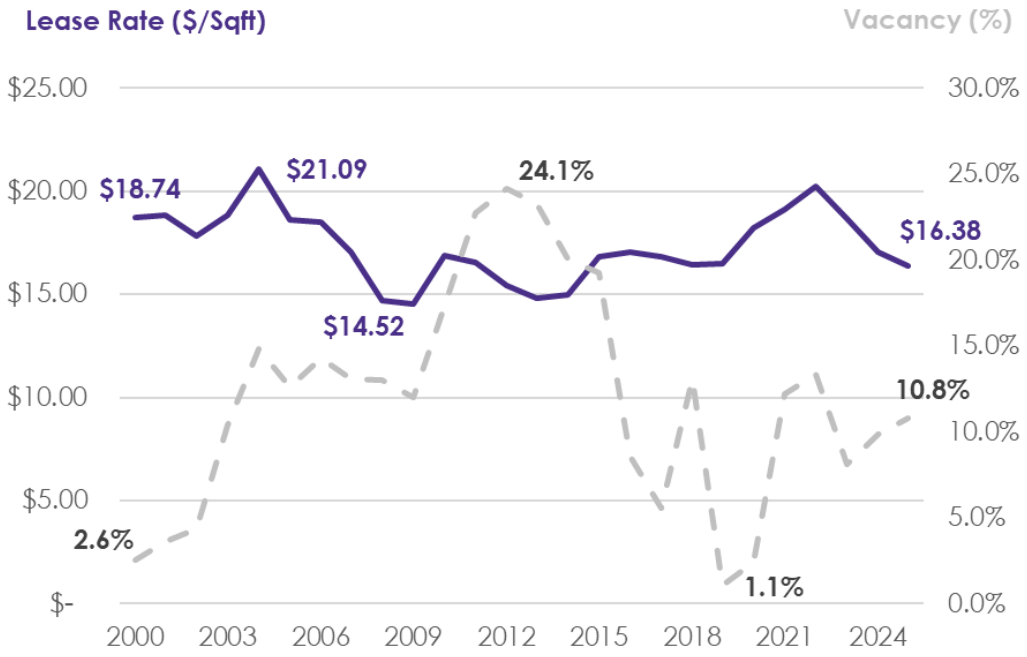
of real estate. While office vacancies have been volatile in the 12 Mile Rd Corridor since 2000, lease rates have remained relatively steady. Office lease rates across all 3 classes have not varied more than $6 from the lowest troughs to the highest peaks during the 25 years observed. Vacancy rates begin at low levels for all classes but increase drastically for some throughout the period observed. Class A buildings reach the highest vacancy level at 40.2% during the early 2010's before falling to 10% by 2020, then back to 23% in the present day. In sharp contrast class C office building's largest vacancy spike is 16.3% in the very early 2010's. Since then, vacancy levels have fallen below 10% consistently except briefly during the Covid-19 period. Class B office vacancies more closely resemble class A buildings in overall pattern, but do not reach the same dramatic peaks. Notably, vacancies have seen their lowest troughs in the class B category, suggesting there is strong demand or sparse availability of this mid-market type of real estate.

Exhibit A73. Class A Office Lease Value and Vacancy Rate, 12 Mile Rd Corridor, 2000-2025



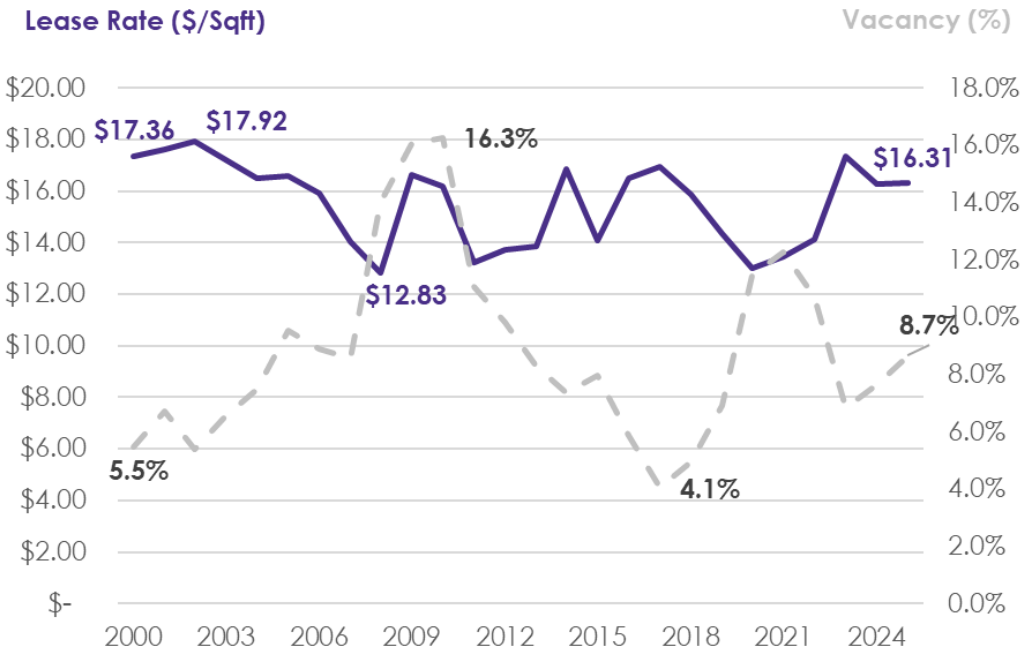
Source: CoStar, 2025: CAI, 2025.

Exhibit A74. Class B Office Lease Value and Vacancy Rate, 12 Mile Rd Corridor, 2000-2025



Source: CoStar, 2025: CAI, 2025.

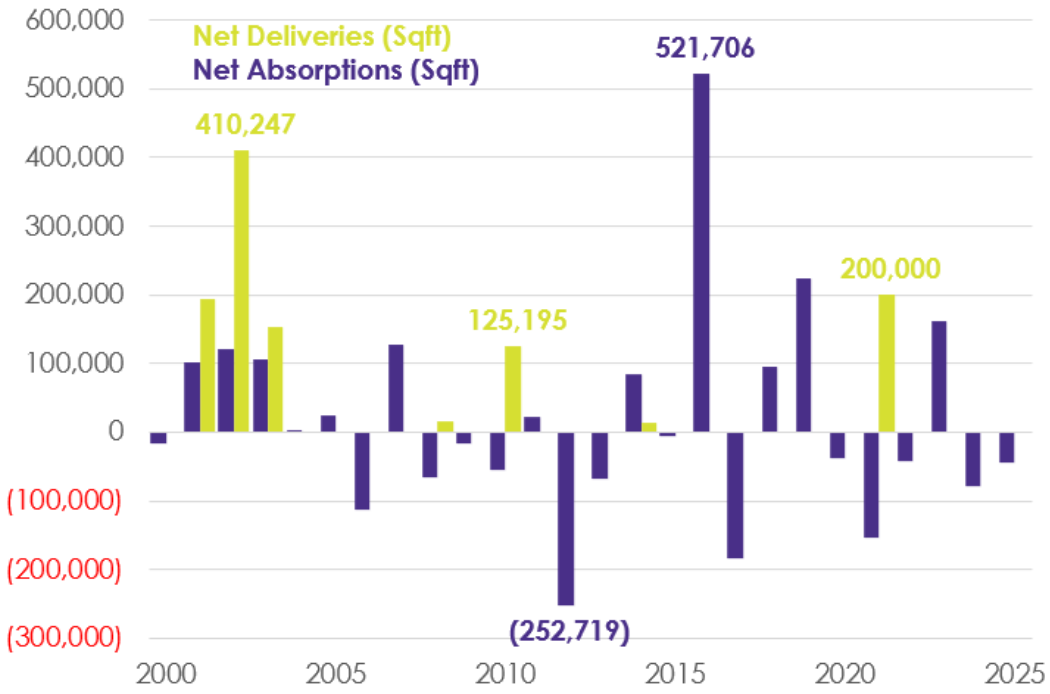
Exhibit A75. Class C Office Lease Value and Vacancy Rate, 12 Mile Rd Corridor, 2000-2025



Source: CoStar, 2025: CAI, 2025.

Exhibit A76 explores office absorptions and deliveries by square foot in the 12 Mile Road corridor from 2000-2025. Positive absorptions represent real estate leaving the market while negative absorptions represent real estate entering the market. Vacancy rates capture the long-run averages of this activity, but observing discrete absorptions through time can illustrate when transactions occurred for certain geographies. Deliveries capture new real estate being built which increases the total building supply. A few significant deliveries occur before 2002, with the largest increasing office square footage by 410,247. The following 10 years show stability in absorptions and deliveries with another major delivery occurring in 2010 adding 125,195 square feet. From 2010-2015 there are primarily negative absorptions. The 2015-2025 period has seen larger positive and negative absorptions and less deliveries compared to the previous 10 years, with the largest positive absorption occurring in 2016 at 521,706 square feet.

Exhibit A76. Net Office Absorption and Deliveries, 12 Mile Rd Corridor, 2000-2025

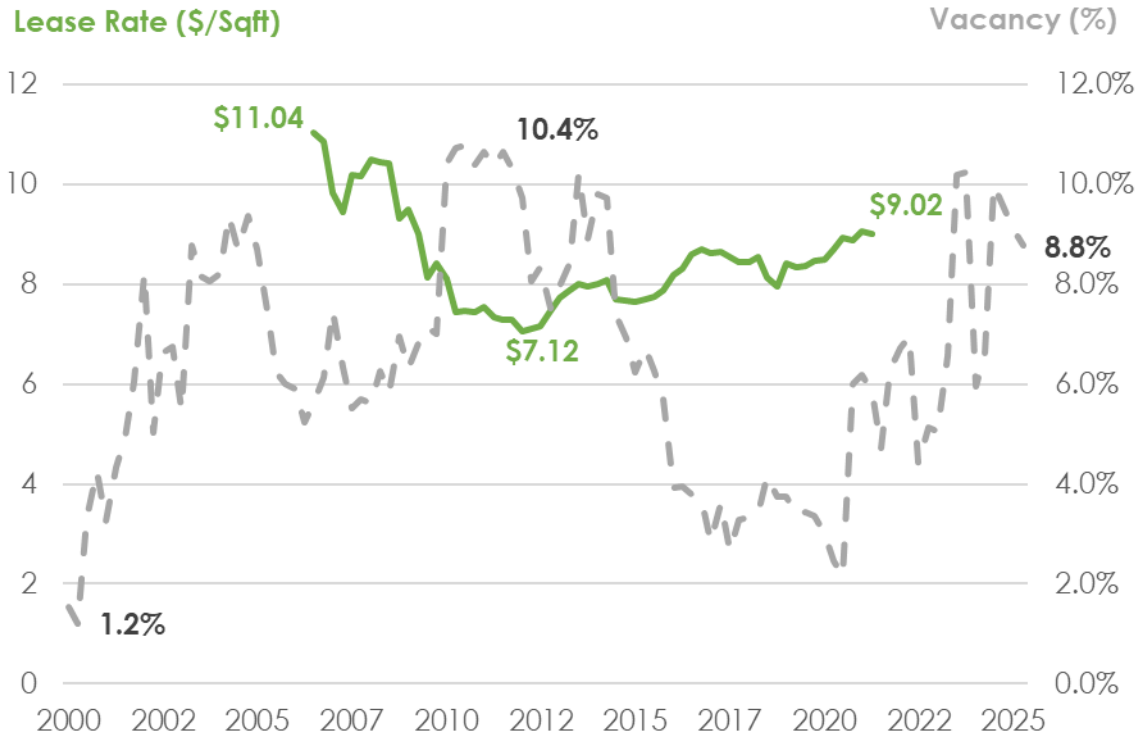


Source: CoStar, 2025: CAI, 2025.

The industrial and flex categories are the second and third most abundant land uses in the 12 Mile Rd Corridor. While vacancies fluctuate from 1.2%-10.4% from 2000-2025, lease rates decreased somewhat, from $11.04 in 2006 to $9.02 in 2021 (**Exhibit A77**). Vacancies saw their lowest percentage at 1.2% in the year 2000. More recently, vacancies rose to a peak of 8.8% in

2025 and remain high as of 2025. The higher post-Covid vacancy rate indicates there is capacity to accommodate another industrial or flex tenant in the 12 Mile Rd corridor.

Exhibit A77. Industrial and Flex Lease Value and Vacancy Rate, 12 Mile Rd Corridor, 2000-2025

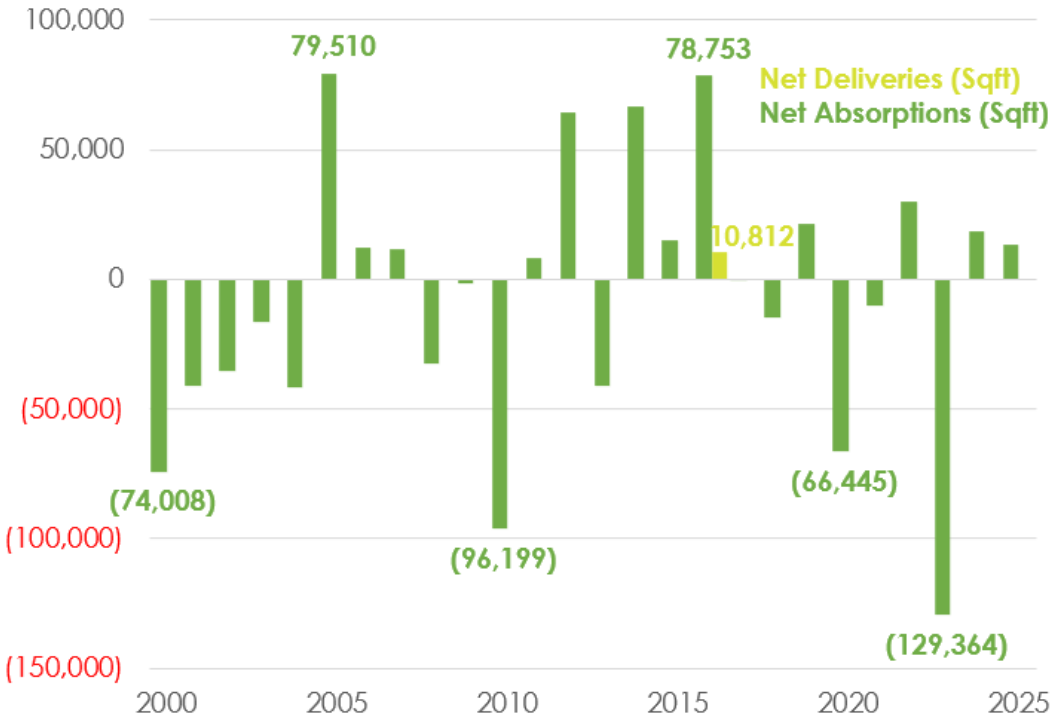


Note: Combined lease and vacancy rates are calculated as the weighted average of flex and industrial rates, based on their respective square footage.

Source: CoStar, 2025: CAI, 2025.

Exhibit A78 tracks the absorptions of industrial and flex land use in the 12 Mile Rd Corridor, with one delivery highlighted in late 2016 for 10,812 additional square feet from the flex category. From 2000-2010 there is a slight skew towards negative absorptions. From 2010-2020 there are primarily positive absorptions, and a small increase in supply from a 10,000 square foot delivery. From 2020-2025 there was more negative absorption activity, with the largest negative absorption seen during the period at nearly 130,000 square feet. This most recent 5-year period illustrates a general growth in vacancies and the opportunity for a larger tenant to move in to cover the large negative absorptions.

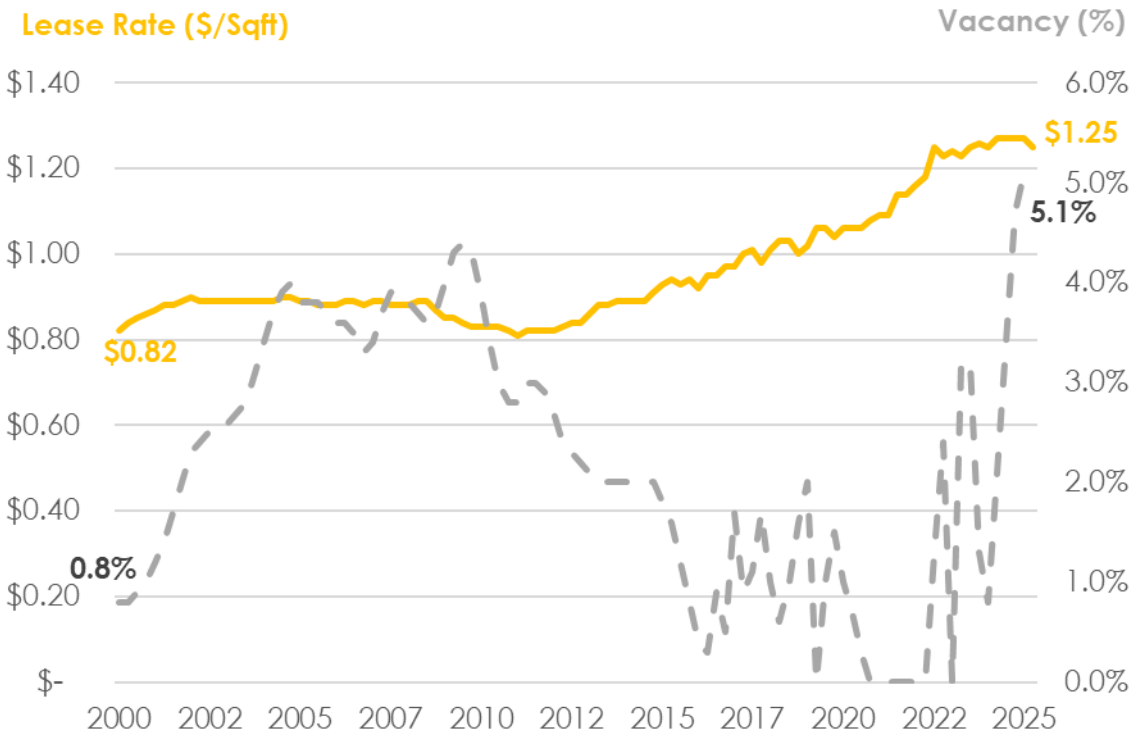
Exhibit A78. Net Industrial and Flex Absorption and Deliveries, 12 Mile Rd Corridor, 2000-2025



Source: CoStar, 2025: CAI, 2025.

Residential lease values and vacancies display the most stable patterns in the 12 Mile Rd corridor for the period studied (**Exhibit A79**). Lease rates remained somewhat stagnant from 2000-2012 but have been steadily increasing to their peak of $1.25 per square foot in 2025. Vacancy rates started at 0.8% in the year 2000 and fluctuated under 5% until 2025, when vacancies reached 5.1%. Residential vacancies were the lowest just before and after the Covid-19 pandemic. The steady low vacancy range over the period suggests demand is at a healthy level, but the recent volatility will be a factor to keep an eye on if vacancy does not return to a low level.

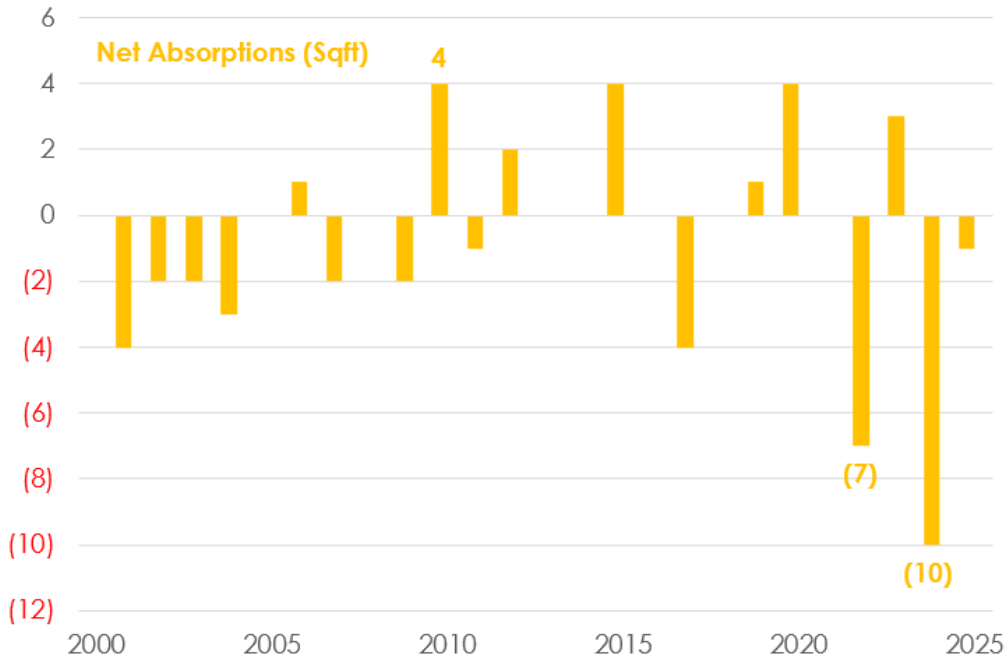
Exhibit A79. Residential Lease Value and Vacancy Rate, 12 Mile Rd Corridor, 2000-2025



Source: CoStar, 2025: CAI, 2025.

Exhibit A80 shows how absorptions have changed from 2000-2025 measured by residential units. Because there are no deliveries during this period, this chart tracks the vacancies observed in the previous exhibit. Notable absorptions occurred near 2023 with many units entering and leaving the market in a short period. During this period shifts of seven and ten units can be observed, which illustrates the lower residential presence in the 12 Mile Rd corridor.

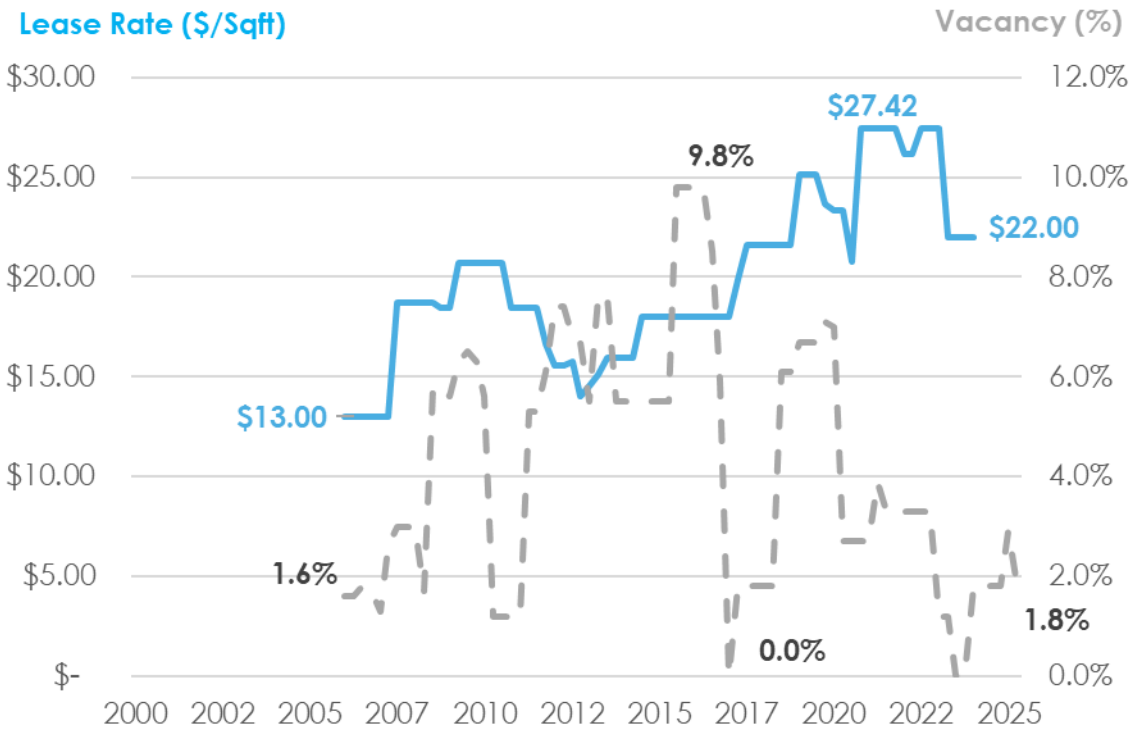
Exhibit A80. Net Residential Absorption and Deliveries, 12 Mile Rd Corridor, 2000-2025



Source: CoStar, 2025: CAI, 2025.

In the 12 Mile Rd Corridor, retail lease rates have increased steadily since 2006 while the vacancy rate has fluctuated from nearly 0% to10% (**Exhibit A81**). The starting lease rate for retail space was $13 per square foot in 2006, and in the mid 2010's the lease rate hovered at or below $18 per square foot. The early 2020's shows a sharp increase in the lease rate (reaching $27.42 per square foot) before leveling out at $22 per square foot as of 2025. The starting vacancy percentage was 1.6% in 2006 and settles around 6% until 2020 except for sharp single year swings between 9.8% and near 0%. The last 5 years have seen relatively lower retail vacancy rates below 4%. The growth in lease rates and the fact that vacancy rates do not remain elevated for long periods suggest that supply and demand are at healthy levels.

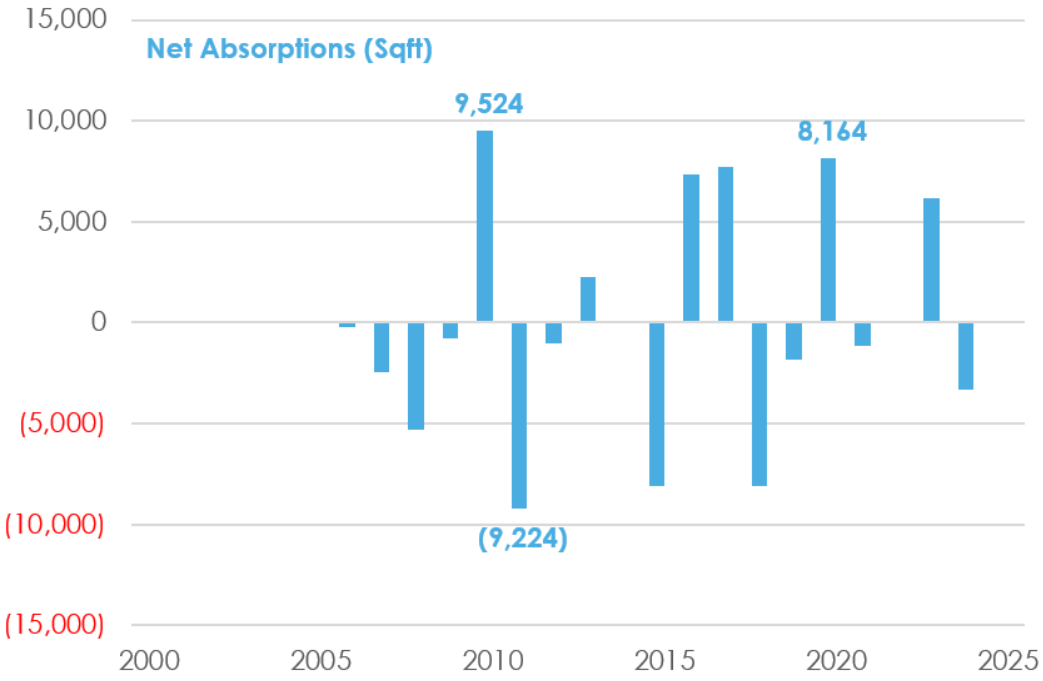
Exhibit A81. Retail Lease Value and Vacancy Rate, 12 Mile Rd Corridor, 2006-2025



Source: CoStar, 2025: CAI, 2025.

Since 2006, there have been no deliveries of retail square footage in the 12 Mile Rd Corridor (**Exhibit A82**). This shows that the corridor has maintained the same 187,000 square feet of retail space from 2006-2025. Notably, there are four large negative and three large positive absorptions from 2008 to 2018. Each transaction pertains to roughly 8,000 square feet per occurrence, except for one large positive absorption in 2016 measuring 11,016 square feet.

Exhibit A821. Net Retail Absorption and Deliveries, 12 Mile Rd Corridor, 2006-2025



Source: CoStar, 2025: CAI, 2025.

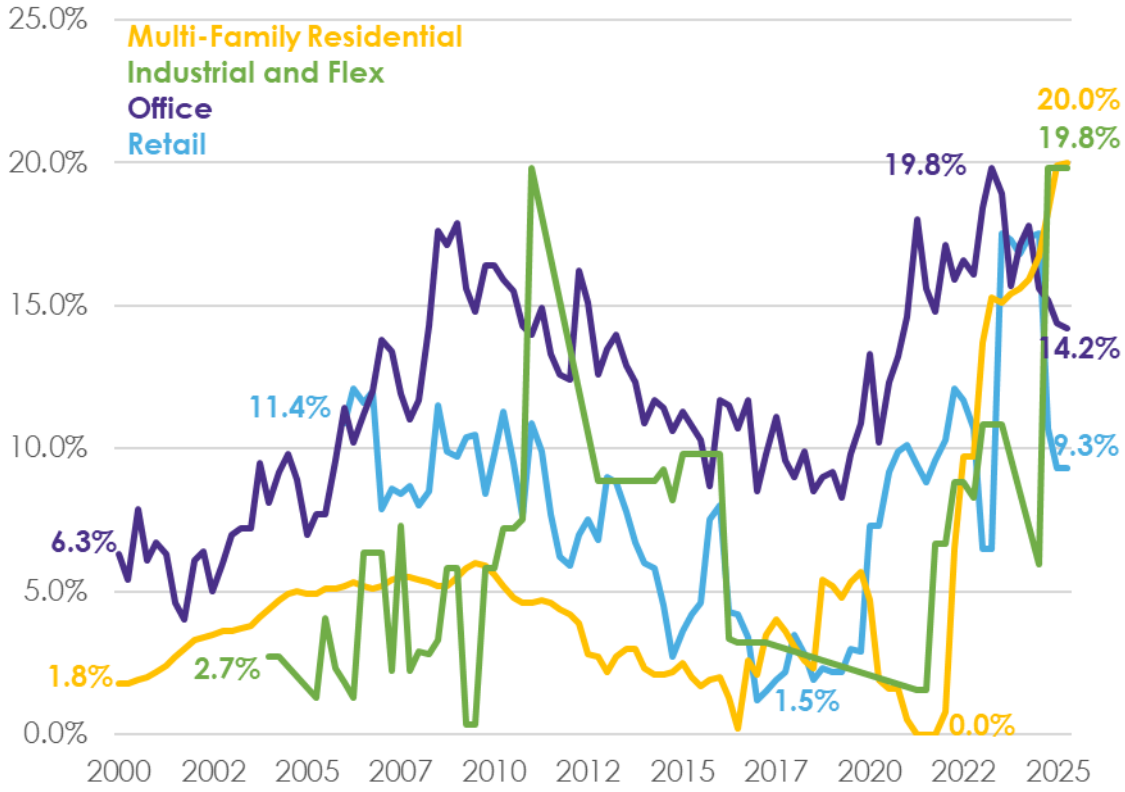
Orchard Lake Road Corridor

Retail and office land use dominate the Orchard Lake Rd Corridor. Since there is notably less flex and industrial land use in the Orchard Lake Rd corridor, there are larger relative changes in vacancies and lease rates observed. The section below details how lease rates and vacancies have changed over time and what implications there are for planning and developing the Orchard Lake Rd Corridor in the future. **Exhibit A83** provides a visual of vacancy rate trends across four major land use categories—office, retail, multi-family residential and industrial & flex for the Orchard Lake Rd corridor.

The office vacancy in the Orchard Lake Rd corridor shows moderate volatility, with persistent vacancy percentages between 10% and 20% over the last 15 years. Retail vacancy rates are observed from 2006 to 2025, and they display the same pattern of volatility as office vacancy rates, but to a lesser degree than the 12 Mile Rd corridor. The 2008 and 2020 economic shocks are visible in office vacancies, but only the Covid-19 effects are seen in retail's line. Presently, retail has the lowest vacancy rate of all the land-use types, indicating a relatively healthier occupancy level. Multi-family residential vacancies have remained stable compared to commercial property types, bounded between five and nearly zero percent. However, the most

striking increase also belongs to this category, spiking to 20% vacancy in 2025. There are no additional deliveries in the multi-family residential category, so this shift could represent emerging challenges in the rental housing market. Industrial and flex properties display the most erratic vacancy patterns, with intermittent data from 2005 to 2025. The recent surge to nearly 20% vacancy in 2025 mirrors the trend seen in multi-family residential, suggesting broader economic shifts in the corridor's real estate market.

Exhibit A83. Vacancy Rate by Land Use Type, Orchard Lake Rd Corridor, 2000-2025

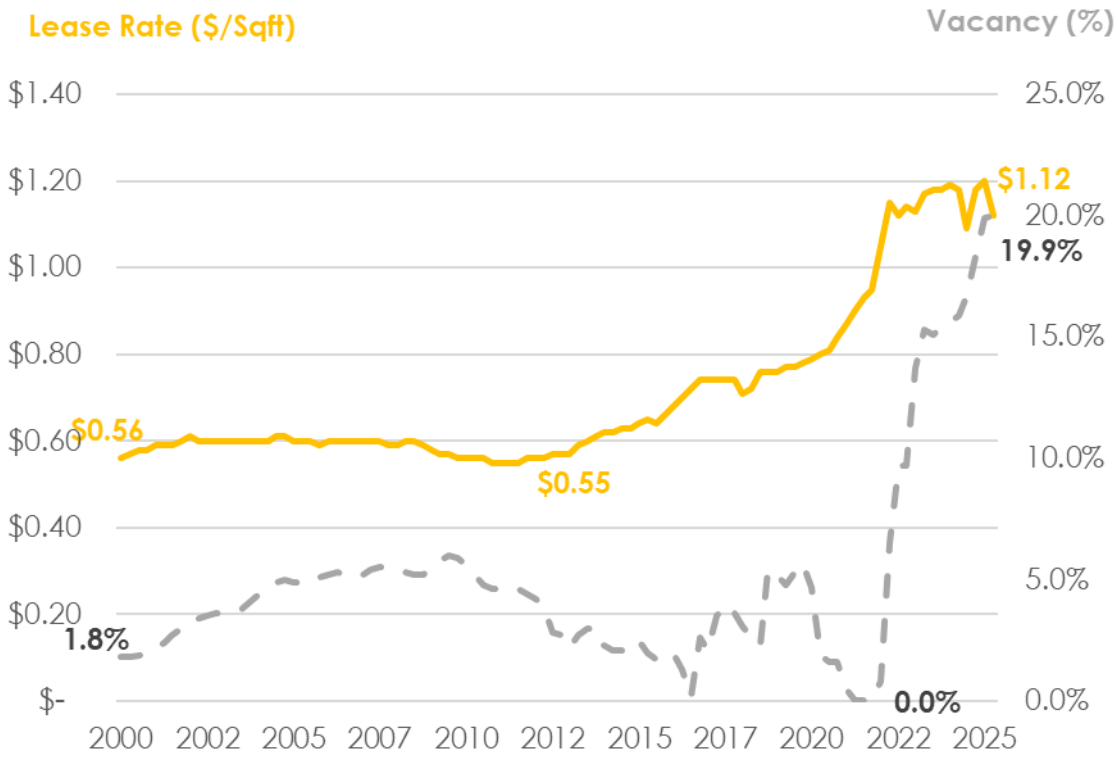


Source: CoStar, 2025: CAI, 2025.

The lease rate for residential properties in Orchard Lake Road remain steady around $0.60 per square feet until 2015 when prices begin to rise slowly to $0.75 in 2017 (**Exhibit A84**). From 2020 forward the lease rate increases dramatically to $1.12 per square foot and has remained at this elevated level from 2022-2025. Residential vacancy rates follow a slightly different pattern. Vacancies begin low at 1.8%, then rise to 5.8% in 2008 before coming back down to nearly 1% in 2017. From 2017 forward the vacancies increase slightly, then substantially to 20% in 2025. **Exhibit A85** shows that these elevated vacancies and lease rates are coming from the demand-side since the supply of residential units has remained the same. No deliveries are

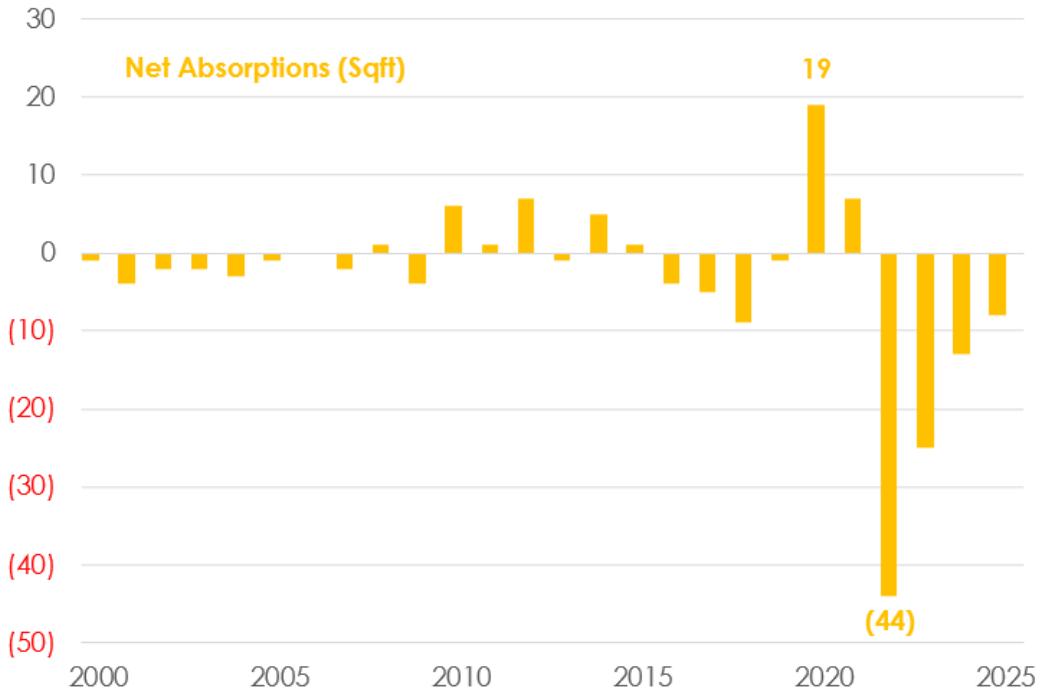
observed from 2000-2025, and a series of small negative absorptions are seen from 2000-2009. Primarily small positive absorptions occur in the years that follow from 2009-2021 with large negative absorption spikes seen in 2016 and 2018. The last 4 years in the chart demonstrate the clearest pattern of consistent negative absorptions, seeing the largest decline of the period at 44 units in 2022. This streak of negative absorptions in recent years provides more details behind the rising vacancy rate observed in the previous chart.

Exhibit A84. Residential Lease Value and Vacancy Rate, Orchard Lake Rd Corridor, 2000-2025



Source: CoStar, 2025: CAI, 2025.

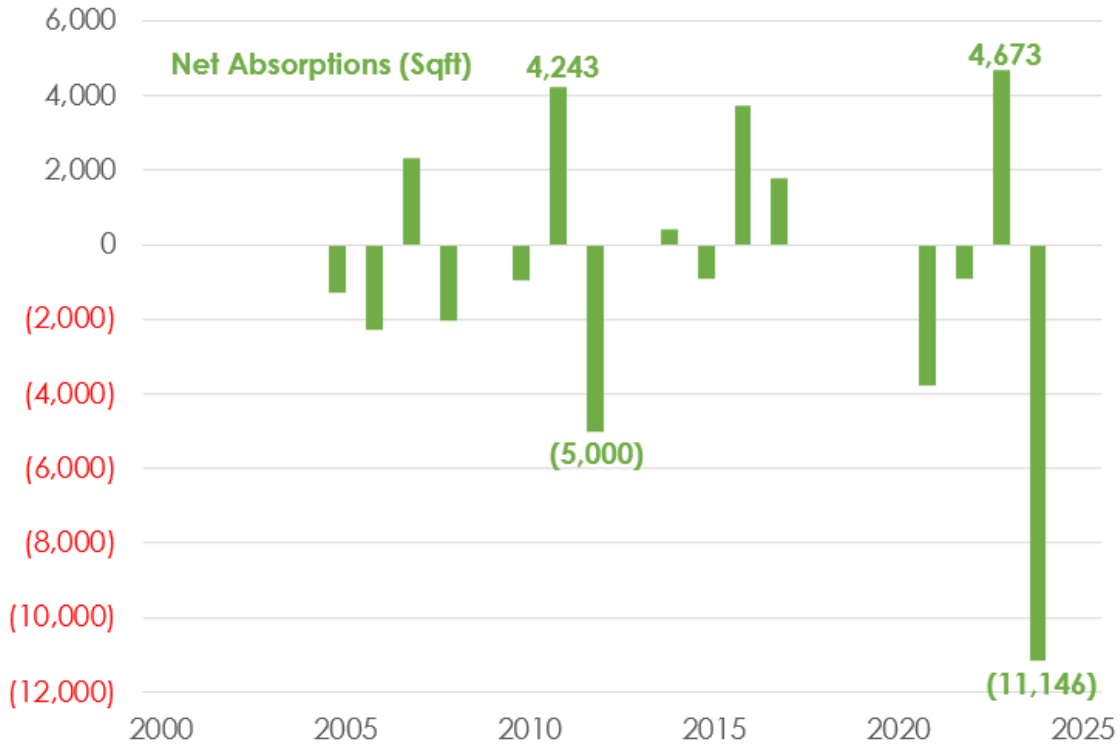
Exhibit A85. Net Residential Absorption and Deliveries, Orchard Lake Rd Corridor, 2000-2025



Source: CoStar, 2025: CAI, 2025.

Industrial and flex absorptions and deliveries reflect the small number of these property types in the Orchard Lake Rd area (**Exhibit A86**). Considering the small number of properties, the large symmetrical absorptions can be attributed to single buildings entering and leaving the market. The first half of the chart shows sparse but equally positive and negative absorptions. The second half of the chart is sparser than the first period and shows small positive absorptions initially before skewing primarily negative from 2021-2025.

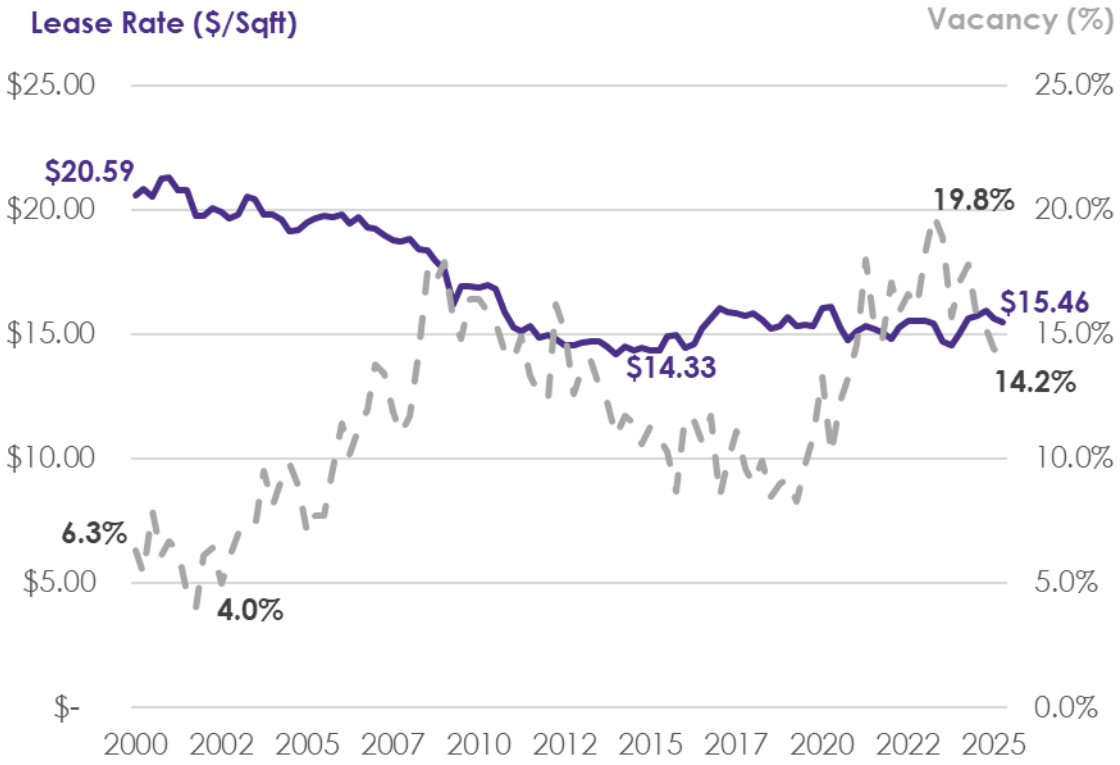
Exhibit A86. Net Industrial and Flex Absorption and Deliveries, Orchard Lake Rd Corridor, 2000-2025



Source: CoStar, 2025: CAI, 2025.

Office lease rates have experienced a slow and steady decline from 2000 to 2012 (**Exhibit A87**). During this period vacancies have also risen from their low of 6.3% in 2000 to 17.6% in 2009. From the early 2010's the lease rate has remained steady, rising slightly to $15.46 per square foot as of 2025. Vacancies have fluctuated during this period from lows of 8.5% to 19.8% in 2023. Within this corridor office lease rates and vacancy rates are slightly lower than the 12 Mile Rd corridor, which holds most of the office and flex space.

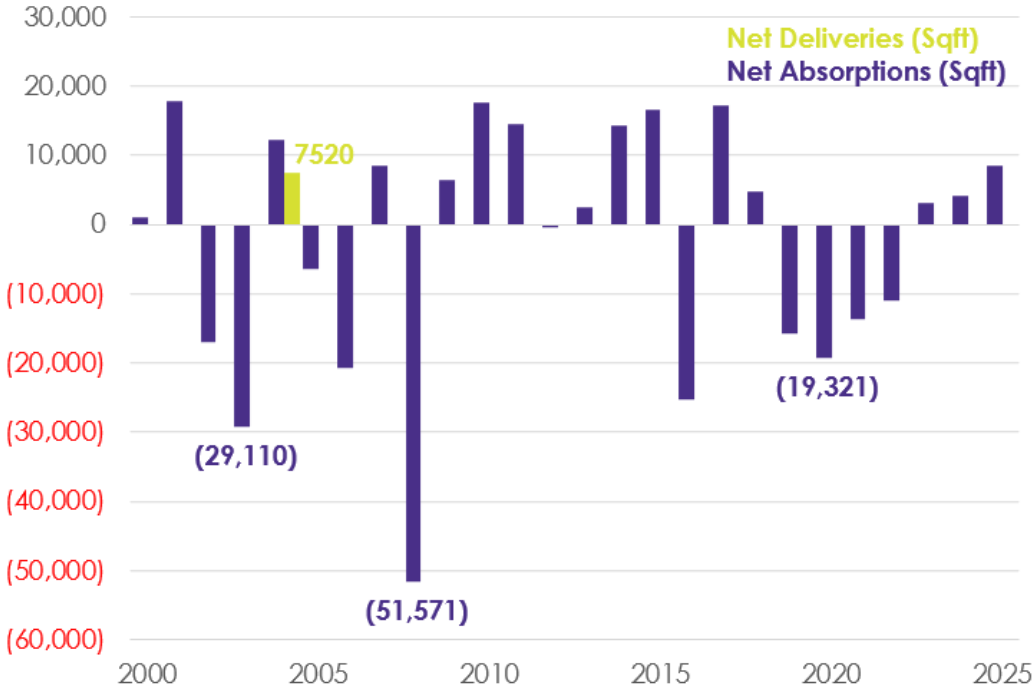
Exhibit A87. Office Lease Value and Vacancy Rate, Orchard Lake Rd Corridor, 2000-2025



Source: CoStar, 2025: CAI, 2025.

Exhibit A88 shows that there have been several positive and negative absorption activities throughout the 2000-2025 period. 2000-2008 is characterized by substantial negative absorptions with one delivery of 7,520 square feet in 2004. Following the largest negative absorption in the chart at 51,000, the 2007-2018 period sees many positive absorptions. 2018-2025 sees mostly negative absorptions but this trend has reversed in the most recent two years.

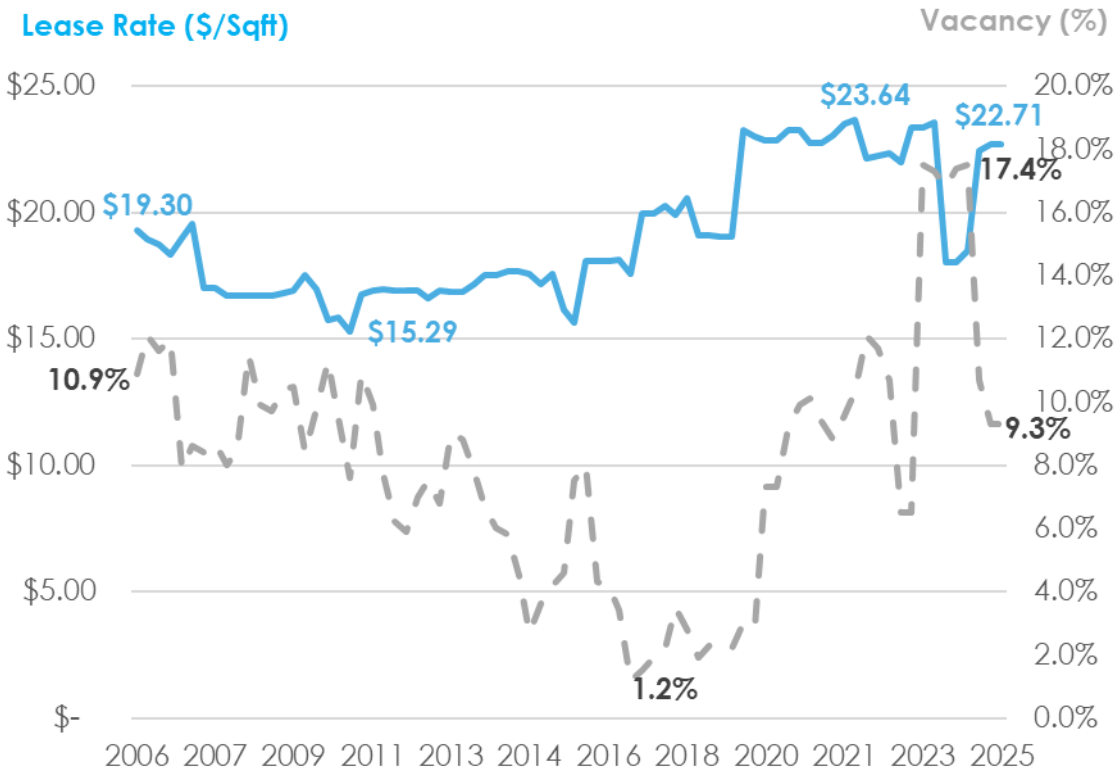
Exhibit A88. Net Office Absorption and Deliveries, Orchard Lake Rd Corridor, 2000-2025



Source: CoStar, 2025: CAI, 2025.

Retail lease rates began at $19.30 per square foot in 2006 before lowering and remaining stagnant throughout the 2010s (**Exhibit A89)**. However, a notable upward trend began in 2019, peaking at $23.27 per square foot by 2024. This trend could be driven by post-pandemic retail demand or inflation-driven rent growth. Vacancy rates show a trend from 10.9% down to 1.2% in 2019 before the COVID-19 pandemic reversed this trend. In 2025, the vacancy rate returned to 9.3%. The trends in this chart are consistent with supply and demand: as vacancy rates decrease, the lease rates generally increase. Like Orchard Lake Rd, vacancy spikes following the Covid-19 recession do not last long, indicating that supply and demand are at healthy levels.

Exhibit A89. Net Retail Lease Value and Vacancy Rate, Orchard Lake Rd Corridor, 2000-2025

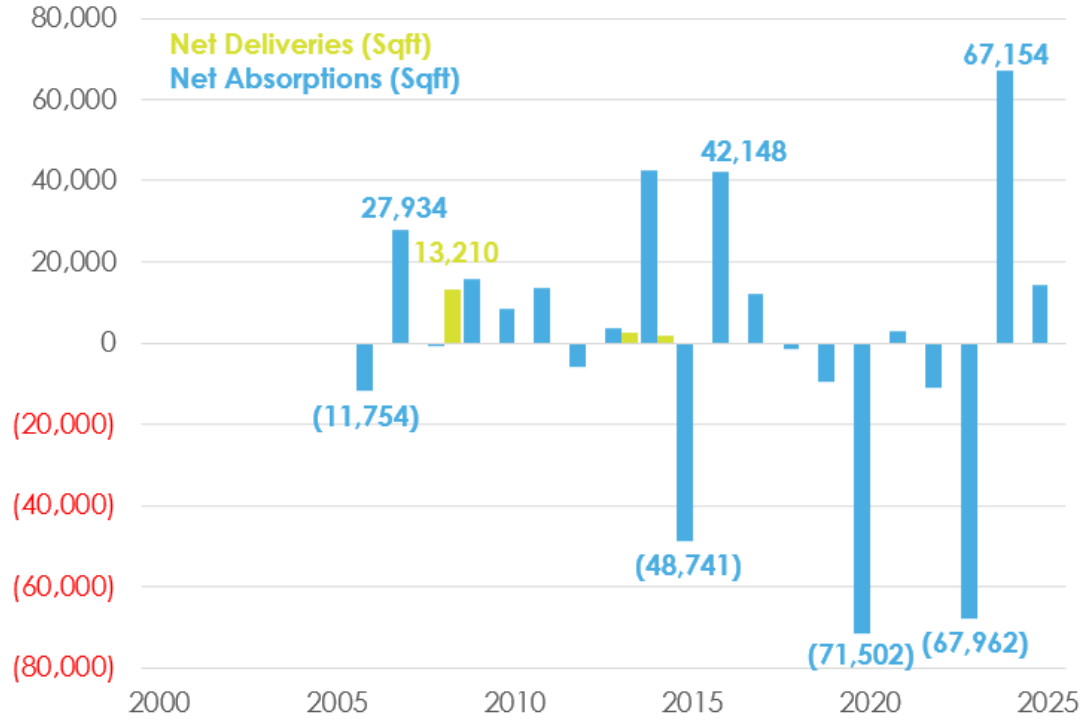


Source: CoStar, 2025: CAI, 2025.

Retail absorptions have been net neutral over the 2006-2025 period, but there are streaks of positive and negative absorptions in between (**Exhibit A90**). The first 10 years saw primarily positive absorptions, one delivery of 13,210 square feet in 2008, and two very small deliveries between 2012 and 2014. The last 10 years have seen primarily negative absorptions, especially

following the Covid-19 Recession years. This trend has been reversing in the past two years as only positive absorptions have occurred since then.

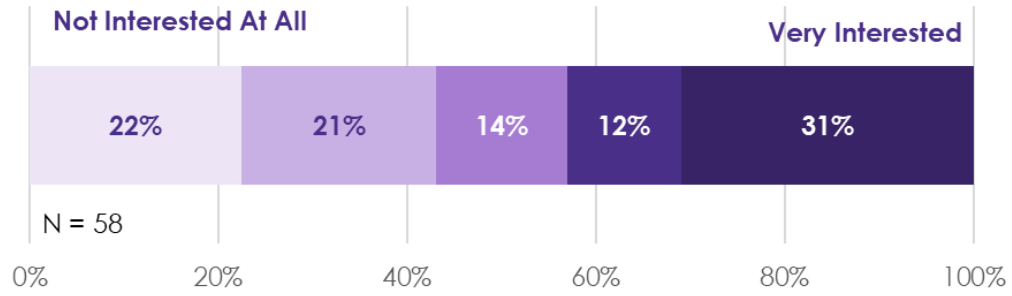
Exhibit A90. Retail Absorption and Deliveries, Orchard Lake Rd Corridor, 2000-2025



Source: CoStar, 2025: CAI, 2025.

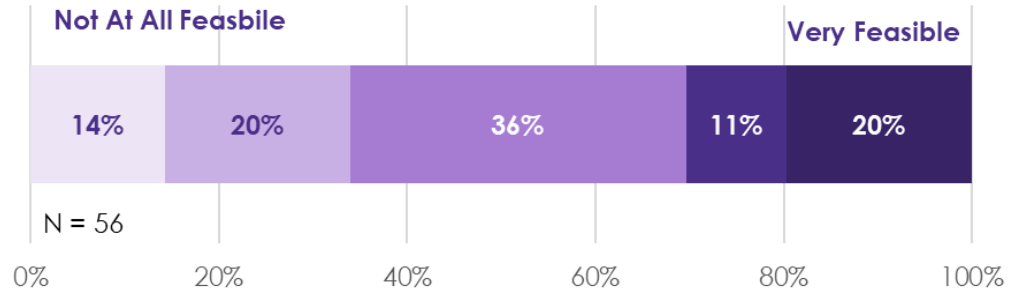
Given the exploration of commercial land use types thus far, **Exhibits A91 – A93** examine property owner sentiments and feasibility of converting commercial properties to residential. Survey responses revealed a divided but notable interest in repurposing commercial space. Nearly one-third of respondents (31%) expressed strong interest in converting commercial properties to residential uses, while 43% expressed little or no interest. The remaining 26% fell in the middle of the scale, indicating mild to moderate consideration. This range suggests that while the idea of conversion is gaining traction, it is not universally embraced. The second exhibit has similar positive and negative sentiments, but a general uncertainty surrounds the feasibility of conversion with most respondents (36%) falling in the middle of the range. This highlights the gap between conceptual interest and perceived implementation challenges. Property owners may benefit from clear updated information on the requirements of building residential properties compared to commercial properties.

Exhibit A913. Rate your level of interest in the possibility of converting commercial properties in either corridor to residential uses:



Source: CAI Survey, 2025.

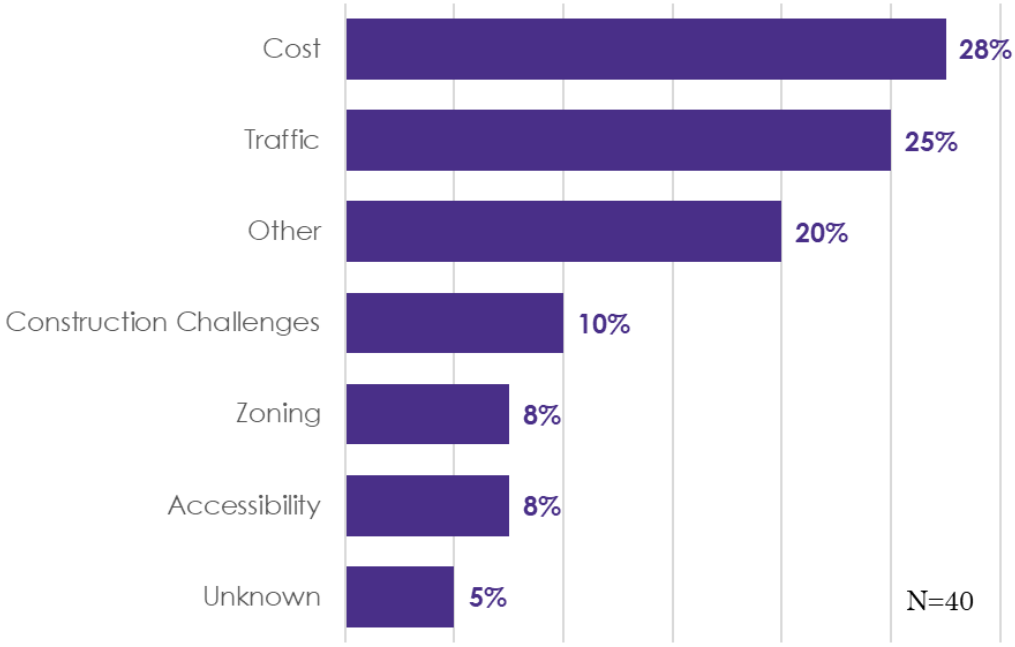
Exhibit A924. Rate your perception of the feasibility of converting commercial properties in either corridor to residential uses:



Source: CAI Survey, 2025.

Exhibit A93 further explores property owners' uncertainty by measuring the most anticipated challenges with commercial to residential conversion. Property owners are primarily concerned with the financial implications and the impact on local traffic when considering converting commercial to residential properties. This captures just over 50% of the property owners surveyed. These issues are followed by a range of other construction-related, regulatory (zoning), and accessibility challenges with the conversion process.

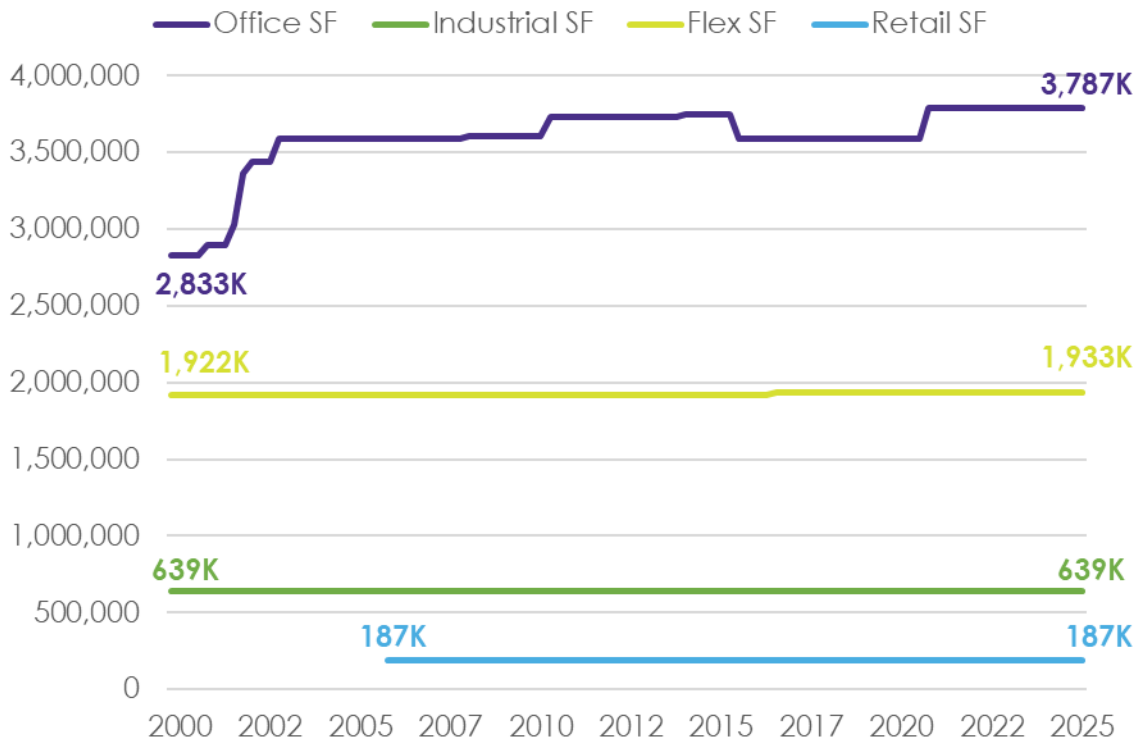
Exhibit A935. What challenges do you anticipate in this type of conversion?



Source: CAI Survey, 2025.

Exhibit A94 shows that most of the growth in office square footage occurred in the 12 Mile Road corridor. During this time the corridor grew from 49 to 56 office buildings and added 757,000 square feet. In 2025, the 12 Mile Road area maintains 59 office buildings and the last office building constructed in 2021 added an additional 200,000 square feet. Flex is the next largest land use category, covering just under 2 million square feet for the period studied. Industrial lands cover 639,000 square feet for the whole period, while retail square feet are the smallest footprint from 2006-2025 at 187,000 square feet.

Exhibit A94. Square Footage of Land Use Types, 12 Mile Rd Corridor, 2000-2025



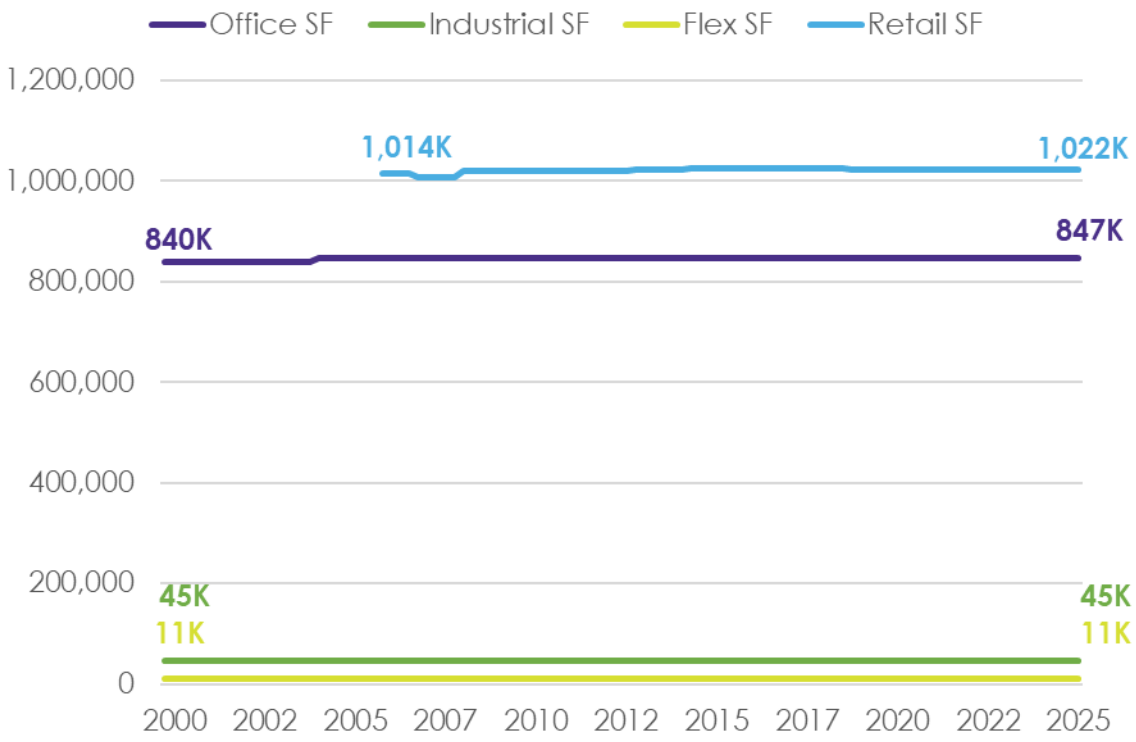
Source: CoStar, 2025: CAI, 2025.

Exhibit A95 covers the land use type changes from 2000-2025 in the Orchard Lake Road corridor. Retail is the largest land use category maintaining just over 1 million square feet of space. Office space is the next largest category at 847,000 square feet, while industrial in flex space combines roughly 57,000 square feet.

Compared to 12 Mile Road, the Orchard Lake Road corridor is smaller and is largely made up of retail and office land uses while 12 Mile Road's two

largest land use categories are office and flex. Both areas have distinct top two categories that make up most of the space. However, as the combined land use chart illustrates, each category has a presence in the combined area.

Exhibit A95. Square Footage of Land Use Types, Orchard Lake Rd Corridor, 2000-2025



Source: CoStar, 2025: CAI, 2025.

APPENDIX F: ZONING ASSESSMENT

Background and Purpose

This Zoning Assessment evaluates the existing zoning regulations and code designations that shape development along the 12 Mile Road and Orchard Lake Road corridors in Farmington Hills. Zoning plays a central role in guiding land use, determining allowable development, regulating building form, and influencing the mix of activities within these corridors. In doing so, zoning supports community goals by promoting compatible land uses, ensuring building and safety standards, encouraging investment, and protecting environmental resources.

The zoning assessment supports the Corridors Market Study, identifying how current zoning either enables or constrains desired development patterns, business growth, and reinvestment opportunities. Understanding the regulatory context provides important insight into both current market dynamics and the potential for future redevelopment along each corridor.

Farmington Hills maintains a total of 31 zoning designations citywide, of which 11 are currently applied within the 12 Mile Road corridor and 14 within the Orchard Lake Road corridor. The 12 Mile Road corridor is presently undergoing a zoning code update intended to modernize regulations, broaden development opportunities, and attract new investment. In contrast, zoning along Orchard Lake Road reflects an older regulatory framework that dates to the corridor's early residential development pattern. Portions of Orchard Lake Road's existing zoning have not kept pace with evolving market conditions, limiting its redevelopment potential.

This document reviews the zoning districts applied within both corridors, summarizes key regulatory provisions, and evaluates their implications for investment, redevelopment, and corridor vitality. The assessment draws on the City of Farmington Hills Zoning Ordinance, recently adopted amendments, and supplemental policy documents provided by the City, including the proposed zoning updates for the 12 Mile Rd Corridor, currently in review by City Council.

Organization of this Assessment

The remainder of this Assessment is organized as follows:

12 Mile Rd Corridor Zoning:

- **Current Zoning**: An assessment of current zoning, including zoning districts, permitted uses, parking and site standards.

- **Proposed Changes:** An overview of proposed changes to the zoning code.
- **Implications for Redevelopment:** Analysis of how current zoning inhibits proposed vision and goals for the 12 Mile Rd Corridor.

Orchard Lake Rd Corridor Zoning

- **Current Zoning:** An assessment of current zoning, including zoning districts, permitted uses, parking and site standards.
- **Implications for Redevelopment:** Analysis of how current zoning inhibits proposed vision and goals for the Orchard Lake Road Corridor.

Permitted Uses:

- Permitted Uses, Residential Zoning Districts
- Permitted Uses, Commercial Zoning Districts
- Permitted Uses, Industrial Zoning Districts

12 Mile Rd Corridor Zoning

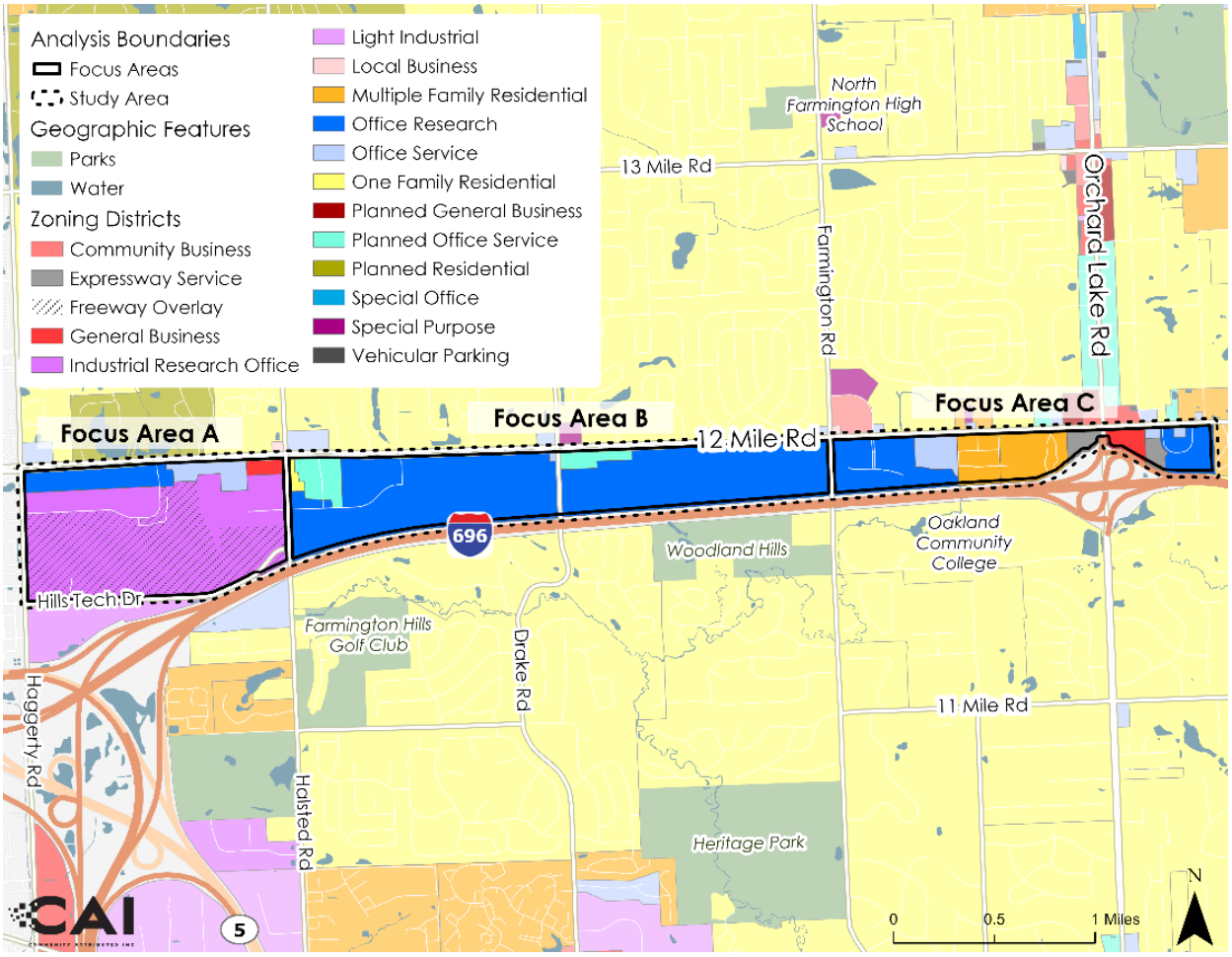
Current Zoning

The 12 Mile Rd Corridor currently encompasses 10 zoning districts with the largest being Office Research (OS-4), which is primarily concentrated in Focus Area B (given in dark blue in **Exhibit A96** below). The Office Research district is designed to provide space for large offices near major highways and roads. Recent amendments have expanded the intent and allowed uses for the Office Research district to allow mixed-use and general business establishments. This district makes up 51% of the corridor's overall land area (**Exhibit A97**).

The second largest district in the 12 Mile Rd Corridor is the Industrial Research Office (IRO), located largely within Focus Area A. This district is characterized by large footprint buildings with research and industrial uses. This zone makes up 31% of the corridor's land area, while being subject to the Freeway Overlay restrictions. This overlay allows increased building height and flexible building locations, but requires facilities meet greater environmental building standards and stormwater practices.

The remaining districts within the 12 Mile Rd Corridor generally allow business and office, commercial, and multi-family residential uses, including zones such as General Business District (B-3), Office Service District (OS-1) and Multiple Family Residential (RC-2).

Exhibit A96. Zoning District Map, 12 Mile Rd Corridor, 2025



Source: City of Farmington Hills, 2024; CAI, 2025

Exhibit A97. Land Area by Zoning District, 12 Mile Rd Corridor, 2025

Zoning District	Code	Total Acres	Share
Office Research	OS-4	402	51%
Industrial Research Office	IRO	247	31%
Multiple Family Residential	RC-2	28	4%
Multiple Family Residential	RC-3	19	2%
Office Service	OS-1	33	4%
Planned Office Service	OS-2	28	4%
General Business	B-3	16	2%
Expressway Service	ES	12	2%
One Family Residential	RA-1	4	0%
Planned Residential District	RP-1	0.3	0%
Grand Total		789	100%

Source: City of Farmington Hills, 2024; CAI, 2025

Farmington Hills' zoning code specifies principal permitted uses, accessory uses and special use designations for uses within each zoning district. Principal uses (P) are defined as the "main use to which the premises are devoted and the main purpose for which the premises exist."[1] Secondary uses (2) are allowed uses which are accessory to and located in the same building as a principal permitted use.[1] Similarly, accessory uses (A) are defined as "means a use which is clearly incidental to, customarily found in connection with and, unless otherwise specified, located on the same zoning lot as the principal use to which it is related."[4] Special land uses (S) are uses which require special consideration whose "unique characteristics make it impractical to include them with a specific district classification."[4] **Exhibit A98** Exhibit details the principal, accessory and special uses for the zoning districts present in the 12 Mile Rd Corridor.

The zoning districts in the 12 Mile Rd Corridor collectively allow office, industrial, research, and some residential uses and services. The allowed uses within each zoning district are highly prescriptive, which has led to siloed blocks of separated uses. This is demonstrated in the Industrial Research district (IRO) which allows for allows for industrial, research and laboratory-based uses, but does not allow for retail and restaurant uses. The result is a homogenous zone with little walkability or connectivity. This district's location, removed from the noise and traffic of 12 Mile may be conducive for more integrated uses. Connectivity through allowance of sidewalks, trails, restaurants or consumer-facing businesses may facilitate greater commercial vitality in this district.

Multiple-Family Residential, (RC-2 and RC-3), located within Focus Area C, is also prescriptive in the allowed uses for this district. Only dwelling units and direct accessory uses such as pools and leasing offices are allowed in this district. Given the high number of units present, neighborhood level amenities such as coffee shops, corner stores or small restaurants would likely be supported if the zoning allowed for it.

The largest zoning district in the 12 Mile Rd Corridor is the Office Research Zoning District (OS-4). This district is primarily composed of offices, banks and medical establishments. Proposed amendments to the zoning code would expand the allowed uses to include commercial and mixed-use establishments, but these have not yet been adopted.

[1] Farmington Hills, Michigan Zoning Code, 2024

Exhibit A98. Permitted Uses by Zone District, 12 Mile Rd Corridor, 2025

USE	District						
	RC-2	RC-3	OS-1	OS-2	OS-4	B-3	IRO
Residential Uses							
Residential Services (municipal, library, parks, elementary)	P	P					
Multiple Family Dwellings	P	P					
Two-family dwellings	P	P					
Commercial Uses							
Banks, offices and similar uses			P	P	P	P	P
Colleges or Higher Education	S	S			P	P	P
Medical offices (may include clinics, labratories, hospitals)			P	P	P	P	P
Motels or hotels					P		P
Restaurants						P	2
Retail (including automobile services, personal service establishments)				S		P	2
Stand-alone parking structures					P	P	
Industrial and Other Uses							
Research, testing, design, technical training, experimental product development					S		
Labratories - medical, experimental or film							P
Electric vehicle infrastructure	A	A	A	A	A	A	A
Research, design or development in connection with IRO district							P
Package and Assembly							P
Industrial uses							P

Source: City of Farmington Hills, 2024; CAI, 2025
**Note: Application of permitted uses vary, please refer to Appendix A for full list of approved uses.*

Commercial development standards control much of what the built environment within the 12 Mile Rd Corridor looks like. Existing standards require large front yards for commercial development in the corridor, with setbacks varying from 40-120 ft and front yard open space requirements varying from 10%-50%, depending on the district. Rear yards also have substantial setbacks, ranging from 20-40 ft.

Maximum building height for commercial development within the 12 Mile Rd Corridor can vary from 34 ft (but limited to 2 stories) to 65 ft (which could allow up to 6 stories). The most widespread zone, OS-4 allows the higher end of this range and also allows an additional exception of up to 80 ft if the building is within 400 ft of the I-696 right-of-way.

These commercial and office zones do not have a minimum lot size.

Exhibit A99. Commercial Dimension Standards by Zone District, 12 Mile Rd Corridor, 2025

	OS-1	OS-2	OS-4	IRO	B-3	ES
Minimum Setbacks						
Front Yard	40 ft	120 ft	50 ft*	50 ft	25 ft	75 ft
Rear Yard	20 ft	20 ft	40 ft	40 ft	20 ft	20 ft
Side Yard	10 ft	10 ft	0 ft	30 ft	10 ft	20 ft
Residential Street	20 ft	20 ft	20 ft	40 ft	20 ft	20 ft
Side Street	25 ft	25 ft	0-15 ft	40 ft	25 ft	75 ft
Building Height						
Maximum Height	34 ft	34 ft	65 ft*	50 ft	50 ft	50 ft
Maximum Stories	2	2		3	3	3
Front Yard Open Space	50%	10%	50%	50%	50%	20%

Source: City of Farmington Hills, 2024; CAI, 2025
Note: Front Yard setbacks in OS-4 allows for 15 ft on thoroughfares other than 12 Mile, and 0-10 ft setbacks on local streets*
Note 2: Maximum Height for OS-4 buildings up 80 ft if within 400 ft of I-696 right-of-way*

Only about 5% of the area within the 12 Mile Rd Corridor is zoned for residential uses, and much of that space is zoned RC-2, or multiple family. For residential developments, large front and back yards are also required with the front yard setback varying from 40-50 ft and the rear yard setback at 35 ft. Residential building heights are limited to 30 ft, a height which is generally designed to allow 2 stories or 3 in very tight circumstances. Residential development also must consider additional standards including lot size, lot coverage, and floor area. The minimum lot area ranges from 23,400 square feet for Multi-Family Residential (RC-2) to 29,700 square feet for One-Family (RA-1A) and Planned One-Family Residential (RP-1). Maximum lot coverage is limited to 35% for all three districts. Within RC-2, the multiple family residential district, the floor area of a residential building is limited to 650 square feet on the ground floor and 1,250 square feet total. These floor area limits make it challenging to build most types of multiple family residential development, allowing only small-scale residential buildings which are similar to single-family homes, such as duplexes or cottage housing.

Exhibit A100. Residential Dimension Standards by Zone District, 12 Mile Rd Corridor, 2025

	RA-1A	RC-2, RC-3	RP-1	OS-4
Minimum Lot Size				
Area	29,700 sq ft	8,000 sq ft	29,700 sq ft	
Avg/Subdivision	33,000 sq ft		33,000 sq ft	
Width	140 ft	80 ft	140 ft	
Maximum Lot Coverage	35%	35%	35%	
Minimum Setbacks				
Front Yard	50 ft	50 ft	50 ft	0-50 ft
Rear Yard	35ft	20 ft	35 ft	10-40 ft
Side Yard	15 ft	20 ft	15 ft	0 ft
Side Yard Total	30 ft	40 ft	30 ft	30 ft
Maximum Building Height	30 ft	30 ft	30 ft	65 ft
Minimum Floor Area				
Total Per Unit		600 sq ft		
Ground Floor/Unit		300 sq ft		

Source: City of Farmington Hills, 2024; CAI, 2025
Note: All dimensions except for building height refer to minimum standards

The parking standards by zoning district for the 12 Mile Rd Corridor are given in **Exhibit A101**. The current parking standards reflect traditional suburban parking practices, emphasizing higher minimums intended to ensure that sufficient parking is available on-site to meet peak demand and minimize potential impacts on adjacent properties and streets. Many of the standards require multiple spaces per unit or intensive square footage-based ratios, particularly for uses that typically generate frequent or high turnover, such as restaurants, medical offices, and certain retail formats. For residential uses, parking minimums generally require two or more spaces per unit, even for smaller multi-family units, reflecting a design assumption of multiple vehicles per household.

Compared to contemporary best practices, these parking minimums are on the higher end. In many communities, especially those seeking to encourage infill development, housing diversity, mixed-use projects, and walkability, parking requirements are being reduced or eliminated to support more flexible site design and lower development costs. Excessive parking minimums can act as a barrier to redevelopment, particularly on smaller or constrained sites where land area is limited and can contribute to an oversupply of parking that reduces land utilization efficiency and drives up project costs.

Exhibit A101. Residential and Commercial Parking Standards by Zone District, 12 Mile Rd Corridor, 2025

Use	Minimum Number of Parking Spaces
Residential	
One and Two Family Res	2 for each dwelling unit
Multi-Family Res	
3 Rooms or Less	2 for each dwelling unit
4+ Rooms	2.5 for each dwelling unit
Institutions	
Places of Worship	1 for each 3 fixed seats; 1 for every 6 feet of pews; OR 1 for every 30 square feet of floor area
Nursery School/Day Cares	1 for each employee and 1 for every 10 students
Private Recreation (golf, swimming, etc	1 for every 3 holes,
Business and Commercial	
Retail or Service Establishment	1 for every 175 of sq ft
Planned Commerical or Shopping	
<15,000	1 for every 150 sq ft
15,001 - 100,000	1 for every 175 sq ft
> 100,000	1 for every 200 sq ft
Beauty Parlor/Barbershop	3 spaces for first 2 chairs, 1.5 for every additional
Gas Station	1 space plus 1 for each employee
Fast Food Restaurants	1 for every 30 sq ft
Motel/Hotel	1 for each occupancy plus 1 for each employee
Auto Repair	3 for each auto service stall
Indoor Fitness	1 for every 120 sq ft of gross leasable area
Banks	1 for every 175 sq ft
Business Offices	
First 15,000 sq ft	1 for every 220 sq ft
>15,000 sq ft	1 for every 250 sq ft
Medical Offices	
First 5,000 sq ft	1 for every 135 sq ft
> 5,000 sq ft	1 for every 175 sq ft
Chiropractor	1 for every 200 sq ft
Industrial	
Industrial or research establishment	3 + 1 for every 1.5 employees
OR greater of	3 + 1 for every 550 sq ft

Source: City of Farmington Hills, 2024; CAI, 2025
Note: square footage requirements refer to usable floor area

Proposed Changes

The City of Farmington Hills has been actively reimagining the future of the 12 Mile Road Corridor, recognizing the need to adapt zoning regulations to support a more vibrant and economically resilient corridor. As outlined in the

2024 Master Plan, the City's vision emphasizes transitioning 12 Mile Road from a primarily auto-oriented transportation and commercial corridor into a dynamic, mixed-use district that offers a broader range of housing options, commercial activity, and public spaces.

Key Master Plan goals for the corridor include:

- **Diversifying Housing:** Adding new housing options, including high-quality rental opportunities, to create a more inclusive and adaptable residential mix.
- **Encouraging Mixed-Use Development:** Supporting transit-oriented development and increasing residential and commercial density to activate the corridor and better leverage existing and future public transit investments.
- **Reinforcing Sense of Place:** Creating central plazas, flexible gathering spaces, and year-round destinations that strengthen corridor identity and offer expanded opportunities for dining, events, and public activity.

In alignment with this vision—and independent of this work—the City has been advancing updates to the zoning code specific to the 12 Mile Road Corridor. The process has included technical work by City staff, public engagement, and is anticipated to advance to City Council consideration in summer 2025. The proposed zoning updates described below, given March 14, 2025, are intended to modernize allowable uses, development standards, and site design requirements in a way that supports corridor reinvestment, encourages a mix of uses, and promotes pedestrian-oriented site design. The updates proposed primarily affect the Office Research (OS-4) Zoning District.

Zone	Section	Proposed Update
OS-4	Intent	• Update Intent to reflect Farmington Hills' goal that this zone "encourage the development of public spaces and walkability" by allowing for residential, commercial and mixed uses which "complement the development of high-value uses", such as office-spaces, which contribute to the city's tax base.
OS-4	Uses	• Allows multi-family residential uses, including office-to-residential conversions and live/work units. • Allows commercial uses permitted within B-3 when in a mixed use or commercial building, including Artisan Manufacturing

		• Allow standalone parking structures • Allow, through special approval, banks or other financial uses with drive-through facilities as an accessory use.
OS-4	Dimension Standards	• Lower minimum setbacks to 0 for side yard setbacks and to 0-15 for local side street setbacks (setbacks to 12 Mile Rd remain at 50 ft) • Remove maximum lot coverage • Remove maximum number of stories • Increase maximum building height to 65 ft or 80ft if within the I-696 overlay (which does not include any space in the 12 Mile Rd Corridor) • Add maximum density (dwelling units per acre) of 80.
OS-4	Zoning Districts	• Add language allowing mixed uses, saying that "the permitted uses of the district may be co-located within a building or upon a site" • Prohibit outdoor storage of goods and materials • Remove limits on goods repair and allow indoor product storage as an accessory use • Permit an additional 20 feet of building height if at least 15% of the lot is dedicated to public space or a plaza with public art
OS-4	Parking	• Allow parking minimums to be reduced based on demand, seasonal use, access to alternative modes, or shared/reserve arrangements, with criteria now defined in code • Offer incentives for parking conversion and for dedicating a portion of parking for public use • Require bicycle parking for most new developments and expansions, with standards defined in the code • Require parking structures serving residential uses to dedicate 15% of spaces to electric vehicle charging

Implications for Redevelopment

This section identifies existing and proposed regulations that may pose challenges to realizing the Vision and Goals for the 12 Mile Road Corridor. The Vision is presented below, followed by a discussion of current and proposed regulations that may not align with its intent.

Vision

"The future of 12 Mile Road Corridor offers connected, mixed-use destinations where residential, commercial, and entertainment uses thrive alongside established offices. Through planned activity nodes, strategic infill and adaptive reuse, the corridor supports the City's broader vision of livability and opportunity for all and offers a welcoming, walkable environment for residents and workers alike."

Currently, the 12 Mile Road Corridor is primarily governed by the OS-4 zone (which comprises 51% of the corridor) and the IRO zone (31%). Neither zoning district permits residential uses, and both impose limitations on entertainment and commercial uses. OS-4 prohibits restaurant and retail uses altogether, while IRO allows them only as accessory uses within buildings primarily devoted to other permitted uses. These constraints conflict with the Vision's call for mixed-use destinations, activity nodes, and strategic infill.

Proposed updates to the Zoning Code would allow for additional uses that support the Vision, including multi-family residential development in OS-4 (up to 80 units per acre) and new allowances for commercial uses such as retail and restaurants. However, these commercial uses are restricted to mixed-use or commercial buildings, and the proposed updates do not extend to other zones within the corridor. As a result, they may still fall short of supporting a truly vibrant mix of uses where commercial and entertainment functions "thrive alongside established offices."

Some provisions in the current zoning code, such as landscaping and pedestrian access standards, do support a more pedestrian-friendly atmosphere in the 12 Mile Rd Corridor by requiring trees and sidewalks.

However, requirements such as large front and rear yard setbacks (minimum 50 feet from 12 Mile Road in many cases), low maximum lot coverage (20% in OS-4), and high parking minimums contribute to a dispersed development pattern that separates uses and hinders walkability.

Goals

Below are each of the specific goals identified for the 12 Mile Rd Corridor to help it achieve its given vision for the future. Underneath each goal lies a

description of potential regulatory barriers that may impact the success of the goal.

Goal 1. Encourage a balanced mix of uses

- Existing zoning within the 12 Mile Road Corridor generally does not permit or encourage a mix of uses. The most common districts—OS-4, IRO, RC-2, and RC-3—are highly prescriptive in terms of permitted uses, contributing to a fragmented pattern of development with limited interaction between uses.
    - Office Research (OS-4): Covers 41% of the corridor and primarily permits office uses.
    - Industrial Research Office (IRO): Makes up 26% of the corridor and allows only industrial and research-focused uses.
    - Multiple Family Residential (RC-2 and RC-3): Together make up 5% of the corridor and allow residential uses only.
- Proposed updates to the OS-4 zone would introduce more flexibility by permitting residential, mixed-use, and commercial uses. These updates would allow multi-family residential development at moderate densities (up to 80 dwelling units per building) and increase the maximum building height to 65 feet. However, commercial uses such as retail and restaurants would remain secondary and limited to mixed-use or commercial buildings. These changes, while a step forward, apply only to OS-4 and do not expand mixed-use potential in IRO or residential zones—limiting the corridor's ability to develop a truly integrated mix of uses.

Goal 2. Create a connected and walkable corridor

- Many parcels within the 12 Mile Road Corridor are configured as superblocks with minimal interconnectivity. There are no zoning requirements or incentives to link adjacent parking lots or establish connections between neighboring establishments, which limits walkability and discourages pedestrian travel.
- Site design standards do require pedestrian access, but these requirements are vague and lack measurable criteria.
    - For example, one standard states that site design must "emphasize pedestrian access and safety," but it provides no specifications for crosswalks, traffic calming, or pedestrian-scale infrastructure such as safety barriers, shelters, or signalized crossings.
    - Additionally, the Planning Commission has broad discretion to waive or modify pedestrian access requirements if they are deemed "not practical" or unlikely to generate pedestrian activity. This subjective language may result in fewer pedestrian connections and a reduced emphasis on walkable infrastructure.

- High parking minimums across the 12 Mile Rd Corridor's zoning districts further undermine walkability by encouraging large surface lots that separate buildings from streets and sidewalks, creating barriers for pedestrians, cyclists, and transit users.
    - In Focus Area A, IRO is the largest zoning district. It requires 1 parking space for every 550 square feet, plus an additional 3 spaces. Costar estimates for 2025 show that this area had an inventory of 511,360 usable office square feet. Under current regulations, this square footage requires a minimum of 930 parking spaces (which would make up over 158,000 square feet of parking space).
    - In Focus Area B, OS-4 is the largest zoning district. It requires one parking space for every 220 to 250 square feet of usable office space. Costar estimates an inventory of 1,433,619 usable office square feet currently in Focus Area B. The minimum parking standards for OS-4 require a minimum of 6,100 required parking spaces to accompany this amount of useable office square feet.
    - In Focus Area C, Multiple-Family (RC-2) is the second largest zoning district, after OS-4. It requires 2 – 2.5 parking spaces per tenant. Parking minimums higher than one space per unit are considered high, especially in a multi-family district.[2]
- Large, required setbacks also diminish the pedestrian environment. OS-4 and IRO zones require front yard setbacks of up to 50 feet; the B-3 district requires 25 feet, and RC-2 and RC-3 require 50 feet. Combined with generous side and rear setbacks, these regulations separate buildings from the street edge and contribute to a dispersed, auto-oriented corridor.
- Proposed changes to OS-4 include limited allowances for reduced parking minimums and encourage the repurposing of existing surface lots for pedestrian amenities, public space, or infill development. While this is a step in the right direction, the changes do not affect other zoning districts. Without broader reductions to parking minimums and setback requirements across the corridor, walkability will remain limited, and development will continue to favor car-centric patterns.

Goal 3. Foster a sense of place and community identity

- Approaches for achieving this goal will rely largely on efforts outside the zoning code, including infrastructure investments, placemaking initiatives, and spatial or community programming.
- While the current zoning code does not include provisions related to placemaking or character-focused design specifically for the 12 Mile

[2] Spivak, Jeffrey (2018) "People Over Parking", American Planning Association, available online at https://www.planning.org/planning/2018/oct/peopleoverparking/

Road Corridor, future code updates could introduce standards that support a unique corridor identity such as façade articulation, pedestrian-scale design, signage, lighting, and landscaping guidelines.

Goal 4. Focus Area A: Advance a hub for research, innovation and work life

- The largest zoning district within Focus Area A, IRO, does not permit restaurants or service-oriented businesses as principal uses. These uses are only allowed as an accessory to a primary use within the same building. This limitation restricts the development of a complete employment hub that supports the daily needs of workers, limits opportunities for work-life integration, and reduces the area's appeal as an innovative and active mixed-use destination.

Goal 5. Focus Area B West: Establish a premier corporate destination

- Existing zoning requirements in Focus Area B West may not align with the evolving needs of post-pandemic office users. The area is entirely zoned as Office Research (OS-4), which imposes large minimum front and side yard setbacks and high parking requirements.
    - OS-4 mandates front yard setbacks of at least 50 feet, creating a spread-out development pattern that can feel disconnected and less attractive to modern employers seeking integrated, campus-like settings.
    - Parking minimums of one space per 220 to 250 square feet of usable office space were established under the assumption of fully in-person workforces. As many businesses now operate with hybrid or flexible work arrangements, these standards may result in overbuilt parking.
- High parking and setback requirements also translate into higher development costs by requiring large amounts of land to be dedicated to non-revenue-generating uses. This may limit the feasibility of new office or commercial projects and reduce the competitiveness of the corridor as a destination for modern employers.
- To better position Focus Area B West as a premier corporate destination, zoning should also allow for supportive uses such as restaurants, cafés, fitness centers, or convenience retail. These amenities help attract tenants, enhance the day-to-day experience for workers, and support the broader vision of a vibrant, mixed-use corridor.

Goal 6. Focus Area B East: Create an urban village with active ground floors, shared spaces, and better utilization of existing parking and outlots

- Pedestrian access from public rights-of-ways to building entrances is outlined as a required standard in the Farmington Hills Zoning Code, but additional language and enforcement is needed to ensure connections are developed. Pedestrian connections from 12 Mile and local roads could contribute to an urban feel in this Focus Area.
- Requirements for access between adjacent parcels are similarly limited. The zoning code encourages "access points at property edges and to adjacent parcels," but only "where feasible," which weakens its effectiveness and limits connectivity between sites.[3]
- Focus Area B East is zoned entirely as Office Research (OS-4), which requires one parking space per 220 to 250 square feet of usable office space. This has resulted in large areas of underutilized surface parking, inconsistent with the goal of creating a compact, vibrant district.
- Recently proposed zoning changes would allow multi-family residential and general business uses by right in OS-4. However, these uses are still subject to their own parking minimums, which may reduce the potential to repurpose existing underutilized lots for shared spaces or infill development.
- Height limits in this area also constrain urban development. While residential buildings may reach up to 65 feet, commercial uses are capped at three stories, limiting the potential for vertical mixed-use or denser development patterns.
- Minimum setbacks of 50 feet further hinder the creation of an "urban village" character by separating buildings from the street and reducing the opportunity for active, engaging ground-floor uses.
- Minimum lot size requirements for residential uses may further limit compact, walkable development. RC-2 and RC-3 districts require a minimum of 8,000 square feet per lot, while other residential zones within the corridor—such as RA-1A and RP-1—require minimum lot sizes of 29,700 square feet. These standards are more typical of suburban subdivisions than urban infill and may prevent the finer-grained development pattern desired in this Focus Area. The OS-4 zone, however, does not have a minimum lot size.

Goal 7. Focus Area C: Leverage available infrastructure and strengthen gateways and support inclusive redevelopment

- Pedestrian access standards in the zoning code require connections between public sidewalks and principal building entrances, but many

[3] Farmington Hills Zoning Code 34-5.19: Pedestrian Access and Connectivity from Public Rights-of-Way

existing developments in Focus Area C do not meet these requirements. Enforcement mechanisms or retrofit strategies may be needed to bring older developments into alignment with these goals.

- The RC-2 zoning district, which comprises 18% of the Focus Area, limits principal uses to residential dwellings and accessory uses such as pools and leasing offices. It does not allow for retail or business establishments, restricting opportunities for mixed-use redevelopment or neighborhood-serving amenities within walking distance of residents.
- The east side of the interchange presents opportunities for strategic infill and gateway improvements. These efforts extend beyond zoning and focus on pedestrian infrastructure investments. Pedestrian connections between the RC-2 and Office Service (OS-1) districts are limited. Additional sidewalks and trails south of 12 Mile Rd near Orchard Lake Road would enhance resident access to nearby services and offer quieter, safer routes for travel.

Orchard Lake Rd Corridor Zoning

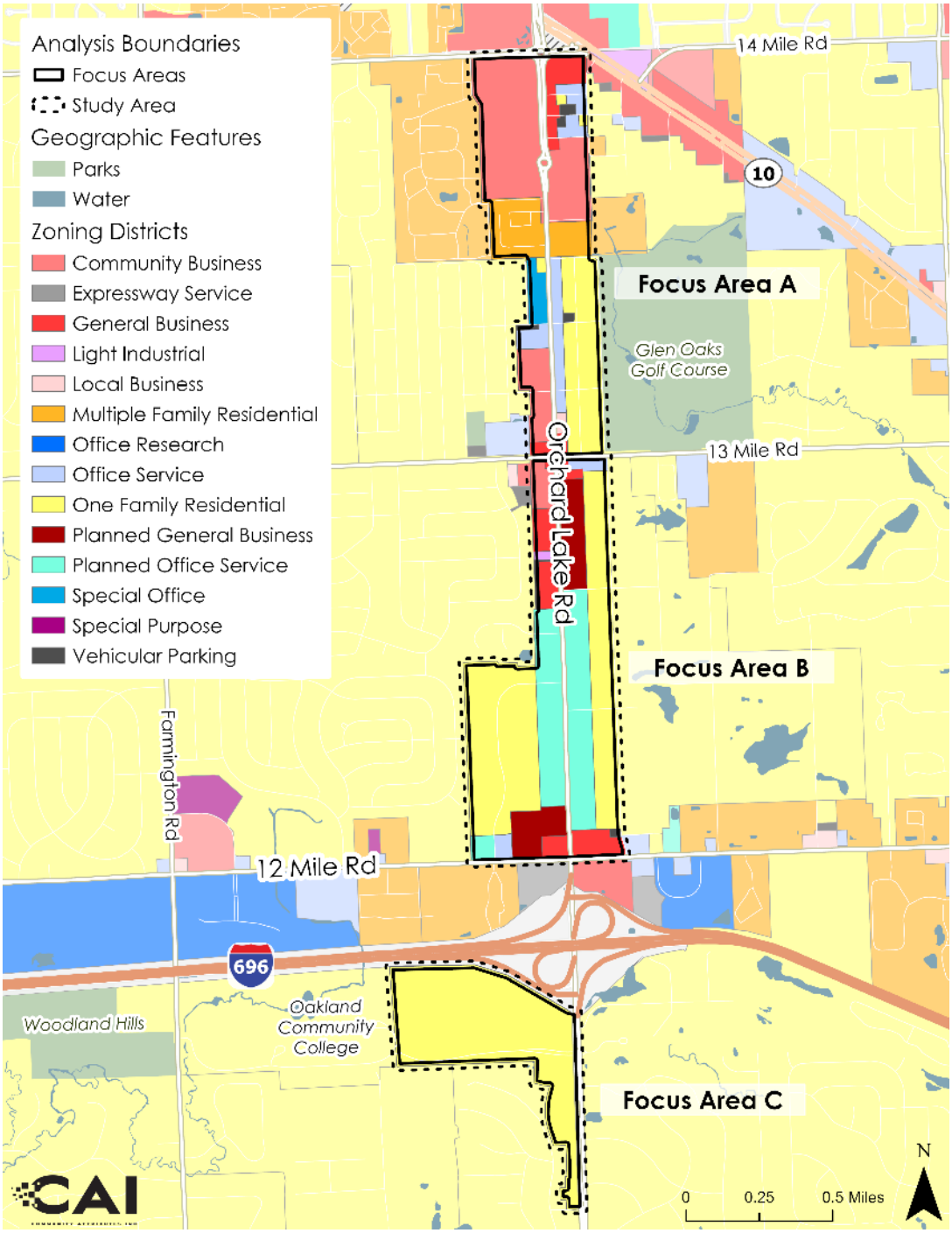
Current Zoning

There are 14 zoning districts represented within the Orchard Lake Rd Corridor (**Exhibit A102**). These districts are largely residential and commercial zones, with One-Family Residential, (RA-1, RA-2, RA-2B, RA-4), being the largest district, making up 46% of the total land area within the corridor. These One-Family Residential zones, demonstrated below in light yellow, are intended to provide low-density neighborhoods restricted to single-family homes. The primary difference between each of the One-Family districts is the minimum lot area required, ranging from a minimum of 8,500 square feet in RA-4 to 23,400 square feet in RA-2B. Focus Area C is entirely comprised of One-Family Residential while the rest of the parcels affected are largely separated from the main road (Orchard Lake Rd) by another parcel.

The second largest district, Community Business (B-2), represents 16% of land within the Corridor. This district is mainly composed of shopping centers and big box stores. It is designed for a large consumer population, inclusive of those from outside Farmington Hills. This and other zoning districts, such as Planned Office Service (OS-3) and General Business (B-3) operate directly along Orchard Lake, while most residential zones are accessed from other entry points. Collectively all Office, Business and Community zoning districts compose 47% of total acreage along the corridor, or a similar proportion of land dedicated to One-Family zoning.

Many of the parcels in the Orchard Lake Rd Corridor are on small lots, shallow lots or narrow lots. These types can limit potential development. Differences in zoning between two parcels which abut each other (especially small parcels which face Orchard Lake Road and have a residential lot behind) prevent these two parcels for combining and expanding development opportunity.

Exhibit A102. Zoning Map, Orchard Lake Rd. Corridor, 2025



Source: City of Farmington Hills, 2024, CAI, 2025

Exhibit A103. Parcels and Land Area by Zone District, Orchard Lake Rd. Corridor, 2025

Zoning District	Code	Total Acres	Share
One Family Residential	RA-1,RA-2, RA-2B, RA-4	193	46%
Community Business	B-2	68	16%
Planned Office Service	OS-3	51	12%
General Business	B-3	34	8%
Planned General Business	B-4	21	5%
Office Service	OS-1	20	5%
Multiple Family Residential	RC	19	5%
Special Office	OS-3	5	1%
Vehicular Parking	P-1	3	1%
Local Business	B-1	1.0	0%
Light Industrial	LI	1	0%
Total		**416**	**100%**

Source: City of Farmington Hills, 2024; CAI, 2025

Farmington Hills zoning code specifies principal permitted uses, accessory uses and special use designations for uses within each zoning district. Principal uses (P) are defined as the "main use to which the premises are devoted and the main purpose for which the premises exist."[4] Accessory uses (A) are defined as "means a use which is clearly incidental to, customarily found in connection with and, unless otherwise specified, located on the same zoning lot as the principal use to which it is related."[4] Special land uses are uses which require special consideration whose "unique characteristics make it impractical to include them with a specific district classification."[4] **Exhibit A104** details the principal, accessory and special uses for the zoning districts present in the Orchard Lake Rd Corridor.

The zoning districts in the Orchard Lake Rd Corridor collectively allow office, medical, residential, and some retail and restaurant uses. The allowed uses within each zoning district are highly prescriptive, which has led to siloed blocks of separated uses.

One-family residential zones (RA-1A, RA-2, RA-2B and RA-4) each only allow low density residential uses, churches, and residential services as principal primary uses. Special uses could allow educational uses or multiple family dwelling types on these parcels.

[4] Farmington Hills, Michigan Zoning Code, 2024

The office and commercial districts within the Orchard Lake Rd Corridor (OS-1, OS-2, B-1, B-2 and B-3) do not allow residential uses. These are more geared towards banks and offices, medical uses, with some also allowing retail or restaurants. Only two zones, B-2 and B-3, allow restaurants. These two zones are located on the northern side of corridor along with some parcels in the center.

Exhibit A104. Permitted Uses by Zone District, Orchard Lake Rd. Corridor, 2025

Use	Zoning District								
	RA-1A	RA-2	RA-2B	RA-4	OS-1	OS-2	B-1	B-2	B-3
Residential Uses									
Churches	P	P	P	P	P	P	P		
Colleges or Higher Education	S	S	S	S				P	P
Residential Services (municipal, libraries, parks, elementary)	P	P	P	P					
Residential accessories (home occupations, pools, etc)	A	A	A	A					
One-family detached dwellings	P	P	P	P					
Multiple Family Dwellings		S	S	S					
Two-family dwellings		S	S	S					
Commercial Uses									
Banks, offices and similar uses					P	P	P	P	P
Medical offices (may include clinics, labratories, hospitals)					P	P		P	P
Restaurants								P	P
Retail (including commerical recreation, personal service and automobile services)						S	P	P	P
Electric vehicle infrastructure	A	A	A	A	A	A	A	A	A

Source: Farmington Hills, 2024; CAI, 2025
**Note: Application of permitted uses vary, please refer to Appendix A for full list of approved uses.*

The commercial development standards in the Lake Orchard Corridor vary by district type and sub-type. Overall, standards such as setbacks and building height are uniform within each district, with minor variations between sub-districts. For example, all business district zones have a three-story limit, a maximum height at 50 feet or below and little variation in setbacks except for front yard setbacks, which range from 25 to 120 feet.

Several zones show very large front yard setbacks, such as B-4 and OS-2 with 120 ft, B-2 with 75 ft, LI-1 with 50 ft, and OS-1 and OS-3 with 40 ft. Some have further setbacks depending on the street fronted, such as OS-3 which has a setback of 102 ft on a residential street. The smallest setback for a rear yard is 20 ft and the smallest setback for a side yard is 10 ft.

Exhibit A105. Commercial Dimension Standards by Zone District, Orchard Lake Rd Corridor, 2025

	B-1	B-2	B-3	B-4	OS-1	OS-2	OS-3	LI-1
Minimum Setbacks								
Front Yard	25 ft	75 ft	25 ft	120 ft	40 ft	120 ft	40ft*	50 ft
Rear Yard	20 ft	20 ft	20 ft	20 ft	20 ft	20 ft	40ft*	20 ft
Side Yard	10 ft	20 ft	10 ft	10 ft	10 ft	10 ft	30 ft	10 ft
Residential Street	20 ft	75 ft	20 ft	20 ft	20 ft	20 ft	102 ft	50 ft
Side Street	25 ft	75 ft	25 ft	25 ft	25 ft	25 ft		25 ft
Building Height								
Maximum Height	30 ft	50 ft	50 ft	50 ft	34 ft	34 ft	34 ft	50 ft
Maximum Stories	3	3	3	3	2	2	2	3
Front Yard Open Space	50%	20%	50%	10%	50%	10%	varies	

Source: City of Farmington Hills, 2024; CAI, 2025

The residential dimension standards for the Lake Orchard Rd Corridor are displayed in **Exhibit A106**. All four residential zoning districts present in the Lake Orchard Corridor are designated as One-Family. In general, RA-4 has the lowest minimum requirements, with smaller lot size, setbacks, floor area and building height. In contrast, RA-2B has the highest minimum dimensions across most categories. Lot area ranges from a minimum of 8,500 square feet in RA-4 to 23,400 square feet in RA-2B. Lot coverage is 35% for all districts, except for RA-1, which is 25%. Setbacks vary between districts and floor area vary by district.

Exhibit A106. Residential Dimension Standards by Zone District, Orchard Lake Rd Corridor, 2025

	RA-1	RA-2	RA-2B	RA-4
Minimum Lot Size				
Area	18,000 sq ft	15,000 sq ft	23,400 sq ft	8,500 sq ft
Average/Subdivision	20,000 sq ft	16,500 sq ft	26,00 sq ft	
Width	100 ft	90 ft	120 ft	60 ft
Maximum Lot Coverage	25%	35%	35%	35%
Minimum Setbacks				
Front Yard	40 ft	35 ft	40 ft	25 ft
Rear Yard	35 ft	35 ft	35 ft	35 ft
Side Yard	10 ft	8 ft	10 ft	5 ft
Side Yard Total	25 ft	20 ft	25 ft	15 ft
Maximum Building Height	30 ft	30 ft	30 ft	25ft
Minimum Floor Area				
Total Per Unit	1,150 sq ft	930 sq ft	1,250 sq ft	700 sq ft
Ground Floor Per Unit	650 sq ft	600 sq ft	650 sq ft	500 sq ft

Source: City of Farmington Hills, 2024; CAI, 2025
Note: All dimension standards except building height are minimum requirements

Parking standards by zoning district and use for the Orchard Lake Rd Corridor are demonstrated in **Exhibit A107**. The current parking standards reflect traditional suburban parking practices, emphasizing higher minimums intended to ensure that sufficient parking is available on-site to meet peak demand and minimize potential impacts on adjacent properties and streets. Many of the standards require multiple spaces per unit or intensive square footage-based ratios. Industrial uses have the highest number of parking requirements with 3 or more spaces for each employee. This also accounts for truck traffic and the larger space needs for industrial serving vehicles. For residential uses, parking minimums generally require two or more spaces per unit, even for smaller multi-family units, reflecting a design assumption of multiple vehicles per household.

Compared to contemporary best practices, these parking minimums are on the higher end. In many communities, especially those seeking to encourage infill development, housing diversity, mixed-use projects, and walkability, parking requirements are being reduced or eliminated to support more flexible site design and lower development costs. Excessive parking minimums can act as a barrier to redevelopment, particularly on smaller or constrained sites where land area is limited and can contribute to an oversupply of parking that reduces land utilization efficiency and drives up project costs.

Exhibit A107. Residential and Commercial Parking Standards by Zone District, Lake Orchard Corridor, 2025

Use	Minimum Number of Parking Spaces
Residential	
One and Two Family Res	2 for each dwelling unit
Multi-Family Res	
3 Rooms or Less	2 for each dwelling unit
4+ Rooms	2.5 for each dwelling unit
Institutions	
Nursery School/Day Cares	1 for each employee and 1 for every 10 students
Elementary Schools	1 for every 3 students
Business and Commercial	
Retail or Service Establishment	1 for every 175 of sq ft
Planned Commerical or Shopping	
<15,000	1 for every 150 sq ft
15,001 - 100,000	1 for every 175 sq ft
> 100,000	1 for every 200 sq ft
Beauty Parlor/Barbershop	3 spaces for first 2 chairs, 1.5 for every additional
Furniture, Appliance or Repair	1 for every 800 sq ft and 1 for every 2 employees
Laundromats	1 for every 2 machines
Autowash	1 for every employee
Gas Station	1 space plus 1 for each employee
Fast Food Restaurants	1 for every 30 sq ft
Motel/Hotel	1 for each occupancy plus 1 for each employee
Banks	1 for every 175 sq ft
Business Offices	
First 15,000 sq ft	1 for every 220 sq ft
>15,000 sq ft	1 for every 250 sq ft
Medical Offices	
First 5,000 sq ft	1 for every 135 sq ft
> 5,000 sq ft	1 for every 175 sq ft
Chiropractor	1 for every 200 sq ft
Industrial	
Industrial or research establishment	3 + 1 for every 1.5 employees
OR greater of	3 + 1 for every 550 sq ft
Warehouses and wholesale	3 + 1 for every 1.5 employees
OR greater of	1 for every 1,300 sq ft

Source: City of Farmington Hills, 2024; CAI, 2025
Note: square footage measurements refer to usable floor area

Implications for Redevelopment

This section identifies existing and proposed regulations that may pose challenges to realizing the Vision and Goals for the Orchard Lake Rd

Corridor. The Vision is presented below, followed by a discussion of current and proposed regulations that may not align with its intent.

Vision

"As one of Farmington Hills' key commercial corridors, the Orchard Lake Road Corridor is a cohesive, vibrant commercial destination that balances convenience with walkability and design. Enhanced design, flexible site reuse, and pedestrian-friendly improvements have transformed the corridor into a modern, people-oriented destination."

Existing zoning regulations are highly segmented and restrictive, limiting the range of permitted uses. This prevents context-sensitive development that could enhance corridor cohesion, particularly for small, shallow, or irregularly shaped lots.

Projects like the ongoing redevelopment at Hunter's Square demonstrate the need to bypass conventional zoning through PUDs to allow desired uses. While PUDs can facilitate creative redevelopment, the City has expressed interest in reducing its reliance on them. Updating the zoning code to allow for more diverse commercial, residential, and mixed uses by right would better support redevelopment without requiring a full PUD process.

Many of the corridor's original developments (such as strip malls or class c office space) remain unchanged, which may be partially due to rigid development standards that cater to large-scale, auto-oriented development. Modern retail and commercial uses increasingly demand smaller footprints, flexible layouts, and a more pedestrian-scale environment.

To fully realize the corridor's potential as a vibrant and walkable destination, Farmington Hills may consider updating the zoning code to include corridor specific enhanced design standards—such as building orientation, façade articulation, and pedestrian infrastructure requirements—that support a more active and inviting public realm.

Goals

Goal 1. Attract new uses and encourage reinvestment

- Allowed uses within the Orchard Lake Rd Corridor are limited under current zoning, particularly in residential districts, which only allow single family residential development. These restrictions stifle opportunities for reinvestment and adaptive reuse. Attracting new uses will require increased flexibility to allow a broader mix of

commercial, business, institutional, entertainment, and residential uses.[5]

- Parking and setback requirements further limit redevelopment potential. For example, the Community Business (B-2) district, which comprises 30% of the corridor's commercial space—requires minimum front setbacks of 75 feet. These standards, along with high parking minimums, significantly increase development costs by requiring large portions of land to be dedicated to non-revenue-generating uses. This can discourage reinvestment and make small-scale or incremental redevelopment infeasible. Strict development standards like this should consider adding some flexibility, especially to enable the reuse of some of the Orchard Lake Rd Corridor's small, fragmented lots.

Goal 2. Improve walkability and multimodal access

- High parking minimums contribute to large surface lots that are often unsafe or inaccessible for pedestrians, cyclists, and transit users. Most retail establishments are required to provide one parking space per 175 square feet of usable floor area, and shopping centers require one space per 150–200 square feet. These standards that prioritize vehicle access over pedestrian comfort.
- Permitted use standards limit the ability to integrate transit infrastructure. For example, bus passenger stations are only allowed in the General Business (B-3) district, restricting transit accessibility in other commercial areas of the corridor.
- The zoning code includes limited and subjective requirements for pedestrian access. Section 34-5.19 allows the Planning Commission to waive pedestrian access standards if they are deemed "not practical" or unlikely to result in pedestrian activity—language that may weaken enforcement and reduce walkability.
- There are limited objective requirements for pedestrian connections between adjacent parking lots or abutting establishments. Pedestrian access standards, as found is section 34-5.19 of the zoning code, suggest including "access points at property edges and to adjacent parcels" but only "where feasible"[6] leaving implementation inconsistent and optional. These gaps in policy limit the development of a continuous, walkable environment.
- Farmington Hills' landscaping standards—such as requirements for street trees—provide a solid foundation, but additional design standards could help create a truly pleasant and engaging pedestrian

[5] Notably, recent proposed amendments to the zoning code—for example, expanded uses in the Office Research (OS-4) district—do not apply to this area, as OS-4 is not present along Orchard Lake Road.

[6] Farmington Hills Zoning Code 34-5.19: Pedestrian Access and Connectivity from Public Rights-of-Way

environment. Corridor specific enhancements could include encouragement or requirement for seating, shade structures, lighting, and pedestrian-scale design elements.

Goal 3. Reclaim and enhance gateway areas

- Orchard Lake Road's Corridor gateways, located at 12 Mile Road and 14 Mile Road, respectively, are primarily zoned for Community Business (B-2), General Business (B-3) and Planned General Business (B-4) uses.
- Signage requirements in these districts articulate standards for sign height, text, size, brightness, density and location. These standards align with those often applied in suburban shopping centers and are easily replicable by national retailers. Visual identity may be better reclaimed by allowing for greater variety or through the creation of a gateway overlay with uniform design standards for font, color palettes and materials intended to distinguish the gateway from the rest of the corridor.
- Landscaping standards are similarly prescriptive but do little to contribute to a unified aesthetic or unique sense of place across the corridor. More intentional landscape design and implementation, especially at gateways, could reinforce the corridor's character.
- Other efforts that may be supported through zoning include corridor-specific placemaking elements such as public art, wayfinding, and small-scale gathering spaces. In addition to zoning updates, non-regulatory actions—such as public programming and infrastructure investment—will also play a key role in strengthening the corridor's identity.

Goal 4. Promote the corridor's small businesses and entrepreneurs

- While many strategies to support local businesses and entrepreneurs fall outside the scope of zoning, the zoning code still plays an important role in enabling the kinds of spaces that help them thrive.
- One key tool is allowing for small, affordable commercial spaces. Currently, the only such spaces in the corridor are older, low-cost units within aging strip malls. While these affordable spaces act as important incubators and keepers of small, local businesses, there is more that the zoning code can do to make it easier to develop small, affordable commercial spaces. Large minimum setbacks and lot requirements often favor large-format retail development. Updating the code to allow smaller-scale buildings and alternative commercial formats can help diversify business opportunities.
- This may include relaxing development standards like setbacks and front yard open space for small commercial units and permitting alternative small commercial uses like mobile or temporary

commercial structures (food trucks or pop-up stalls), accessory commercial units, micro-retail units, parklets with retail kiosks, etc.
- Peer communities like Ann Arbor, Northville, Plymouth, and Detroit have introduced policies that limit chain and big-box development in certain areas, helping to create environments that attract and retain small businesses. The Orchard Lake Rd Corridor could consider a similar approach.
- Farmington Hills might also explore zoning incentives or exceptions specifically targeted toward entrepreneurs.

Goal 5. Focus Area A: Reinforce the gateway with high-energy, experience-oriented uses

- Uses often synergistic with open-space amenities and high-traffic destinations, such as parks or mixed-use buildings, are not allowed as principal or special land uses within any of the Business zoning districts.
- Similarly, multifamily-residential buildings and mixed-use buildings are not permitted within the Orchard Lake Rd Corridor, but their presence near entertainment venues would ensure that nearby businesses remain lively and supported.
- Open-air businesses are allowed in B-2, which encompasses the majority of Focus Area A, but these establishments are limited to those in planned relationship with retail sales of plant materials or recreational space, such as miniature golf.
- Some forms of experiential retail include small business alternative commercial structure types. Business ventures like food trucks or pop-up markets are not permitted. Allowing more small commercial use types can be a strategy to activate corridor gateway spaces.
- Indoor recreation facilities are only allowed as special land uses in B-2, requiring additional approvals that may deter activation of the area with high-energy entertainment options.

Goal 6. Focus Area B: Cultivate a community hub rooted in food, culture, and small business

- Small or locally owned businesses—located in the B-1 or B-3 zoning districts in Focus Area B—must comply with dimensional standards that can create unnecessary burdens. For example, a minimum of 50% of the front yard must be maintained as open space, limiting the buildable area and reducing the functionality of small commercial sites.
- Parks, event spaces, and similar community-serving uses are not permitted in any of the zoning districts within Focus Area B, apart from certain residential zones. This limits opportunities for cultural programming, gathering spaces, and informal activation
- The Planned Office Service (OS-2) district, which makes up the majority of Focus Area B, is primarily designed for professional uses

such as offices, banks, and medical services. Retail and restaurants are not permitted uses in this zone and site standards do not allow for community-serving commercial uses or flexible site design that would support a more dynamic mix of uses.

- "Food-focused programming", which may be interpreted to mean restaurants, although likely requires parks and public spaces as well, is only allowed as a principal use in the General Business (B-3) district and Planned General Business (B-4) district, which collectively make up 22% of the Focus Area. Allowing for restaurants and food-based endeavors within the office or residential districts would also contribute towards stated goals of enhancing connection, walkability and vibrancy.
- Ask discussed before, small commercial spaces, especially those supportive of food delivery, such as food-trucks, food-stands or other pop-up food delivery systems, are not allowed by right within any of the zoning districts in Focus Area B.

Goal 7. Focus Area C: Introduce context-sensitive development

- Focus Area C is made up entirely of one-family residential land directly next to Oakland Community College. While this land could be an opportunity for a dynamic center of mixed-use development, it currently only allows single family development. The current space is largely underutilized, undeveloped or developed as a large parking lot. Rezoning the parcels in Focus Area C can be an opportunity to introduce mixed-use or higher-density development that is supportive and complementary to the activity already generated by the college.

Exhibit A108. Residential Permitted Uses, 1

Use	One-Family Residential					Multi-Family Residential	
	RA-1A	RP-1	RA-2	RA-2B	RA-4	RC-2	RC-3
Basic research, design, pilot or experimental product development in connection with any product or material permitted in the IRO district or with transportation products							
Arcades and coin-operated amusements							
Assembling or packaging of electrical appliances							
Assembly halls							
Assembly or packaging for molded rubber products							
Automobile Repair							
Banks, credit unions and similar uses							
Bowling Alley							
Bus passenger stations							
Business schools or colleges							
Cellular Antennae							
Cellular Towner							
Churches	P	P	P	P	P	P	P
Colleges or Higher Education	S	S	S	S	S	S	S
Commercial Outdoor Recreation							
Commercial Vehicles	A	A	A	A	A		
Community Cable television operations							
Community Cable television operations accessory tower							
Connected office, showroom or workshop							
Consumer laundry facilities							
Convalescent Homes or Orphanages						P	P
Drive-Thru							
Electric vehicle infrastructure	A	A	A	A	A	A	A
Elementary or secondary schools		P	P	P	P	P	P
Fabrication, repair and processing of goods							
Fast food or carryout restaurant							
Farms	P						
Gasoline service stations							
Golf course	P	P	P	P	P	P	P
Highway traveler retail establishments							
Home Occupations	A	A	A	A	A		
Hospitals							
Hotels							
Indoor fitness studio							
Indoor recreation facilities							
Industrial uses							
Libraries and recreation facilities	P	P	P	P	P	P	P

Source: Farmington Hills Zoning Ordinance, 2024; CAI, 2025

**Note: Language and application may vary. Please refer to Farmington Hills Use Matrix for full list of permitted uses.*

Exhibit A109. Residential Permitted Uses, 2

Use	One-Family Residential					Multi-Family Residential	
	RA-1A	RP-1	RA-2	RA-2B	RA-4	RC-2	RC-3
Manufactured one-family detached dwellings	P	P	P	P	P		
Manufacturing							
Medical offices including clinics, hospitals, and medical laboratories							
Medical, experimental, film or testing labratories							
Mortuary Establishments							
Motels or hotels							
Multiple Family Dwellings		S	S	S	S	P	P
Municipal Buildings	P	P	P	P	P	P	P
Neighborhood parks	P	P	P	P	P	P	P
Nursery schools	P	P	P	P	P	P	P
Office buildings							
Open-Air Business							
Outdoor space and seating areas accessory to a restaurant							
Outdoor space for vehicle sales							
Parking garages							
Personal Service Establishments							
Post office and government buildings							
Private clubs and lodge halls							
Private Noncommercial Recreation Areas	S	S	S	S	S	S	S
Private stables	A	A	A	A	A		
Private swimming pools	A	A	A	A	A		
Public Utility buildings	S	S	S	S	S	S	S
Rental or management offices		S	S	S	S	P	P
Research, testing, design, technical training, experimental product development							
Restaurants, not including fast-food*							
Retail Businesses							
Retail Sale of Farm Goods	A	A	A	A	A		
Retail sale of plant materials not grown on site, other home garden supplies							
Sanitarium							
Site built one-family detached dwellings	P	P	P	P	P		
State-licensed day care homes	A	A	A	A	A		
Storage facility for building materials etc							
Theaters or assembly halls							
trade or industrial schools							
Two-family dwellings		S	S	S	S	P	P
Vehicle Wash							
Vetinary or Kennels							
Warehouse, storage, electric and gas service buildings							

Source: Farmington Hills Zoning Ordinance, 2024; CAI, 2025

**Note: Language and application may vary. Please refer to Farmington Hills Use Matrix for full list of permitted uses.*

Exhibit A110. Commercial Permitted Uses, 1

Use	Office Service					General Business		
	OS-1	OS-2	OS-3	OS-4	B-1	B-2	B-3	B-4
Basic research, design, pilot or experimental product development in connection with any product or material permitted in the IRO district or with transportation products								
Arcades and coin-operated amusements						S	S	S
Assembling or packaging of electrical appliances								
Assembly halls								
Assembly or packaging for molded rubber products								
Automobile Repair						P	P	P
Banks, credit unions and similar uses	P	P	P	P		P	P	P
Bowling Alley						P	P	P
Bus passenger stations						P	P	P
Business schools or colleges				P		P*	P	P*
Cellular Antennae	P	P	P	P	P			P
Cellular Towner				P				
Churches	P	P	P		P			
Colleges or Higher Education								
Commercial Outdoor Recreation						P	P	P
Commercial Vehicles								
Community Cable television operations								
Community Cable television operations accessory tower								
Connected office, showroom or workshop								
Consumer laundry facilities						P	P	P
Convalescent Homes or Orphanages								
Drive-Thru						P	P	P
Electric vehicle infrastructure	A	A	A	A	A	A	A	A
Elementary or secondary schools								
Fabrication, repair and processing of goods						P	A	P
Fast food or carryout restaurant					P			P
Farms								
Gasoline service stations					S	P	P	P
Golf course								
Highway traveler retail establishments								
Home Occupations								
Hospitals								
Hotels				P				
Indoor fitness studio		S				P	P	P
Indoor recreation facilities						S*		S*
Industrial uses								
Libraries and recreation facilities								

Source: Farmington Hills Zoning Ordinance, 2024; CAI, 2025

**Note: Language and application may vary. Please refer to Farmington Hills Use Matrix for full list of permitted uses.*

Exhibit A111. Commercial Permitted Uses, 2

Use	Office Service				General Business			
	OS-1	OS-2	OS-3	OS-4	B-1	B-2	B-3	B-4
Manufactured one-family detached dwellings								
Manufacturing								
Medical offices including clinics, hospitals, and medica	P	P	P*	P		P*	P	P*
Medical, experimental, film or testing labratories								
Mortuary Establishments		S						S
Motels or hotels								
Multiple Family Dwellings								
Municipal Buildings								
Neighborhood parks								
Nursery schools	P	P			P			
Office buildings	P	P	P	P	P	P	P	P
Open-Air Business						P		
Outdoor space and seating areas accessory to a restaurant						P	P	P
Outdoor space for vehicle sales						P	P	P
Parking garages								
Personal Service Establishments					P	P	P	P
Post office and government buildings					P			
Private clubs and lodge halls	P				P			P
Private Noncommercial Recreation Areas								
Private stables								
Private swimming pools								
Public Utility buildings	P	P		P	P	P	P	P
Rental or management offices								
Research, testing, design, technical training, experimental product development				S				
Restaurants, not including fast-food*						P	P	P
Retail Businesses					P	P	P	P
Retail Sale of Farm Goods								
Retail sale of plant materials not grown on site, other home garden supplies								P
Sanitarium	P							
Site built one-family detached dwellings								
State-licensed day care homes								
Storage facility for building materials etc								
Theaters or assembly halls						P	P	P
trade or industrial schools								
Two-family dwellings								
Vehicle Wash						P	P	P
Vetinary or Kennels						P	P	P
Warehouse, storage, electric and gas service buildings								

Source: Farmington Hills Zoning Ordinance, 2024; CAI, 2025

**Note: Language and application may vary. Please refer to Farmington Hills Use Matrix for full list of permitted uses.*

Exhibit A112. Industrial/Other Permitted Uses, 1

Use	Industrial Research	Light Industrial	Expressway Service
	IRO	LI-1	ES
Basic research, design, pilot or experimental product development in connection with any product or material permitted in the IRO district or with transportation products	P		
Arcades and coin-operated amusements			
Assembling or packaging of electrical appliances	P		
Assembly halls	P		
Assembly or packaging for molded rubber products	P		
Automobile Repair		P	
Banks, credit unions and similar uses		P*	
Bowling Alley		2 P*	
Bus passenger stations			P
Business schools or colleges	P		
Cellular Antennae		P	
Cellular Towner		P	
Churches			
Colleges or Higher Education			
Commercial Outdoor Recreation			
Commercial Vehicles			
Community Cable television operations			P
Community Cable television operations accessory towe	A		P
Connected office, showroom or workshop		P	
Consumer laundry facilities			
Convalescent Homes or Orphanages			
Drive-Thru			
Electric vehicle infrastructure	A		A
Elementary or secondary schools			
Fabrication, repair and processing of goods			
Fast food or carryout restaurant		P*	
Farms		P	
Gasoline service stations		P*	P
Golf course			
Highway traveler retail establishments			P
Home Occupations			
Hospitals	P		
Hotels			
Indoor fitness studio			
Indoor recreation facilities			
Industrial uses	P		
Libraries and recreation facilities			

Source: Farmington Hills Zoning Ordinance, 2024; CAI, 2025
**Note: Language and application may vary. Please refer to Farmington Hills Use Matrix for full list of permitted uses.*

Exhibit A113. Industrial/Other Permitted Uses, 2

Use	Industrial Research	Light Industrial	Expressway Service
	IRO	LI-1	ES
Manufactured one-family detached dwellings			
Manufacturing		P	
Medical offices including clinics, hospitals, and medica	P*	P*	
Medical, experimental, film or testing labratories	P	P	
Mortuary Establishments			
Motels or hotels	P*		P
Multiple Family Dwellings			
Municipal Buildings	P		
Neighborhood parks			
Nursery schools			
Office buildings	P		
Open-Air Business			
Outdoor space and seating areas accessory to a restaurant			P
Outdoor space for vehicle sales			
Parking garages			P
Personal Service Establishments		2 P*	
Post office and government buildings			
Private clubs and lodge halls			
Private Noncommercial Recreation Areas			
Private stables			
Private swimming pools			
Public Utility buildings			
Rental or management offices			
Research, testing, design, technical training, experimental product development			
Restaurants, not including fast-food*		2 P	
Retail Businesses		2	
Retail Sale of Farm Goods			
Retail sale of plant materials not grown on site, other home garden		P**	
Sanitarium			
Site built one-family detached dwellings			
State-licensed day care homes			
Storage facility for building materials etc			
Theaters or assembly halls		2	
trade or industrial schools		P	
Two-family dwellings			
Vehicle Wash			
Vetinary or Kennels		P	
Warehouse, storage, electric and gas service buildings		P	

Source: Farmington Hills Zoning Ordinance, 2024; CAI, 2025
**Note: Language and application may vary. Please refer to Farmington Hills Use Matrix for full list of permitted uses.*

Appendix G. Successful Models and Comparable Areas

Five thriving suburban corridors comparable in scale, context, or purpose to 12 Mile Road and Orchard Lake Review provide insight into what makes a corridor successful and opportunities for Farmington Hills. Each case study answers the questions: what are the components of this development; what makes this corridor successful; what can Farmington Hills realistically adapt or emulate from this example, and how is it otherwise applicable to the 12 Mile and Orchard Lake Road corridors.

Case Study 1. The Domain, Austin, Texas



Source: Austin City Guide, 2025.

Summary

Originally an IBM campus that was gradually redeveloped as a retail district, The Domain is a vibrant mixed-use center with residential, walkable retail, experiential offerings, and new offices. Some of the original office buildings are still present, and additional offices were built in the late 2010's. The center, referred to by many as "Austin's second downtown," owes some of its success to an economic development agreement with the City of Austin (Chapter 380)[7] providing the developer a portion of the proceeds from sales

[7] The Domain, Chapter 380 Agreement, 2003

and property taxes generated at the site. The agreement stipulated the inclusion of affordable housing, employment opportunities, and support for small businesses. The City contributed infrastructure expansion such as infill roads and rezoning to allow for the development's dense environment.

Planning for the project began as IBM sold 235 acres of land in 1999. Developers purchased and assembled adjacent areas over the next four years and negotiated with the City for tax subsidies with net present value of $25 million. The subsidies became contentious as they exceeded local law.

The Domain developed through three phases over the following 15 years. Phase I focused on retail, office, apartments and a hotel (2007). Phase II added more apartments, retail and a cinema (2016). Phase III added more retail, residential and hotel space (2019). Future development is expected to follow a February 2024 zoning amendment that allowed for additional density. Planned spaces include additional retail, residential, hotel, industrial, and offices, which are expected to continue the cycle of catalytic development and increased footprint.

Exhibit A114. Key Metrics, The Domain

Land area	> 4 million square feet
Retail SF	1.2 million square feet
Office SF	3.5 million square feet
Hotels	6
Rooms	more than 700
Apartments	5,000 units

Sources: Austin-American Statesman, 2007, 2017; CAI, 2025.

Applicability

The Domain serves as a case study for Farmington Hills due to its origins as a traditional business park, similar to many developments along 12 Mile Road. Today it is a vibrant mixed-use neighborhood, following a transformative collaboration between the City of Austin and lead developers.

It offers a model for structural and policy incentives used to finance and promote project goals. It also is an example of phased mixed-use development, occurring over 18 years and still growing, The Domain has more than tripled its initial size. While the area is well known for its retail and experiential offerings, it has retained and even expanded its office presence, with more than 3.5 million square feet of office space at present. Planned redevelopment in the 12 Mile Corridor should be cohesive with and complimentary to office uses, with special consideration given to existing high value tenants present in Focus Areas A and B.

Case Study 2. The Row on Merchant, Springdale, Ohio



Source: RentCafe, 2025.

Summary

The redevelopment of The Row on Merchant in Springdale, Ohio is an example of adaptive reuse in suburban real estate. The project is centered around the redevelopment of two existing 3-story office buildings into luxury apartments and the construction of townhomes on surrounding parking lots. The properties were formerly occupied by GE but had been mostly vacant for almost a decade. The total project investment is estimated at around $40 million and includes investment from the Warren County Port Authority. The development involved converting two existing three-story office buildings into 131 luxury apartments and constructing 97 townhomes on the surrounding parking lots. Garage parking and shared community amenities are also included in the development.

By repurposing vacant office space and introducing a mix of residential types, the project not only increased the housing supply but enhanced the vibrancy of the corridor. According to developers, The Row achieved a 99% lease rate at project completion. The development incorporates elements of pedestrian

scale design, greenspaces, and community amenities to encourage walkability. These design choices and increased residential density have the potential to spur additional retail, services, and commercial redevelopment in the area.

Exhibit A115. Key Metrics, The Row on Merchant

Land area	10.8 acres
Townhomes	97
Apartments	131
Percent Leased	99%
Total Budget	$40 million
Cost per Unit	175,400/ housing unit

Source: Vanhold, 2025.

Applicability

The Row on Merchant is a case study for Focus Area B in the 12 Mile Corridor due to its repurposing of former low-story office spaces into a residential development. The nature of the development's location within one of Springdale's primary office parks lends its proximity to major employers in the area and attracts employees who desire shorter commute times. The high lease rate demonstrates that residential use can be compatible in office-focused districts.

Residential proximity to nearby food and beverage establishments may also promote increased economic activity in the area. In Farmington Hills, the addition of new residential or mixed-use housing along the 12 Mile Corridor can catalyze the arrival of complimentary uses such as public amenities, recreation opportunities, retail and restaurants, and ultimately promote a more resilient, economically diverse corridor.

The conversion was the first of its kind in the Cincinnati metro, and its success is expected to encourage future redevelopment.

Case Study 3. Waterside at Marina Del Rey



Source: Caruso Property Management, 2025.

Summary

Waterside at Marina Del Rey is a shopping center in Marina Del Rey, California that was redeveloped to encourage outdoor dining, boost foot traffic and enhance curb appeal in a 'park-once' environment. This project reimagined an existing 10-acre shopping center as an upscale destination, focusing on a 133,000 square foot shopping center.

Developer Caruso Property Management led the revitalization project which covered two buildings with 35 tenants. The renovations focused on new lighting, hardscapes, fountain, and plaza meeting areas. This lifestyle center benefits from enhancements including public art, dining spaces, walkways and facade improvements. The tenant mix varies from upscale shops such as Warby Parker and Sephora to Ralphs Fresh Fare.

Increased foot traffic has translated to higher sales for the center, with developers citing double-digit year-over-year sales growth since the 2005 redevelopment.

Exhibit A116. Key Metrics, Waterside at Marina Del Rey

Land area	9.6 acres
Retail Stores	21
Dining Options	16
Average Sales per Square Foot	$1,200/square foot

Sources: Architizer, 2025; Shop Waterside, 2025; CAI, 2025.

Applicability

The redevelopment of The Waterside at Marina Del Rey is a model for future development in Farmington Hills due to its focus on pedestrian scale infrastructure improvements, its mix of retail tenants and economic benefits. Waterside at Marina Del Rey best serves as model for retail-focused areas in Farmington Hills, particularly Focus Area A along Orchard Lake Road. Stakeholder workshops and survey respondents indicated a desire to see a greater mix of lifestyle amenities within shopping centers in this area, citing the desire for outdoor seating, gathering spaces, and entertainment options.

The tenant mix at Waterside represents one similar to proposed and pipeline tenants in centers like Hunter's Square with a mix of lifestyle, apparel, and grocery-based retailers. This can support increased visits to the center and greater economic output through increased hours of operation.

Shopping center redevelopment at Waterside has demonstrated economic benefits in addition to providing public realm improvements. Sales growth since 2005 has led to an annual average of $1,200 sales per square foot for current retailers. Average retail sales per square foot vary by store type and location, but the US average for the retail industry is nearly $350 per square foot and $500 per square foot for grocers.[8]

[8] JLL, as reported by Baker Katz, 2024

Case Study 4. Eden Center, Falls Church, Virginia



Source: Strong Towns, Accessed August 2025.

Summary

Eden Center in Falls Church, Virginia is a shopping center with a strong concentration of locally owned restaurants, creative placemaking and frequent parking lot activation. Placemaking elements include a large entryway sign, statues, string lanterns, and building façade improvements. While its footprint and size remain that of a standard suburban strip-center, a retrofitting in the 1980's which incorporated elements of Vietnamese-style architecture and pedestrian amenities, facilitated the center becoming a frequent meeting place and local landmark. The center hosts food and cultural-based events and repurposed portions of parking for outdoor dining during the pandemic. Eden Center contributes to the area's regional identity and serves as a draw for outside visitors.

Recently, local advocacy groups representing the Vietnamese community in Falls Church collaborated with the City of Falls Church to ensure that future planning efforts are inclusive to all community members, including a multilingual audience, and prioritize anti-displacement strategies. Amendments to a recent Small Area Plan (which includes Eden Center), resulting from this advocacy, include the creation of the Vietnamese Cultural

District, a legacy business preservation program, a Vietnamese outreach specialist, and neighborhood business incubator. [9]

Exhibit A117. Key Metrics, Eden Center

Land area	12.2 acres
Dining establishments	44
Grocery establishments	2
Other Retail	68

Sources: Eden Center, 2025; CAI, 2025.

Applicability

The incorporation of cultural ties and local activation have clear models for the International District in Focus Area B along Orchard Lake Road. While some placemaking efforts, such as the entryway installation and building façades represent a larger redevelopment cost, organic placemaking seen in Eden Center through events, decorations and signage are low-cost and achievable in the short term. These elements can be allowed by-right in Farmington Hills and incentivized through business improvement district programing and coordinated marketing efforts.

The redevelopment of Eden Center was made possible by the strong concentration of ethnic local offerings and continued investment by small businesses and community groups rather than policy directives from local governments. However, recently community organizations representing Eden Center business owners advocated for direct collaboration with Falls Church, resulting in actionable recommendations for the City. Farmington Hills should work directly with business owners in the International District along Orchard Lake Road and prioritize community-led strategies for activation and improvement programs.

[9] East End Small Area Plan, Falls Church, Virginia, 2023

Case Study 5. Aurora Avenue, Shoreline, Washington



Source: Urban Land Institute, 2016.

Summary

Shortly after its incorporation in 1995, the City of Shoreline initiated a long-term effort to address safety, mobility, and economic vitality along Aurora Avenue North. Their goal was to transform the auto-oriented highway into a safer, multimodal main street. Aurora Avenue carried an average of 40,000 to 45,000 vehicles per day, 7,000 daily bus riders, and had one of the highest crash rates in Washington. Recognizing that corridor conditions undermined both community character and public safety, Shoreline developed a multi-phase redevelopment plan spanning 18 years with a total investment of $146 million.

The project incorporated a comprehensive set of multimodal and infrastructure improvements. Key design elements include new sidewalks, landscape medians, energy efficient lighting, underground utilities, sustainable stormwater features, and living retaining walls. These elements enhance environmental performance while improving aesthetics of the corridor.

The development was anchored by a number of transportation systems including updating the Interurban Trail and the iconic bridge crossing that eliminate conflict points for bicyclists and pedestrians. Transit center improvements centered around the RapidRide bus rapid transit (BRT). It included business access transit lanes, off-board fare payment, and upgraded shelters that improved reliability and passenger experience. Financing for the project came from 21 separate sources, blending federal, state, and local contributions to complete the project without municipal debt.

The corridor experienced measurable benefit even before completion. Crash rates dropped by 60%, and weekly bus ridership increased by 13%. The BRT service is projected to save motorists between $2,000 and $8,000 annually through travel time and reliability improvements. The transformation also catalyzed land-use change: by 2015, 700 new housing units across a range of affordability levels were delivered along the corridor, with another 1,000 units in the pipeline, accompanied by new community assets including two health clinics, a YMCA, a biotech laboratory, a Trader Joe's, City Hall, and a high school.

Exhibit A118. Key Metrics, Aurora Avenue

Bus Ridership Improvement	13%
Crash Rate Decrease	60%
New Housing Units	1,700
Funding Sources	21

Sources: Urban Land Institute, 2016; CAI, 2025.

Applicability

The Aurora Avenue North corridor is an example of redeveloping suburban infrastructure to improve safety, character and economic impact, and has relevant examples for all Focus Areas in the corridors. Drawing from the Shoreline project, Farmington Hills can incorporate similar strategies to reimagine their own commercial corridors. Improving pedestrian safety and accessibility with targeted investment for infrastructure improvements can aid in making a safe and inviting corridor. Surplus parking areas and underutilized marginal access roads could be activated as outdoor seating, food truck courts, or pop-up spaces to create new public destinations while maintaining core retail and dining uses. The Interurban Trail model also offers inspiration for including green and park-like elements into the streetscape. Converting marginal access roads into linear parklets or trail-like connections would strengthen pedestrian and bicyclist access to adjacent businesses. A pedestrian bridge, similar to the one connecting Aurora Avenue North to the Interurban Trail, could also provide a safe and direct link between key destinations.

Enhancing transit amenities is equally important. Shoreline's bus rapid transit expansions, business-access transit lanes, and traffic-calming measures improved the pedestrian and multimodal experience while increasing bus reliability. Farmington Hills can adapt this model for SMART service improvements by upgrading transit stops with seating, real-time arrival information, weather protection, and improved lighting, and by exploring business-access transit lanes that preserve access to adjacent businesses. Together, these strategies would improve safety, accessibility,

and vibrancy while laying the groundwork for stronger economic development and community connections along Farmington Hills' corridors.

APPENDIX H. RETAIL STUDY

Retail Analysis

Key Findings

- Retail and restaurant activity are concentrated within five key "commercial nodes" within the Orchard Lake and 12 Mile corridors. These familiar shopping and dining destinations for Farmington Hills residents and visitors serve as the focal point for retail and restaurant analysis. Nodes include:
    - **Hunter's Square at Orchard Lake and 14 Mile** is the largest regional shopping center within the corridor and a focal point of major redevelopment.
    - **The "International District" at Orchard Lake and 13 Mile** is home to one of the region's more significant collections of ethnic restaurants and retail businesses.
    - **Orchard Lake and 12 Mile** is home to the well-established Orchard 12 Plaza shopping center that capitalizes on the major intersection and 696 interchange.
    - **Halsted Village located at 12 Mile and Halsted Road** is a resident serving shopping center anchored by Kroger.
    - **Grocery anchored center on 12 Mile and Farmington**, features the new Al Haramain international grocery which opened in the former Heartland Grocer space.
- The Orchard Lake and 12 Mile commercial corridors serve a trade area of approximately 260,000 households defined by a 15-minute drive time. Strong spending power is supported by median household incomes of $85,100, which is 20% higher than statewide median incomes. Households spend an average of $27,500 on retail purchases and $4,700 at food service and drinking places annually, 7% and 8% higher than the national average respectively.
- Major retail investments aim to capitalize on strong consumer characteristics and market demand. A proposed Planned Unit Development at Hunter's Square aims to add new retail space anchored by Meijer, Total Wine and Nordstrom Rack.
- Both corridors have proven to be outstanding locations for national QSR brands that benefit from high traffic counts, strong consumer

demographics, ease of access and accessibility to 696 and neighboring communities. For example, the two Starbucks located in the corridor are two of the top performing locations (90th percentile) within 15 miles, with visits growing over 30% over the last three years. The new Savvy Sliders on 12 mile is the top performing franchise location and Taco Bell is in the 75th percentile for performance within 15 miles.

- Beyond the national chains, the corridors also support a significant and diverse international food scene. Restaurants including Saffron (Indian), Damas Cuisine and Catering (Syrian), Jiang Nan Noodle House (Chinese), Pars Restaurant (Persian), At Anano's (Georgian), Phở Vinh (Vietnamese), Bangkok Sala Café (Thai) are just a few of the many restaurants offering cuisine from around the world. A growing International District has emerged on Orchard Lake, between 13 Mile and Burbank, with ten ethnic restaurants, three international groceries and two butcher shops. This district attracted 194,000 visitors last year, who visited an average of 4.2 times per year, totaling over 810,000 visits. Visits are up 9.3% over the last three years. Visitors to this area tend to have higher median incomes and higher educational attainment than other commercial nodes.

- Conditions for future restaurant expansion are ripe within the corridor. Four new outlots proposed at Hunter's Square and one outlot opportunity at Orchard 12 Plaza provide ideal locations for new QSR tenants. Two vacant restaurant spaces present key opportunities to recruit full-service restaurants that will help build dining destinations at Hunter's Square and the International District.

- Traditional full service American restaurant concepts are in short supply within the corridors. Analysis of existing restaurants suggest higher end offerings may perform better than casual ones. Hunter's Square presents an important opportunity to add one to two full-service restaurants that help diversify Farmington Hills hospitality offerings.

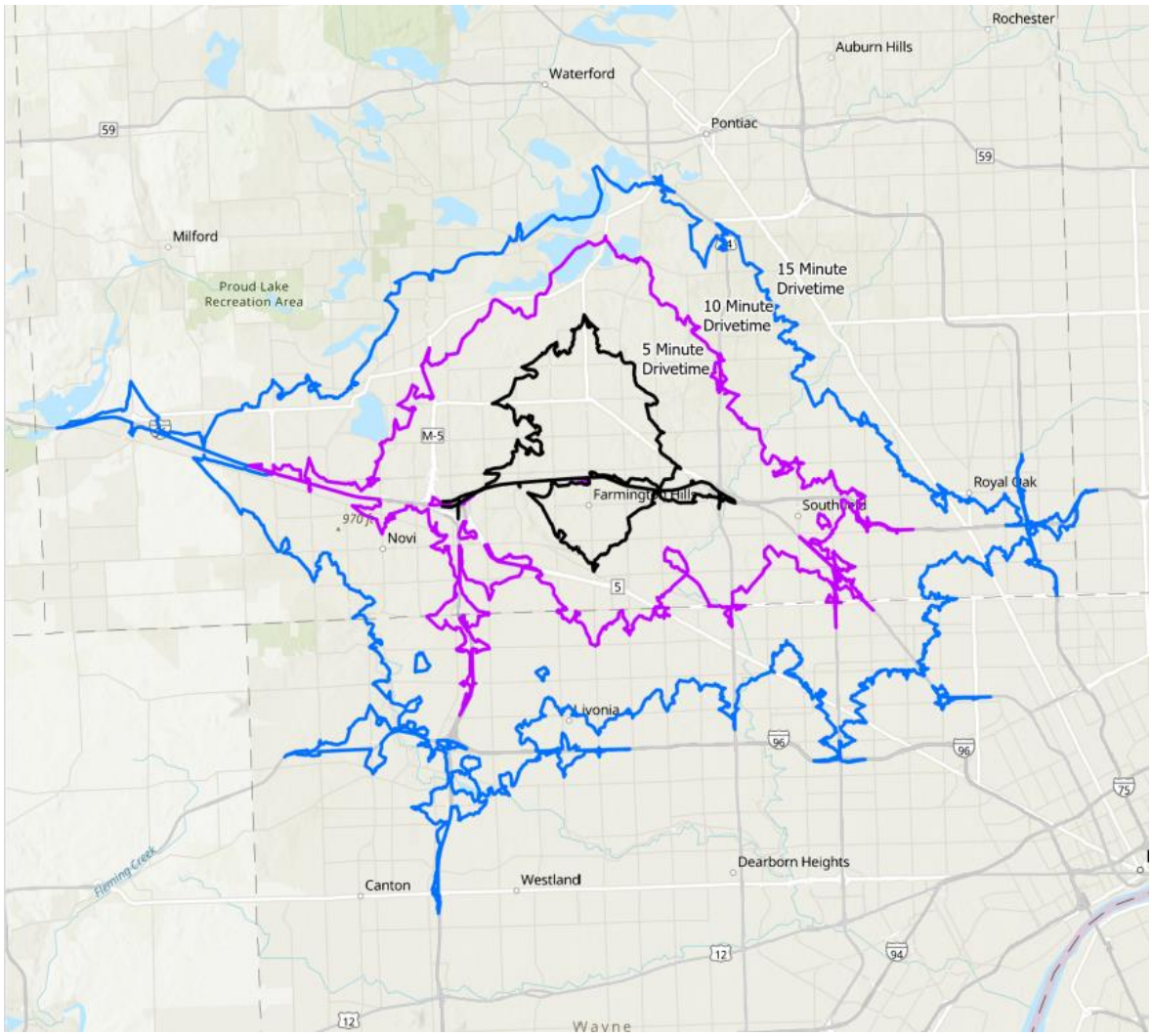
Retail Trade Area and Key Commercial Nodes

Retail and restaurant trade area demand is analyzed based on drive time from the two main centers of retail activity within the corridors– Orchard Lake at 12 Mile and Orchard Lake at 14 Mile. Three trade areas are analyzed:

- **5-minute drive time** – Captures neighborhood supply-demand dynamics for residents who engage with the corridor daily.
- **10-minute drive time** – Provides insights into citywide supply-demand.

- **15-minute drive time** – Offers a regional outlook into the corridor's competitiveness and most closely aligns with how new retailers and restaurants assess locations.

Exhibit A119. Orchard Lake and 12 Mile Corridor Trade Area Defined by Drive Time



Source: CAI, 2025.

Farmington Hills shows strong consumer characteristics to support future retail and restaurant growth.

- **5-mile drive time -** Median household incomes are $108,800, 53% greater than the statewide median incomes ($71,149 in 2023)[10]. Households within close proximity to the commercial corridor spend on average 23-24% more than the national average on retail and

[10] U.S. Census Bureau American Community Survey, 2023.

restaurant purchases.

- **10-minute drive time** – There are approximately 87,100 households with median incomes of $97,400 within a 10 minute drive. These consumers spend between 17-18% more than the national average on retail and restaurant purchases.

- **15-minute drive time** – There are approximately 260,000 households within a 15-minute drive of the corridors, which will experience modest growth (1.8%) in the next five years. Median household incomes are $85,100, which is 20% higher than statewide incomes. Households spend an average of $27,500 on retail purchases and $4,700 at food service and drinking places, 7% and 8% higher than the national average respectively.

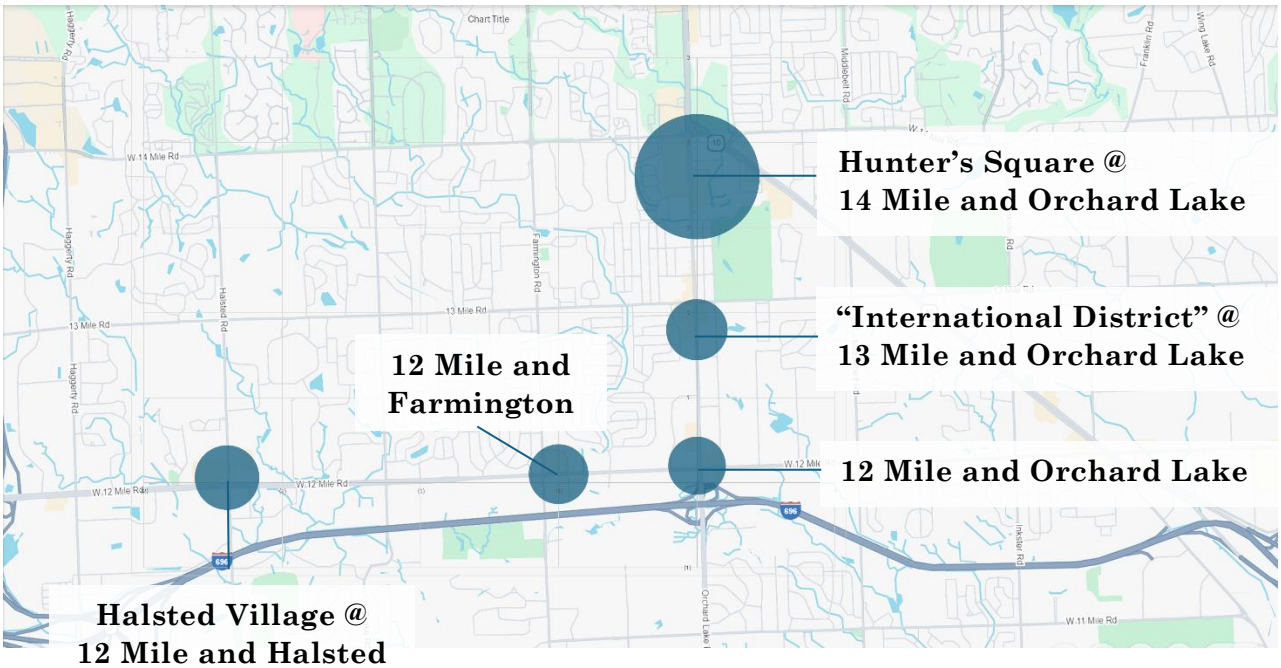
Exhibit A120. Trade Area Demographics and Demand, 2024-2029

	5 Min Drive Time		10 Min Drive Time		15 Min Drive Time	
Demographics	**2024**	**2029**	**2024**	**2029**	**2024**	**2029**
Population	46,900	47,100	201,100	200,600	605,500	601,100
Population 18+	38,700	39,100	165,700	165,900	490,000	489,700
Households	19,500	20,100	87,100	89,000	260,700	265,400
Median Household Income	$108,800	$121,100	$97,400	$109,600	$85,100	$99,800
Retail Demand (NAICS 44-45)						
Spending Potential Index (US avg = 100)	123		117		107	
Avg Amount Spent (per household)	$31,400		$30,000		$27,500	
Total Spent (mil$)	$614		$2,615		$7,169	
Restaurant and Bar Demand (NAICS 722)						
Spending Potential Index (US avg = 100)	124		118		108	
Avg Amount Spent (per household)	$5,400		$5,200		$4,700	
Total Spent (mil$)	$106		$453		$1,234	

Source: ESRI, 2025.

Retail and restaurant activity are concentrated within five key "commercial nodes" within the 12 Mile and Orchard Lake corridors. These familiar shopping and dining destinations for Farmington Hills residents and visitors serve as the focal point for retail and restaurant analysis.

Exhibit A121. Orchard Lake and 12 Mile Corridor Commercial Nodes, Scaled by Retail SF



Retail Inventory, Lease & Vacancy

Orchard Lake Corridor

Orchard Lake corridor hosts a mix of office, retail and medical uses. In total, there are nearly 500 businesses located that support 4,310 jobs in the corridor. The retail sector accounts for 112 businesses and 1,180 jobs, representing 27% of overall corridor employment. There are three key commercial nodes within Orchard Lake corridor.

- **Hunter's Square at 14 mile and Orchard Lake** has served as one of Farmington Hill's most significant regional shopping centers for over 40 years and is the focal point of major redevelopment. A Planned Unit Development agreement is in process between the owners Symmetry Management. The center will be anchored by new tenants including Meijer, Total Wine and Nordstrom Rack. Four proposed outlots, which include one planned drive through, offer opportunities for new QSR or sit-down restaurants and retail.

  Currently there is approximately 560,000SF of retail space within the Hunters Square commercial node, making it the largest retail center within the corridors. In Q2 2025, there is approximately 88,500SF of vacant space (14%), down from 167,000SF (28%) vacancy year-over-

year[11]. The center attracted 632,000 visitors in the last year, who visited an average of 5.8 times per year, totaling 3.7M visits. Average dwelling time is 38 minutes[12].

- **"International District" at 13 Mile and Orchard Lake** is one of the region's more significant collections of ethnic restaurants and retail businesses. Diverse restaurants, grocers, butchers, jewelers and clothiers from around the globe occupy a handful of unassuming strip centers clustered around 13 mile and Orchard Lake intersection. Indian, Chinese, Syrian, Georgian, Thai, Pakastani, Macedonian, Persian, and Middle Eastern entrepreneurs create the building blocks for a major cultural destination that has good synergy to nearby Zekelman Holocaust Center.

  The district, located on both sides of Orchard Lake between Burbank and 13 Mile, hosts nearly 375,000SF of commercial space[13], which includes a mix of retail, office, storage and medical uses. This node has 12,500SF available for lease, a vacancy rate of just 5%, which is the lowest rate of any commercial node.

  At the core of the "international district" are ten buildings, totaling almost 135,000SF that house the many ethnic businesses that call the area home. These buildings were constructed between the late 1950's to early 1980s as stand-alone restaurant spaces or strip centers. There are currently ten restaurants, three international groceries and two butcher shops located here. Outreach to the business owners revealed some have been there for 25 years or more, while some have opened in the last 2-3 years, demonstrating strong demand and staying power in the district. This core restaurant district attracted 194,000 visitors last year, who visited an average of 4.2 times per year, totaling over 810,000 visits. Visits are up 9.3% over the last three years. An average dwelling time of 36 minutes suggests that most consumers order more carryout than dine in[14]. Visitors to this area tend to have higher median incomes ($85.8K) and higher educational attainment (51% bachelor's degree or higher) than other commercial nodes.

[11] Co-Star, April 2025. Note: Redevelopment plans instigated some planned vacancy.
[12] PlacerAI, April 1, 2024 to March 31, 2025
[13] Note: City parcel data was used to quantify commercial square footage within the nodes. In most cases, City data closely aligns with CoStar estimates; however, this location is an exception. CoStar reports approximately 250,000 square feet, while City records indicate roughly 375,000 square feet.
[14] PlacerAI, March 1, 2024 to February 28, 2025

- **12 Mile and Orchard Lake** is home to the well-established Orchard 12 Plaza shopping center. This location capitalizes on the major intersection and 696 interchange. This key intersection sees 3.8M visitors an average of 8.3 times per year for nearly 32M impressions annually[15]. Small infill redevelopment and leasing opportunities can help round out an already strong tenant mix. In total, there is approximately 120,000SF of retail space with 9% vacancy within the node. The center attracted 480,000 visitors within the last year, who visited an average of 4.1 times per year, totaling over 2M visits.

Exhibit A122. Orchard Lake Commercial Nodes Retail Metrics, 2025

	Hunter's Square Orchard Lake and 14 Mile	International District Orchard Lake and 13 Mile	Orchard Lake and 12 Mile
Built Environment			
Total Square Footage/1	620,000	375,000	120,000
Retail SF/1	560,000	135,000	120,000
% Vacancy/2	14%	5%	9%
Customer Traffic/3			
Visits (annual)	3,700,000	813,000	2,000,000
Visitors	632,000	194,000	480,000
Visit Frequency	5.8	4.2	4.1
Avg Dwell Time	38 min	36 min	30 min
Visits YoY	-2.5%	0.1%	-4.3%
Visits Yo2Y	3.5%	3.7%	-2.1%
Visits Yo3Y	-7.1%	9.3%	2.3%
Audience Demographics/3			
Median HH Income	$80,100	$85,800	$74,400
Bachelor's of Higher	47.0%	51.0%	43.0%
Median Age	41	39	39

Source: 1/Farmington Hills 2025; 2/Co-Star April 2025; 3/Placer.ai, 2025

12 Mile Corridor

There are 44 retail businesses that employ nearly 940 employees along the 12 Mile Corridor. Beyond the retail activity located at the 12 Mile and Orchard Lake intersection, retail is primarily focused within two resident-serving commercial nodes.

- **Halsted Village located at 12 Mile and Halsted Road**, is anchored by Kroger, and includes some sit-down restaurants such as 2Booli and Antonio's Cucina Italiana, and QSRs such as Savvy Sliders and

[15] PlacerAI April 2025

Panera. The shopping center is nearly 150,000 square feet. The center has five spaces available totaling 19,000 SF (approximately 12% vacancy)[16].

- **Grocery anchored center on 12 Mile and Farmington**, includes the new Al Haramain international grocery opening in the former Heartland Grocer space. Additions of a new bakery and coffee roasting in conjunction with the grocer, compliments several strong QSR tenants. The shopping center is nearly 128,000 square feet. The center has 7,500SF available (6% vacancy).

Restaurant Analysis

This section identifies potential restaurant locations and prospective businesses best suited to add to the Farmington Hills dining scene. In total, there are an estimated 51 restaurants and bars located in the Orchard Lake and 12 Mile corridors, that support 635 jobs in 2024[17].

Restaurants come in many different forms but are generally defined as either limited-service or full-service establishments. Limited service includes quick service restaurants and fast casual restaurants where customers order at a counter or drive-thru and receive fast, affordable meals on the go. Full-service restaurants are sit-down restaurants we typically associate with "going out," where customers receive table service, and pay and tip after the meal is complete. Full-service restaurants are further defined by their cuisine, price, experience, and atmosphere.

Key Findings

The 12 Mile Road and Orchard Lake Road corridors are economically active and demographically distinct subareas within Farmington Hills, with each corridor playing a distinctive role in the regional market. The 12 Mile Road Corridor has a strong employment and office footprint, hosting 1,524 employers, including large firms such as Nissan Technical Center and Bosch Group. The Orchard Lake Road Corridor serves as a major retail destination, with 1,011 business and prominent shopping centers like Hunter's Square and the Orchard-14 Shopping Center.

Business and employment composition differs between the two corridors. Along 12 Mile Road, 63% of the businesses and 54% of all workers are in the Services sector (Finance, Insurance, Real Estate, and Services, or FIRES). An additional 21% of all workers are at Manufacturing businesses, which make

[16] Loopnet, March 2025. Co-Star April 2025.
[17] ESRI, 2024 based on "Food Services and Drinking Places: NAICS 722"

up just 4% of the businesses along 12 Mile. 12 Mile also has 7% of its businesses and 11% of the workers in Distribution sectors (Wholesale Trade, Transportation and Utilities).

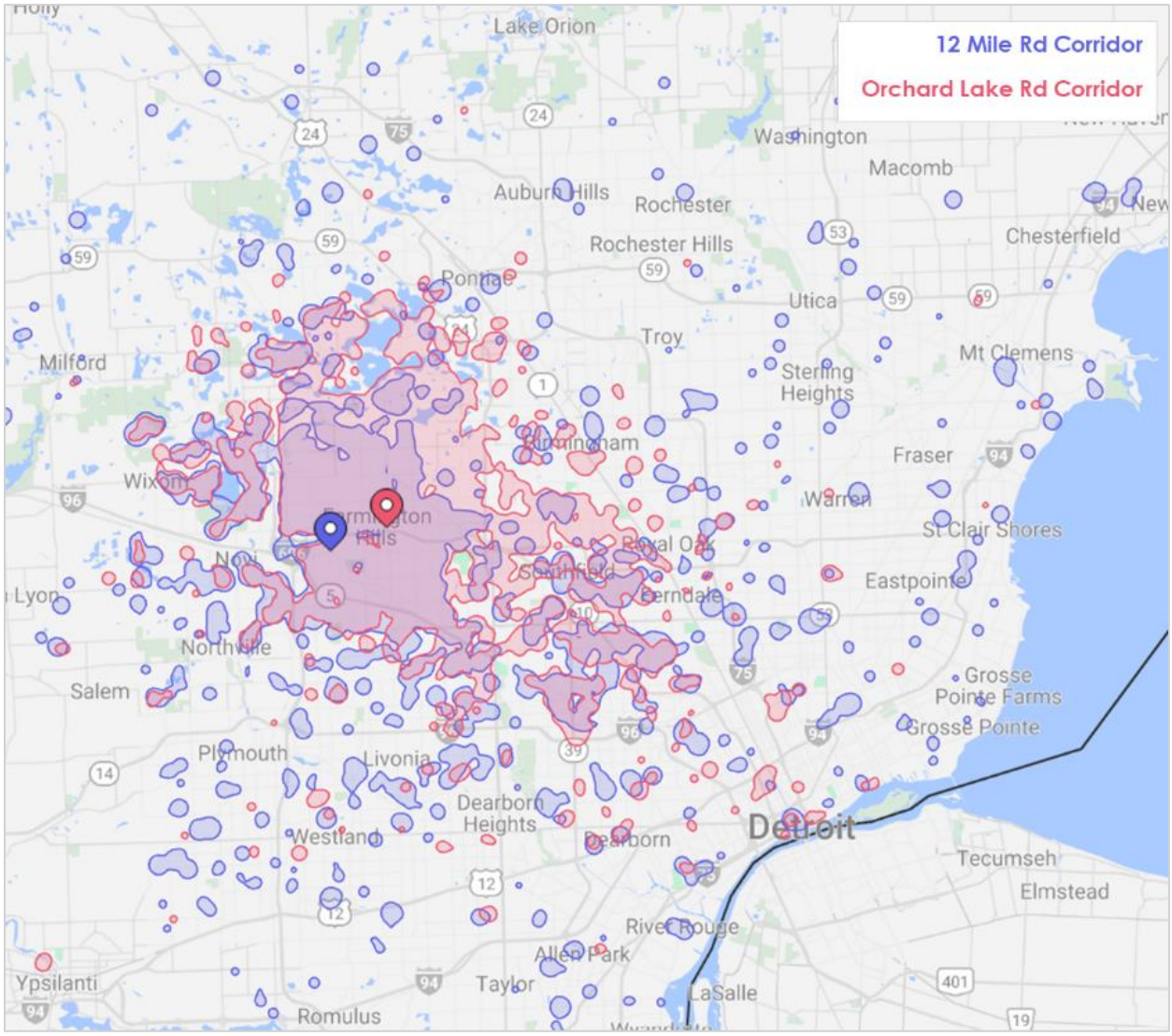
Along Lake Orchard Road, 64% of the businesses and 66% of the workers are in FIRES, followed by 25% of the businesses and employees in Retail, Dining and Hospitality.

Trade area analysis of the two corridors revealed broad regional draw with the 12 Mile Rd Corridor trade area serving 740 thousand people and the Orchard Lake Rd Corridor serving 651 thousand people. The trade areas are defined as smallest geographic region that covers the home residences of the corridor's core visitor base over the one-year period (from January 1 2024 - December 31, 2024).

The trade area reaches younger and more diverse populations than in Farmington Hills citywide. Median household incomes in the trade areas ($73,700–$73,900) are lower than the city's ($90,598), and SNAP benefit use is significantly higher (14% vs. 3.4%), indicating pockets of economic need despite overall consumer strength.

Socioeconomic, lifestyle data (Mosaic data, from Placer.ai) show the corridors attract both affluent and budget-conscious segments, including "Power Elite," "Booming with Confidence," and "Thrifty Habits" types (defined further in the Consumer Behavior and Demand section). Consumer demand for the 12 Mile Rd Corridor reaches $20.4 billion annually and the Orchard Lake Rd Corridor reaches $13.7 billion, with automobile dealers and general merchandise stores representing the largest spending categories.

Exhibit A123. 12 Mile Rd and Orchard Lake Rd Corridors Trade Areas, 2024



Source: Placer.ai, 2025.

Surveys of corridor residents, workers, visitors, and business and property owners consistently expressed a desire for a more vibrant, walkable, and community-centered environments for the 12 Mile Rd and Orchard Lake Rd Corridors—with interest in boutique stores, local restaurants, green space, and safe pedestrian areas that promote lingering.

Other survey findings:

- Workers and Employers want better food and gathering spaces, with top-rated improvements including more options for daytime meals and client meetings; after-work dining and happy hour destinations; and improved parking and congestion relief.

- Property Owners and Managers emphasized placemaking and accessibility, with top strategies to attract tenants including increased green space (68%), improved walkability (66%), and better traffic flow (60%).
- Visitors and Residents called for expanded retail and dining variety. For the 12 Mile Road corridor, restaurant (27%) and retail improvements (23%) were most frequently cited, along with infrastructure upgrades (22%). For the Orchard Lake Road corridor, top priorities included infrastructure/traffic upgrades (25%), more restaurants (24%), and greater retail variety (23%).

Real estate conditions of the two corridors vary across land use types, highlighting specific development opportunities, as follows:

- Office is the most abundant land use, particularly in the 12 Mile Rd corridor, but it also has the highest vacancy rates—up to 17.6% in 2025.
- In contrast, retail space, particularly in the Orchard Lake Rd corridor, shows strong performance: it has the highest lease rates ($22.71/sf), lower vacancies, and rising demand.
- Industrial and flex spaces in the 12 Mile Rd Corridor maintain the lowest vacancies but face mixed lease rate trends.

Survey results underscore strong investor sentiment, with nearly 90% of property owners reporting low vacancies and over one-third anticipating increased demand. However, concerns about traffic, pricing, and building types suggest that targeted reinvestment will be needed to sustain momentum. Overall, these findings suggest a corridor strategy focused on enhancing placemaking, expanding dining and retail options, and supporting mixed-use redevelopment would be well-aligned with current conditions and future demand.

Limited-Service Restaurants: Quick Service Restaurants (QSR) and Fast Casual

Quick-service restaurants (QSR), also known as fast-food restaurants, prioritize speed, ease, and value for money. QSR have highly focused and curated menus and typical conduct business at walk-up counters or a drive-thru. Fast Casual restaurants also aim for speed, convenience and value but emphasize better ingredients and healthier options. Customers are typically willing to spend more time and money on higher quality at fast casual restaurants versus QSRs.

Orchard Lake and 12 Mile corridors host many national QSR and fast casual brands including McDonald's, Burger King, Wendy's, Taco Bell, Qdoba, Potbelly's, Subway, Jersey Mike's, Panera, Savvy Sliders, Starbucks and more. Both corridors have proven to be outstanding locations for limited-service restaurants that benefit from high traffic counts, strong consumer demographics, ease of access and accessibility to 696 and neighboring communities[18]. The corridor is also home to some important independent limited-service restaurants like Famous Fried Chicken or Zayeqa that focus exclusively on carry-out.

Full-Service Restaurants and "Higher End" Dining

Most full-service restaurant offerings within the corridors are casual dining. What sets Farmington Hill's restaurant scene apart is its concentration and diversity of international and ethnic restaurants, particularly on Orchard Lake Road. Saffron (Indian), Damas Cuisine and Catering (Syrian), Jiang Nan Noodle House (Chinese), Pars Restaurant (Persian), At Anano's (Georgian), Phở Vinh (Vietnamese), Bangkok Sala Café (Thai) are just a few of the numerous ethnic restaurants offering cuisine from around the world.

Despite the high concentrations of casual restaurants, American fare in the corridor is fairly limited to offerings from national chains such as Buffalo Wild Wings and Scramblers, as well as independents like Craft Breww City, Leeza's and Sunrise Cafe.

Fine dining is highly limited in Farmington Hills overall. Café Cortina located on Ten Mile Road has been the city's truest fine dining establishment since 1976. Within the 12 Mile and Orchard Lake corridors, Steven Lelli's Inn On the Green is an Italian chophouse located just off 12 Mile at Copper Creek Golf Course that provides high end offerings and atmosphere. ShiangMi and Hong Hua, both Chinese restaurants, offer a blend of elevated and casual fare and experience.

[18] For more information see: https://www.qsrmagazine.com/growth/consumer-trends/quick-service-versus-fast-casual-wheres-distinction/

Evolution of the Restaurant Industry

Much has changed in the restaurant landscape since the COVID-19 pandemic. Consumers are going out less and ordering more delivery. User adoption of third-party delivery apps such as Uber Eats and DoorDash has skyrocketed, altering the relationship between customer and business. Rising food and labor costs, inflation, staff shortages, and uncertainty over legislative changes to the minimum tipped wage and reporting have led many restaurants to shift focus from traditional table service to more take out and limited-service models.

Current Restaurant Performance

To understand future demand for new restaurants, we first examine key performance indicators for existing QSR and full-service restaurants located in the corridors. Representative restaurants located within the corridors are assessed using PlacerAI[19]. PlacerAI is an advanced location analytics platform that tracks information about businesses and the people that interact with them using mobile device data. This data reveals current market conditions and trends and provides important points of reference for new businesses considering the area.

[19] PlacerAI leverages privacy-safe foot traffic data from tens of millions of mobile devices to develop a detailed and comprehensive overview of US commercial activity. Learn more at https://www.placer.ai/

Exhibit A124. Select Restaurant Performance Indicators by Node, 2025

Representative Businesses	Visits	Visit Frequency	Avg Dwell Time (min)	Visits YoY	Visits Yo3Y	Local Ranking (Performance Percentile)
Hunters Square @ Orchard Lake and 14 Mile						
McDonalds	473,200	3.13	12	1.9%	2.9%	48%
Starbucks	395,000	4.96	14	-1.6%	36.1%	95%
Potbelly	66,400	2.1	19	-0.4%	-23.7%	27%
Buffalo Wild Wings	132,800	1.92	56	-21.0%	-74.7%	14%
International District @ Orchard Lake and 13 Mile						
Jiang Nan Noodle House	162,740	2.45	41	21.6%	14.7%	
Damas Cuisine	103,595	3.05	55	-6.0%	-24.7%	
Saffron	25,421	1.88	71	1.3%	41.7%	
Zayeqa	5,236	1.55	25	13.7%	9.5%	
Taco Bell	258,400	3.23	12	-1.7%	3.3%	76%
Orchard and 12 Mile						
Starbucks	289,427	3.13	15	-6.4%	30.5%	93%
Wendy's	194,100	2.47	10	-5.1%	14.3%	47%
Craft Breww City	119,200	1.79	98	-5.6%	2.6%	
ShiangMi	73,356	1.65	36	-62.5%	-68.6%	
Halsted Village						
Antonio's Cucina Italiana	256,947	2.41	53	-6.2%	-11.9%	
2Booli	63,638	1.97	50	9.8%	34.3%	
Savvy Sliders	150,700	2.24	24	NA	NA	100%
Farmington Fine Dining						
Café Cortina	23,436	1.3	136	12.6%	11.8%	
Lelli's Inn	69,013	1.65	94	2.3%	35.0%	

Source: Placer.ai, 2025

Analysis of select existing restaurant performance within the corridors was mixed. Performance appears to be influenced by several nuances associated with location, service model, offering and customer experience.

- **QSR performance within corridor demonstrates strong demand and ripe conditions for expansion.** Two different Starbucks located at 14 Mile and 12 Mile nodes are two of the top performing locations within the region. Each location is in the top 90% of locations within 15 miles, and visits have grown at both by over 30% over the last three years. The new Savvy Sliders on 12 mile is the top performing franchise location within 15 miles and Taco Bell is in the 75th percentile for regional performance. McDonalds and Wendy's both show average performance; however, patronage is expected to

increase significantly after the redevelopment of Hunter's Square shopping center brings more customer traffic.

- **A concentration of ethnic restaurants can create a dining destination.** Jaing Nan Noodle House attracted over 160,000 visits last year, and Damas Cuisine over 100,000, which is more than some national QSR brands in the corridors. Most restaurants within the 13 Mile "International District" have seen visitorship grow significantly, with places like Saffron (41%), Zayeqa (9.5%) and Jiang Nan (14.7%) all growing over the last three years. As stated earlier, the district overall saw over 800,000 visits, an increase of 9.3% in the last three years.

- **A case for higher-end dining?** While located outside of the corridors, places like Café Cortina (12.6%) and Leli's Inn (2.3%) both saw visits increase within the last year, with patrons spending between 1.5-2 hours per visit. Within the corridor, Craft Breww City saw visits decline by 5.6% but still proved to be a major draw with nearly 120,000 visits last year. Antonio's attracted over 250,000 visits within the last year, 6.2% less than the year prior. 2Booli's strong growth in patronage (up 34% over three years) makes the case that healthier options are in demand as well.

Potential Restaurant Locations

Restaurant locations are identified based on field observation, market research and interviews with City economic development and planning staff. Proposed sites are limited to current vacancies and redevelopment opportunities. Infill also plays an important role. Efforts should be made whenever possible to fill restaurant vacancies with new restaurant tenants to take advantage of existing infrastructure and capital investment.

Orchard Lake and 14 Mile (Hunter's Square). This commercial node is the most attractive location for new QSR, fast casual and approachable full-service restaurants. New redevelopment offers build-to-suit opportunities for incoming franchises while the addition of new anchors such as Meijer, Total Wine and Nordstrom Rack will provide a significant boost to strong traffic and retail synergy.

- **Hunters Square Future Outlots.** There are four potential build-to-suit outlot locations conceptualized as part of the Hunters Square redevelopment that could support future QSR, fast casual or full-service restaurant concepts. The PUD has designated one outlot building +/- 6,800SF for a potential drive thru. The other three outlot buildings could range in size from +/-5,600 to +/-7,200.

- **31006 Orchard Lake.** The former "Boneyard" and restaurant is located across the new Hunter's Square development. The 3,640SF

space is ideal for a fast-casual or medium size full-service restaurant such. The property has a liquor license in escrow.

Orchard Lake and 13 Mile (International District). Restaurant opportunities in this commercial node should focus on adding to the dynamic mix of ethnic restaurants, filling vacant storefronts, especially those with restaurant infrastructure.

- **29216 Orchard Lake Road.** The former Lousiana Creole Gumbo space offers approximately 1,800SF of restaurant-ready space. This is an ideal location for an independent restaurant that can add to the outstanding mix of existing ethnic restaurants and help build the block as a culinary destination. Meccah Market is expected to open in this location.

- **28990 Orchard Lake Rd.** The former Camelia's Mexican Grill offers approximately 5,500SF of restaurant-ready space. This is an ideal location for a signature independent restaurant that can add to the outstanding mix of existing ethnic restaurants and help build the block as a culinary destination.

- **Future Outlot at 29555 Orchard Lake.** The southern portion of this parcel was established as a potential outlot location for the associated strip center. The parcel has access from southbound Orchard Lake and westbound 13 Mile. This parcel would be appropriate for build-to-suit national QSR but may be less competitive than new locations at the Hunters Square redevelopment. Dunkin Donuts has shown interest in purchasing this lot.

Orchard Lake and 12 Mile. Restaurant opportunities in this commercial node should capitalize on the location and access to the 696 interchange and is best suited for national QSR brands.

- **Orchard 12 Plaza Future Outlot.** The Orchard 12 Plaza has a future outlot location (Parcel # 2310476067) that is ripe for development. This built-to-suit location of up to 3,200SF is best suited for a national QSR or fast casual chain. Inline vacancies within the shopping plaza ranging from 1,300-3,600SF also offer options for independent or chain fast casual or full-service restaurants.

Future Build-to-Suit on 12 Mile and Investment Drive. Of all the commercial nodes, this location is best suited to attract higher end dining to the area or offer new fast casual opportunities to serve the neighboring office population. The 2.5-acre site owned by Kojaian is a build-to-suit development opportunity that conceptualizes two buildings ranging from 4,700 to 5,000SF with 75 parking spaces.

Restaurant Recruitment Targets

PlacerAI data provides a wealth of analytics to help identify ideal restaurant recruits based on the area's demographics, existing tenant mix, consumer preference and traffic patterns, as well as cannibalization of nearby locations. The following provides a ranking of QSR and full-service

restaurants based on PlacerAI's "Relative Fit Score." To assist with retail recruitment, we've further classified candidates as strong (4), good (3) average (2) and weak (1) depending on how many of the following four criteria they meet:

1. **National growth**. If a franchise is growing nationally, it has a higher likelihood of expanding within Michigan.
2. **Michigan growth**. If a franchise has a proven track record of growth in Michigan, it's a strong candidate to capitalize on growth opportunities in Farmington Hills.
3. **Demographic fit above 75%.** This means 3 in 4 customers in the area fit the ideal consumer profile for the business.
4. **Cannibalization below 35%.** This means 2 of 3 customers are new customers.

Furthermore, restaurant recruits must already be in Michigan to be included on the recruitment list. Restaurants already located within three miles of the corridor have been removed.

A Note on Interpretation of Findings: Recruitment should also consider relocation. Analysis of PlacerAI data is static, in that it only considers the current condition, not the ideal state for restaurant businesses. National brands may look to switch locations to optimize performance. A lower relative fit score or a classification of "below average" or "weak", shouldn't rule out a candidate, as Farmington Hills may offer a better location for those exploring new options.

Quick Service Restaurants Targets
Key insights from our QSR recruitment analysis focuses on specific prospects. The goal is to add qualitative perspectives and professional opinion about some of the strongest or most interesting potential recruits.

- **Raising Cane's and Slim Chickens.** Fried Chicken is a growing QSR category and Farmington Hills has the right ingredients to capitalize on the trend. Raising Cane's currently has only one Michigan location in the Total Wine anchored center in Sterling Heights but is planning 20 locations across Michigan in the next decade[20]. The franchise is growing by 9% nationally with 835 locations. They attract over 50,000 visitors on average. Slim Chickens (7% national growth, 50% Michigan growth, 207 locations nationwide) is another strong candidate in the category planning 14 new Michigan locations in coming years[21]. Other strong candidates include Hangry

[20] MLive 2025
[21] Fast Casual Magazine, 2023

Joes (22% national growth rate, 73 locations), and "Big Chicken" (not shown in the analysis), a fast casual chicken concept founded by Hall of Famer Shaquille O'Neal, planning 20 locations to eastern Michigan. Chick-Fil-A, which has signaled significant growth plans in Michigan (18% growth last year), had a significantly lower relative fit score, due to 94% cannibalization rate, with its two neighboring locations at Novi and Southfield already capturing demand. New outlots at Hunters Square will be particularly attractive to Chick-Fil-A's competitors seeking a strategic location to capture market share.

- **Jollibee.** The world's largest and fastest-growing Asian restaurant company opened with significant fanfare in Michigan last year. One of the highest rated restaurant recruits also focuses on fried chicken as it's staple offering and attracts 28,700 monthly visits on average. This tenant could provide good synergy with the high concentration of ethnic restaurants in the corridor.

- **Portillo's.** The Chicago-style hot dog franchise added its first two Michigan locations last year and grew 11% nationwide (97 total locations). This business draws an average of 40,000 monthly visits. Both Michigan locations are near Meijers.

- **Premium for Pizza?** Pizza is an under-represented category along the two commercial corridors. Pizza places had 20 of the top 50 relative fit scores for this analysis, showing strong demographic fit and minimal cannibalization. Pizza may be one area to pursue premium QSR tenants or full-service models given Detroit's growing national pizza reputation and strong local performers. Prospects like Green Lantern or Alibi of Troy could be explored.

- **Schlotzaky's.** This Austin-based deli is planning five new locations in southeast Michigan, targeting the western Detroit suburbs. Strong demographics, quality ingredients and healthier options are a good fit to serve Farmington Hills substantial office population as well.

Exhibit A125. Top QSR Restaurant Recruitment Targets

	QSR Restaurant Recruits	Sub Category	Relative Fit Score	Business Expansion US	Business Expansion MI	Demo Fit Above 75%	2 of 3 New Customers	Recruitment Class
1	DiBella's Subs	Sandwich Place	88			✓	✓	Average
2	Villa Fresh Italian Kitchen	Pizza Place	83	✓		✓	✓	Good
3	Bagger Dave's	Burger Joint	77			✓	✓	Average
4	Raising Cane's Chicken Fingers	Fried Chicken Joint	76	✓		✓	✓	Good
5	Blaze Pizza	Pizza Place	76			✓	✓	Average
6	Jollibee	Fast Food Restaurant	75	✓		✓	✓	Good
7	California Pizza Kitchen	Pizza Place	75			✓	✓	Average
8	Jon Smith Subs	Sandwich Place	74	✓		✓	✓	Good
9	Hangry Joe's Hot Chicken	Fried Chicken Joint	73	✓	✓	✓	✓	Strong
10	Wayback Burgers	Burger Joint	73	✓		✓	✓	Good
11	Papa Murphy's	Pizza Place	72			✓	✓	Average
12	Johnny Rockets	Burger Joint	72	✓	✓	✓	✓	Strong
13	Freddy's Frozen Custard & Steakburgers	Burger Joint	71	✓		✓	✓	Good
14	Which Wich? Superior Sandwiches	Sandwich Place	70			✓	✓	Average
15	Alibi of Troy	Pizza Place	69	✓	✓	✓	✓	Strong
16	Burger 21	Burger Joint	69			✓	✓	Average
17	Round Table Pizza	Pizza Place	69			✓	✓	Average
18	Bubbakoo's Burritos	Burrito Place	69	✓		✓	✓	Good
19	Big John Steak & Onion	Sandwich Place	69				✓	Weak
20	Rosati's Pizza	Pizza Place	69			✓	✓	Average
21	Slim Chickens	Fried Chicken Joint	68	✓	✓	✓	✓	Strong
22	BURGERFI	Burger Joint	68			✓	✓	Average
23	Crispelli's Bakery & Pizzeria	Pizza Place	67	✓	✓	✓	✓	Strong
24	Burger Street	Burger Joint	67			✓	✓	Average
25	Green Lantern Pizza	Pizza Place	67	✓	✓	✓	✓	Strong
26	Crimson Coward	Fried Chicken Joint	67				✓	Weak
27	Pizza Twist	Pizza Place	65			✓	✓	Average
28	Hunter House Hamburgers	Burger Joint	65	✓	✓	✓	✓	Strong
29	Portillo's	Hot Dog Joint	64	✓	✓	✓	✓	Strong
30	Godfather's Pizza	Pizza Place	63	✓		✓	✓	Good
31	Oath Pizza	Pizza Place	62				✓	Weak
32	Smashburger	Burger Joint	62			✓	✓	Average
33	Blimpie	Fast Food Restaurant	62			✓	✓	Average
34	MOD Pizza	Pizza Place	62			✓		Weak
35	Pizza Ranch	Pizza Place	62			✓	✓	Average
36	Toppers Pizza	Pizza Place	62	✓			✓	Average
37	Quiznos	Sandwich Place	62			✓	✓	Average
38	Wing Zone	Wings Joint	61			✓	✓	Average
39	Gus's World Famous Fried Chicken	Fried Chicken Joint	61			✓	✓	Average
40	Pizza Factory	Pizza Place	61			✓	✓	Average
41	Erbert & Gerbert's	Sandwich Place	60			✓	✓	Average
42	Mr. Jim's Pizza	Pizza Place	60			✓	✓	Average
43	Fricker's	Wings Joint	60			✓	✓	Average
44	Beef-A-Roo	Fast Food Restaurant	60	✓	✓		✓	Good
45	Green Lantern	Pizza Place	59	✓	✓		✓	Good
46	B.C. Pizza	Pizza Place	59				✓	Weak
47	Fuddruckers	Burger Joint	58			✓	✓	Average
48	Captain D's	Fast Food Restaurant	57				✓	Weak
49	Fox's Pizza Den	Pizza Place	57				✓	Weak
50	Wings Etc.	Wings Joint	57	✓			✓	Average
52	Green Dot Stables	Burger Joint	57	✓	✓	✓	✓	Strong
62	Dairy Queen Restaurant	Fast Food Restaurant	53	✓	✓	✓	✓	Strong
66	Papa John's Pizza	Pizza Place	51	✓	✓	✓	✓	Strong
75	Shake Shack	Burger Joint	46	✓	✓	✓		Good
81	Chick-fil-A	Fast Food Restaurant	42	✓	✓	✓		Good
83	Culver's	Fast Food Restaurant	40	✓		✓		Average

Source: Placer.ai, Creative Place Consulting 2025. See Appendix A for supplemental data

Full-Service Restaurants Targets

Key insights from our full-service recruitment analysis focuses on specific prospects. The goal is to add qualitative perspectives and professional opinion about some of the strongest or most interesting potential recruits. The list was narrowed to include only restaurants with more than one location in Michigan.

- **Tupelo Honey.** This modern, chef-inspired southern restaurant has 25 locations nationwide and recently expanded into Michigan. It has one of the highest relative fit scores (91) and demographic scores (97). The restaurant's Midwest locations are all in city centers, suggesting a suburban site may not fit the restaurant's brand or business model.

- **City Barbeque.** This growing national BBQ chain has 76 locations nationwide and plans to grow to 100 by the end of 2025[22]. With three locations in the state, and strong private equity backing, the company-owned chain would be well suited for new outlots at Hunters Square.

- **Cooper's Hawk Winery & Restaurant.** This upscale, casual restaurant with a wine-centric bar program, has three locations in Michigan and 60 nationwide. While demographic fit is among the highest of full-service restaurants (94) and a significant unmet demand for higher end dining exists, this restaurant scores lower on relative fit (59). All three Michigan locations are near major regional shopping malls. Data suggest a Farmington Hills location would cannibalize 43% of existing visits to the nearby Troy location.

- **Green Dot Stables.** This popular independent restaurant located in Detroit focuses on creative and affordable sliders and craft beer in a hip, sporty setting. The restaurant group, Inlaw Hospitality, are entrepreneurial owners, with eyes for expansion. It has a very high demographic fit (90) but lower relative fit score (57) due to lack of co-tenants. Cannibalization rate of 33% suggests a third of the restaurant's customers already come from the suburbs, which makes the case for a location outside the city. Data driven marketing and coordinated recruitment are essential for helping successful urban models see the significant upside of potential suburban locations.

[22] Forbes, 2023

Exhibit A126. Top Full-Service Restaurant Recruitment Targets

	Full Service Restaurant Recruits	Sub Category	Relative Fit Score	Business Expansion US	Business Expansion MI	Demo Fit Above 75%	2 of 3 New Customers	Recruitment Class
1	Mezza Mediterranean Grille	Mediterranean Restaurant	100			✓	✓	Average
2	Tupelo Honey	Southern / Soul Food	91	✓		✓	✓	Good
3	bd's Mongolian Grill	Mongolian Restaurant	89			✓	✓	Average
4	Corelife Eatery	Salad Place	86			✓	✓	Average
5	El Vaquero	Mexican Restaurant	81	✓		✓	✓	Good
6	Bravo! Italian Kitchen	Italian Restaurant	80			✓	✓	Average
7	Smokey Bones Bar & Fire Grill	BBQ Joint	76			✓	✓	Average
8	Moe's Southwest Grill	Mexican Restaurant	75			✓	✓	Average
9	City Barbeque	BBQ Joint	74	✓		✓	✓	Good
10	Schlotzsky's	Restaurant	74			✓	✓	Average
11	Mitchell's Fish Market	Seafood Restaurant	73			✓		Weak
12	Pancheros Mexican Grill	Mexican Restaurant	72	✓		✓	✓	Good
13	Ruby Tuesday	American Restaurant	72			✓	✓	Average
14	Pokeworks	Asian Restaurant	71	✓	✓	✓	✓	Strong
15	Teriyaki Madness	Asian Restaurant	70	✓		✓	✓	Good
16	Buca di Beppo Italian Restaurant	Italian Restaurant	70			✓	✓	Average
17	I Heart Mac & Cheese	American Restaurant	69		✓	✓	✓	Good
18	McAlister's Deli	Deli / Bodega	69			✓	✓	Average
19	Boston's Restaurant & Sports Bar	Restaurant	68	✓	✓	✓	✓	Strong
20	Texas de Brazil	Brazilian Restaurant	68			✓		Weak
21	Mission BBQ	BBQ Joint	67	✓		✓	✓	Good
22	Freshii	Salad Place	66			✓		Weak
23	Logan's Roadhouse	Steakhouse	66			✓	✓	Average
24	Denny's	Diner	66			✓	✓	Average
25	Fazoli's	Italian Restaurant	65				✓	Weak
26	Salsarita's Fresh Cantina	Mexican Restaurant	64			✓	✓	Average
27	Ponderosa	American Restaurant	64				✓	Weak
28	bb.q Chicken	Korean Restaurant	64	✓	✓	✓	✓	Strong
29	Bubba's 33	American Restaurant	62	✓		✓	✓	Good
30	The Cheesecake Factory	American Restaurant	62			✓		Weak
31	Dickey's Barbecue Pit	BBQ Joint	62			✓	✓	Average
32	Bahama Breeze	Caribbean Restaurant	61			✓		Weak
33	Pita Way	Mediterranean Restaurant	61	✓	✓	✓		Good
34	BJ's Restaurant and Brewhouse	American Restaurant	60	✓		✓		Average
35	TGI Fridays	American Restaurant	59			✓		Weak
36	Cooper's Hawk Winery & Restaurant	American Restaurant	59	✓		✓		Average
37	On The Border Mexican Grill & Cantina	Mexican Restaurant	59			✓		Weak
38	Bakers Square	American Restaurant	59			✓		Weak
39	Granite City Food & Brewery	Brewery	59			✓		Weak
40	HopCat	Beer Bar	59	✓	✓	✓		Good
41	sweetgreen	Salad Place	57	✓		✓	✓	Good
42	Ruth's Chris Steak House	Steakhouse	57	✓		✓		Average
43	Hook & Reel Cajun Seafood & Bar	Seafood Restaurant	57			✓		Weak
44	KPOT Korean BBQ & Hot Pot	Korean Restaurant	57	✓		✓		Average
45	Zoup!	Soup Place	57			✓		Weak
46	Steak 'n Shake	American Restaurant	57			✓	✓	Average
47	P.F. Chang's	Chinese Restaurant	56			✓		Weak
48	Bonefish Grill	Seafood Restaurant	55			✓		Weak
49	Noodles & Company	Ramen / Noodle House	55			✓		Weak
50	Olga's Kitchen	Greek Restaurant	54	✓	✓	✓		Good

Source: Placer.ai, Creative Place Consulting 2025. See Appendix A for supplemental data

Exhibit A127. Top QSR Restaurant Recruit Targets, Location Characteristics and Growth Patterns

			Drive Time	Square Footage		Number of Locations			Expansion Rate	
	QSR Restaurant Recruits	Sub Category	Minute	Min	Max	Nearest (mi)	Michigan	Nationwide	Michigan	Nationwide
1	DiBella's Subs	Sandwich Place	12	2,500	6,300	27	1	38	-75%	-5%
2	Villa Fresh Italian Kitchen	Pizza Place	30	700	1,600	118	1	62	0%	5%
3	Bagger Dave's	Burger Joint	12	4,500	6,300	9	4	6	0%	0%
4	Raising Cane's Chicken Fingers	Fried Chicken Joint	18	1,900	7,900	58	1	835	0%	9%
5	Blaze Pizza	Pizza Place	11	1,500	4,900	60	2	257	-50%	-9%
6	Jollibee	Fast Food Restaurant	10	1,600	6,100	21	1	78	0%	5%
7	California Pizza Kitchen	Pizza Place	12	3,100	9,000	10	3	122	-25%	-5%
8	Jon Smith Subs	Sandwich Place	12	1,100	3,200	8	2	22	0%	16%
9	Hangry Joe's Hot Chicken	Fried Chicken Joint	14	900	3,800	10	1	73		22%
10	Wayback Burgers	Burger Joint	13	1,000	3,600	66	1	147	0%	1%
11	Papa Murphy's	Pizza Place	9	800	3,100	118	12	1074	0%	-2%
12	Johnny Rockets	Burger Joint	13	1,100	4,800	102	1	93		1%
13	Freddy's Frozen Custard & Steakburgers	Burger Joint	15	2,400	5,700	96	4	565	-20%	4%
14	Which Wich? Superior Sandwiches	Sandwich Place	14	900	3,400	20	2	156	0%	-9%
15	Alibi of Troy	Pizza Place	13	10,500	10,500	14	1	1		
16	Burger 21	Burger Joint	12	2,100	3,900	6	1	14	0%	-7%
17	Round Table Pizza	Pizza Place	8	1,200	7,000	139	1	398	0%	-1%
18	Bubbakoo's Burritos	Burrito Place	6	1,100	3,700	102	1	125	0%	7%
19	Big John Steak & Onion	Sandwich Place	13	1,400	3,300	31	15	15	0%	0%
20	Rosati's Pizza	Pizza Place	17	600	5,100	54	1	183	0%	0%
21	Slim Chickens	Fried Chicken Joint	14	2,300	6,200	13	3	207	50%	7%
22	BURGERFI	Burger Joint	13	1,600	5,500	7	1	68	0%	-35%
23	Crispelli's Bakery & Pizzeria	Pizza Place	13	9,400	9,400	10	1	1		
24	Burger Street	Burger Joint	12	700	2,900	34	1	19	0%	0%
25	Green Lantern Pizza	Pizza Place	13	5,500	5,500	8	1	1		
26	Crimson Coward	Fried Chicken Joint	14	1,300	3,300	13	1	11	0%	0%
27	Pizza Twist	Pizza Place	17	900	3,800	17	1	89	0%	-1%
28	Hunter House Hamburgers	Burger Joint	12			8	1	1		
29	Portillo's	Hot Dog Joint	13	4,400	13,200	9	2	97	100%	11%
30	Godfather's Pizza	Pizza Place	14	1,200	6,600	153	4	581	0%	2%
31	Oath Pizza	Pizza Place	17	900	1,100	132	1	17	0%	-6%
32	Smashburger	Burger Joint	11	1,300	4,300	3	2	206	0%	-1%
33	Blimpie	Fast Food Restaurant	11	900	3,800	17	6	104	0%	-5%
34	MOD Pizza	Pizza Place	11	1,700	4,900	7	9	486	-31%	-12%
35	Pizza Ranch	Pizza Place	18	2,400	11,600	115	4	217	0%	-1%
36	Toppers Pizza	Pizza Place	8	800	3,400	120	1	79	0%	1%
37	Quiznos	Sandwich Place	14	800	3,200	7	5	148	0%	-3%
38	Wing Zone	Wings Joint	7	800	2,900	23	1	27	0%	0%
39	Gus's World Famous Fried Chicken	Fried Chicken Joint	15	2,300	5,700	13	2	40	0%	0%
40	Pizza Factory	Pizza Place	12	1,000	7,100	12	2	124	0%	-2%
41	Erbert & Gerbert's	Sandwich Place	14	1,300	4,200	60	3	62	0%	-2%
42	Mr. Jim's Pizza	Pizza Place	9	900	3,700	88	2	55	0%	-4%
43	Fricker's	Wings Joint	14	5,200	10,300	55	1	24	0%	0%
44	Beef-A-Roo	Fast Food Restaurant	13	1,600	5,700	11	3	21	50%	17%
45	Green Lantern	Pizza Place	13			20	1	1		
46	B.C. Pizza	Pizza Place	17	1,600	5,000	85	33	34	0%	0%
47	Fuddruckers	Burger Joint	15	2,900	10,500	7	2	48	0%	-11%
48	Captain D's	Fast Food Restaurant	14	1,800	4,800	22	1	536	0%	-2%
49	Fox's Pizza Den	Pizza Place	12	800	4,700	93	3	194	0%	-1%
50	Wings Etc.	Wings Joint	14	2,700	8,700	21	7	80	0%	1%
52	Green Dot Stables	Burger Joint	12	2,700	2,700	20	1	1		
62	Dairy Queen Restaurant	Fast Food Restaurant	16	1,200	5,200	7	57	3217	4%	0%
66	Papa John's Pizza	Pizza Place	9	800	3,200	7	30	3168	3%	3%
75	Shake Shack	Burger Joint	15	1,800	6,700	6	8	362	14%	10%
81	Chick-fil-A	Fast Food Restaurant	13	2,700	9,000	4	33	3053	18%	2%
83	Culver's	Fast Food Restaurant	14	3,100	7,300	4	98	998	0%	3%

Source: Placer.ai, 2025.

Exhibit A128. Top QSR Restaurant Recruitment Targets, Market Characteristics

	QSR Restaurant Recruits	Sub Category	Relative Fit Score	Demographic Fit Score	Avg Monthly Visits	Frequent Co-Tenants	Cannibalization (% existing visits)
1	DiBella's Subs	Sandwich Place	88	98	6,900	3	4%
2	Villa Fresh Italian Kitchen	Pizza Place	83	84	1,400	5	0%
3	Bagger Dave's	Burger Joint	77	94	7,400	3	15%
4	Raising Cane's Chicken Fingers	Fried Chicken Joint	76	79	53,100	3	1%
5	Blaze Pizza	Pizza Place	76	90	9,600	2	0%
6	Jollibee	Fast Food Restaurant	75	83	28,700	3	12%
7	California Pizza Kitchen	Pizza Place	75	85	16,100	3	8%
8	Jon Smith Subs	Sandwich Place	74	92	2,100	2	7%
9	Hangry Joe's Hot Chicken	Fried Chicken Joint	73	88	4,200	2	7%
10	Wayback Burgers	Burger Joint	73	91	4,800	1	0%
11	Papa Murphy's	Pizza Place	72	85	2,000	2	0%
12	Johnny Rockets	Burger Joint	72	84	6,600	2	0%
13	Freddy's Frozen Custard & Steakburgers	Burger Joint	71	87	16,600	1	0%
14	Which Wich? Superior Sandwiches	Sandwich Place	70	92	3,200	1	8%
15	Alibi of Troy	Pizza Place	69	92	20,100	N/A	4%
16	Burger 21	Burger Joint	69	91	8,400	2	20%
17	Round Table Pizza	Pizza Place	69	83	4,400	2	0%
18	Bubbakoo's Burritos	Burrito Place	69	91	3,500	0	0%
19	Big John Steak & Onion	Sandwich Place	69	70	5,500	3	5%
20	Rosati's Pizza	Pizza Place	69	91	2,000	0	0%
21	Slim Chickens	Fried Chicken Joint	68	82	19,300	1	1%
22	BURGERFI	Burger Joint	68	96	8,500	1	22%
23	Crispelli's Bakery & Pizzeria	Pizza Place	67	97	18,600	N/A	16%
24	Burger Street	Burger Joint	67	77	4,900	2	0%
25	Green Lantern Pizza	Pizza Place	67	97	14,600	N/A	17%
26	Crimson Coward	Fried Chicken Joint	67	70	8,300	3	3%
27	Pizza Twist	Pizza Place	65	80	1,600	1	1%
28	Hunter House Hamburgers	Burger Joint	65	98	16,900	N/A	24%
29	Portillo's	Hot Dog Joint	64	91	40,400	1	31%
30	Godfather's Pizza	Pizza Place	63	79	3,200	1	0%
31	Oath Pizza	Pizza Place	62	69	2,200	2	0%
32	Smashburger	Burger Joint	62	88	6,800	2	33%
33	Blimpie	Fast Food Restaurant	62	88	3,200	0	14%
34	MOD Pizza	Pizza Place	62	89	8,300	2	37%
35	Pizza Ranch	Pizza Place	62	79	9,300	0	0%
36	Toppers Pizza	Pizza Place	62	73	3,100	1	0%
37	Quiznos	Sandwich Place	62	87	2,800	1	22%
38	Wing Zone	Wings Joint	61	77	2,400	1	0%
39	Gus's World Famous Fried Chicken	Fried Chicken Joint	61	92	7,700	0	19%
40	Pizza Factory	Pizza Place	61	80	4,200	0	4%
41	Erbert & Gerbert's	Sandwich Place	60	79	3,700	0	0%
42	Mr. Jim's Pizza	Pizza Place	60	77	1,300	0	0%
43	Fricker's	Wings Joint	60	77	11,500	0	0%
44	Beef-A-Roo	Fast Food Restaurant	60	74	16,900	1	9%
45	Green Lantern	Pizza Place	59	74	15,800	N/A	1%
46	B.C. Pizza	Pizza Place	59	74	3,200	0	0%
47	Fuddruckers	Burger Joint	58	88	12,100	0	27%
48	Captain D's	Fast Food Restaurant	57	67	7,400	1	2%
49	Fox's Pizza Den	Pizza Place	57	72	1,700	0	0%
50	Wings Etc.	Wings Joint	57	73	8,000	0	3%
52	Green Dot Stables	Burger Joint	57	90	14,300	N/A	33%
62	Dairy Queen Restaurant	Fast Food Restaurant	53	78	15,400	0	25%
66	Papa John's Pizza	Pizza Place	51	79	2,600	0	27%
75	Shake Shack	Burger Joint	46	90	16,200	2	81%
81	Chick-fil-A	Fast Food Restaurant	42	89	67,100	1	94%
83	Culver's	Fast Food Restaurant	40	88	30,600	0	80%

Source: Placer.ai, 2025

Exhibit A129. Top Full-Service Restaurant Recruitment Targets, Location Characteristics and Growth Patterns

			Drive Time	Square Footage		Number of Locations			Expansion Rate	
	Full Service Restaurant Recruits	Sub Category	Minutes	Min	Max	Nearest (mi)	Michigan	Nationwide	Michigan	Nationwide
1	Mezza Mediterranean Grille	Mediterranean Restaurant	13	2,900	2,900	7	3	3	0%	0%
2	Tupelo Honey	Southern / Soul Food	17	4,900	10,900	121	2	25	0%	4%
3	bd's Mongolian Grill	Mongolian Restaurant	17	5,700	8,200	14	3	14	0	0
4	Corelife Eatery	Salad Place	12	2,700	7,200	27	5	40	0	-7%
5	El Vaquero	Mexican Restaurant	11	2,700	8,500	39	2	21	0%	5%
6	Bravo! Italian Kitchen	Italian Restaurant	17	7,100	11,700	8	3	26	0%	0%
7	Smokey Bones Bar & Fire Grill	BBQ Joint	17	5,700	12,000	20	3	57	0%	-7%
8	Moe's Southwest Grill	Mexican Restaurant	13	1,400	4,900	11	5	570	0%	-7%
9	City Barbeque	BBQ Joint	14	2,800	6,500	12	3	76	0%	6%
10	Schlotzsky's	Restaurant	15	1,500	5,300	66	3	313	0%	-2%
11	Mitchell's Fish Market	Seafood Restaurant	15	6,900	8,700	8	3	6	0%	-14%
12	Pancheros Mexican Grill	Mexican Restaurant	13	1,500	3,900	8	6	77	0%	3%
13	Ruby Tuesday	American Restaurant	18	3,900	7,600	18	3	220	0%	-4%
14	Pokeworks	Asian Restaurant	11	700	2,400	11	2	63	100%	5%
15	Teriyaki Madness	Asian Restaurant	9	900	3,400	21	3	170	-40%	3%
16	Buca di Beppo Italian Restaurant	Italian Restaurant	18	3,500	13,000	8	2	59	0%	-6%
17	I Heart Mac & Cheese	American Restaurant	13	1,700	2,900	58	2	19	100%	-49%
18	McAlister's Deli	Deli / Bodega	14	2,200	7,000	17	8	513	0%	-8%
19	Boston's Restaurant & Sports Bar	Restaurant	13	4,900	9,600	21	4	23	33%	21%
20	Texas de Brazil	Brazilian Restaurant	23	3,600	14,100	20	2	53	0%	-2%
21	Mission BBQ	BBQ Joint	15	2,300	7,000	6	4	142	0%	10%
22	Freshii	Salad Place	15			11	2	8	0%	-53%
23	Logan's Roadhouse	Steakhouse	21	5,000	10,700	22	11	128	0%	-2%
24	Denny's	Diner	12	2,700	9,200	10	14	1366	-13%	-7%
25	Fazoli's	Italian Restaurant	15	2,500	5,300	57	7	190	-13%	-6%
26	Salsarita's Fresh Cantina	Mexican Restaurant	13	1,700	4,000	8	5	62	0%	-6%
27	Ponderosa	American Restaurant	14	6,600	11,600	82	5	13	0%	0%
28	bb.q Chicken	Korean Restaurant	15	700	4,400	12	2	212	100%	21%
29	Bubba's 33	American Restaurant	12	7,000	11,800	22	2	49	0%	9%
30	The Cheesecake Factory	American Restaurant	20	5,600	17,200	6	2	216	0%	0%
31	Dickey's Barbecue Pit	BBQ Joint	13	800	4,800	8	9	381	0%	-12%
32	Bahama Breeze	Caribbean Restaurant	21	7,600	20,300	7	2	49	0%	0%
33	Pita Way	Mediterranean Restaurant	13	900	2,600	5	34	39	42%	50%
34	BJ's Restaurant and Brewhouse	American Restaurant	15	5,500	13,800	7	5	221	0%	0%
35	TGI Fridays	American Restaurant	14	4,200	12,200	6	3	208	-25%	-13%
36	Cooper's Hawk Winery & Restaurant	American Restaurant	15	7,500	16,900	11	3	60	0%	2%
37	On The Border Mexican Grill & Cantina	Mexican Restaurant	14	4,300	10,100	6	6	107	0%	-6%
38	Bakers Square	American Restaurant	14	5,100	7,600	6	3	22	0%	0%
39	Granite City Food & Brewery	Brewery	15	7,900	12,700	7	2	15	0%	0%
40	HopCat	Beer Bar	15	5,600	9,400	7	10	11	11%	10%
41	sweetgreen	Salad Place	11	1,100	5,100	8	4	230	0%	11%
42	Ruth's Chris Steak House	Steakhouse	20	5,000	17,200	11	4	135	0%	2%
43	Hook & Reel Cajun Seafood & Bar	Seafood Restaurant	11	3,200	11,500	9	6	68	0%	-1%
44	KPOT Korean BBQ & Hot Pot	Korean Restaurant	13	3,700	14,200	6	6	94	0%	9%
45	Zoup!	Soup Place	12	1,100	4,000	3	10	30	0%	-21%
46	Steak 'n Shake	American Restaurant	18	2,700	6,200	13	14	390	0%	-3%
47	P.F. Chang's	Chinese Restaurant	18	4,400	11,000	8	10	217	0%	-1%
48	Bonefish Grill	Seafood Restaurant	14	4,400	9,600	6	3	168	0%	0%
49	Noodles & Company	Ramen / Noodle House	12	1,600	4,800	6	21	477	-5%	-3%
50	Olga's Kitchen	Greek Restaurant	11	2,300	5,500	3	33	36	38%	33%

Source: Placer.ai, 2025

Exhibit A130. Top Full-Service Restaurant Recruitment Targets, Market Characteristics

	Full Service Restaurant Recruits	Sub Category	Relative Fit Score	Demograhic Fit Score	Avg Monthly Visits	Frequent Co-Tenants	Cannibalization (% existing visits)
1	Mezza Mediterranean Grille	Mediterranean Restaurant	100	90	1,200	6	10%
2	Tupelo Honey	Southern / Soul Food	91	97	9,900	3	0%
3	bd's Mongolian Grill	Mongolian Restaurant	89	91	12,900	8	27%
4	Corelife Eatery	Salad Place	86	97	7,900	4	3%
5	El Vaquero	Mexican Restaurant	81	95	7,900	2	2%
6	Bravo! Italian Kitchen	Italian Restaurant	80	98	10,200	5	31%
7	Smokey Bones Bar & Fire Grill	BBQ Joint	76	86	10,800	3	3%
8	Moe's Southwest Grill	Mexican Restaurant	75	93	7,900	2	8%
9	City Barbeque	BBQ Joint	74	95	8,700	1	5%
10	Schlotzsky's	Restaurant	74	92	6,900	1	0%
11	Mitchell's Fish Market	Seafood Restaurant	73	91	7,700	5	41%
12	Pancheros Mexican Grill	Mexican Restaurant	72	92	10,300	2	17%
13	Ruby Tuesday	American Restaurant	72	80	8,400	3	5%
14	Pokeworks	Asian Restaurant	71	91	3,200	2	17%
15	Teriyaki Madness	Asian Restaurant	70	88	3,700	1	1%
16	Buca di Beppo Italian Restaurant	Italian Restaurant	70	91	6,600	1	8%
17	I Heart Mac & Cheese	American Restaurant	69	85	3,300	1	0%
18	McAlister's Deli	Deli / Bodega	69	86	12,400	1	4%
19	Boston's Restaurant & Sports Bar	Restaurant	68	86	8,900	1	5%
20	Texas de Brazil	Brazilian Restaurant	68	89	10,200	4	41%
21	Mission BBQ	BBQ Joint	67	94	11,300	2	31%
22	Freshii	Salad Place	66	86		3	36%
23	Logan's Roadhouse	Steakhouse	66	75	14,500	2	4%
24	Denny's	Diner	66	76	11,600	2	6%
25	Fazoli's	Italian Restaurant	65	73	10,500	2	0%
26	Salsarita's Fresh Cantina	Mexican Restaurant	64	95	7,000	1	28%
27	Ponderosa	American Restaurant	64	70	10,700	2	0%
28	bb.q Chicken	Korean Restaurant	64	86	3,200	1	15%
29	Bubba's 33	American Restaurant	62	78	31,300	0	3%
30	The Cheesecake Factory	American Restaurant	62	93	40,200	4	71%
31	Dickey's Barbecue Pit	BBQ Joint	62	86	3,100	1	20%
32	Bahama Breeze	Caribbean Restaurant	61	92	21,300	3	56%
33	Pita Way	Mediterranean Restaurant	61	96	2,500	3	59%
34	BJ's Restaurant and Brewhouse	American Restaurant	60	84	25,900	3	49%
35	TGI Fridays	American Restaurant	59	85	9,200	2	37%
36	Cooper's Hawk Winery & Restaurant	American Restaurant	59	93	22,800	1	43%
37	On The Border Mexican Grill & Cantina	Mexican Restaurant	59	91	11,500	2	47%
38	Bakers Square	American Restaurant	59	88	6,900	2	43%
39	Granite City Food & Brewery	Brewery	59	94	14,900	2	54%
40	HopCat	Beer Bar	59	95	17,400	3	67%
41	sweetgreen	Salad Place	57	85	6,500	2	28%
42	Ruth's Chris Steak House	Steakhouse	57	93	6,600	1	44%
43	Hook & Reel Cajun Seafood & Bar	Seafood Restaurant	57	78	8,500	3	40%
44	KPOT Korean BBQ & Hot Pot	Korean Restaurant	57	88	12,400	3	66%
45	Zoup!	Soup Place	57	96	2,300	2	60%
46	Steak 'n Shake	American Restaurant	57	81	14,600	1	29%
47	P.F. Chang's	Chinese Restaurant	56	95	17,800	3	74%
48	Bonefish Grill	Seafood Restaurant	55	96	8,400	1	58%
49	Noodles & Company	Ramen / Noodle House	55	93	8,300	3	79%
50	Olga's Kitchen	Greek Restaurant	54	92	8,300	4	93%

Source: Placer.ai, 2025

Development and Redevelopment Opportunities

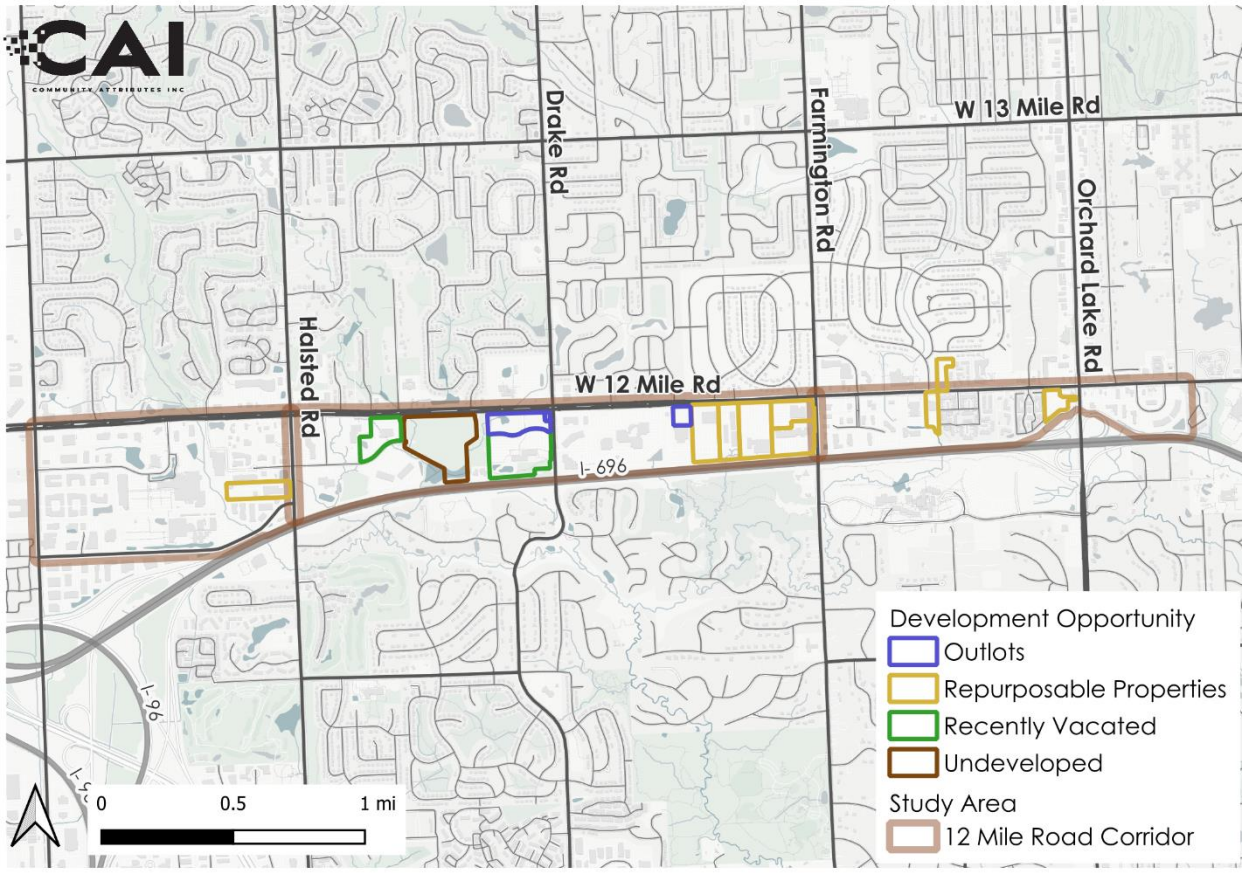
Both corridors have many quality buildings and tenants. Both also contain underutilized land and vacant or deteriorating buildings. Development opportunities include redevelopment of currently built properties, infill on greenfield sites, surface parking lots, and commercial out-lots, and the repurposing of existing buildings.

- **Infill opportunities.** Many properties, particularly along 12 Mile Road are large lots with significant amounts of undeveloped space on the property, including grassy areas and surface parking lots. Many of the surface parking lots are underutilized for parking. Some property owners and the City have identified out-lots on those properties as pads for retail development.
- **Redevelopable properties.** Parcels along both corridors, particularly along Orchard Lake Road, have older buildings that possibly could be demolished to make way for newer buildings that could better serve tenants and patrons.
- **Repurposable properties.** In some cases, some of the buildings may provide opportunities to change their use, converting office to housing, for example. These opportunities require buildings that have a long useful life remaining and may be suitable for significant redevelopment within the building to change the use. Not all buildings can be changed cost-effectively to meet code requirements for new uses and accommodate different activities within. Plumbing, electricity, elevators and other building systems often require major investments as part of conversion.

The inventory of evaluated properties is not an exhaustive list of all opportunities, rather it highlights properties that were identified in stakeholder engagement findings, consultant site visits, previous analyses, and by local officials. In addition to these development considerations, improvements to local programs and policies, such as the updated OS-4 amendments, should enable property owners to pursue redevelopment opportunities outside of direct partnership with Farmington Hills.

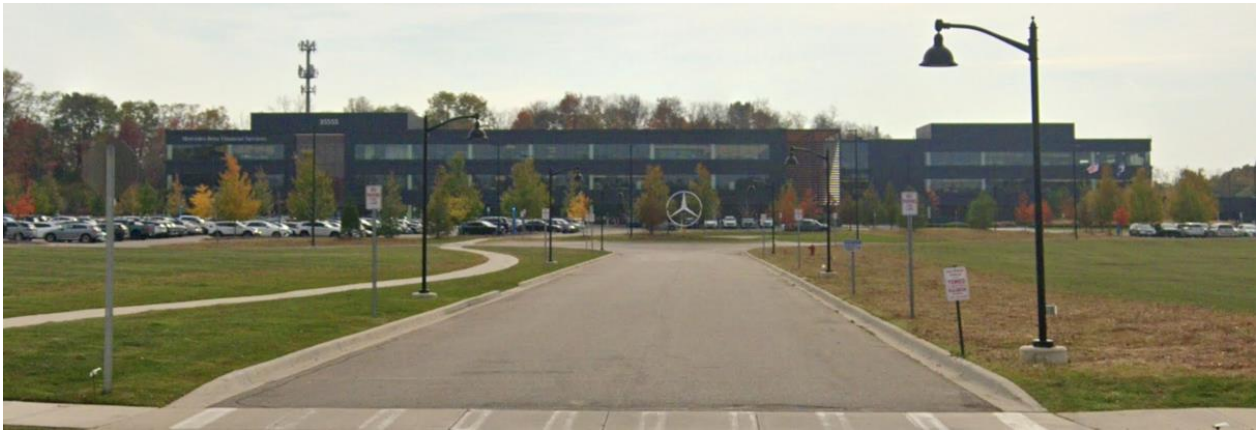
Future opportunities in the 12 Mile Road Corridor (**Exhibit A131**) include several repurposable properties, the expected vacancies of GreenPath Financial Wellness and Merecedes-Benz Financial Services (**Exhibit A132**) and a 31 acre undeveloped parcel in Focus Area B. Other repurposable properties considered include Farmington Hills Public Works in Focus Area A, a cluster of five office-serving parcels near Farmington Road and 12 Mile Road, the US Post Office branch, a vacant parcel on the north side of 12 Mile Road and the former Farmington Hills Comfort Care assisted living facility.

Exhibit A131. Development and Redevelopment Opportunities, 12 Mile Road Corridor



Source: City of Farmington Hills, 2025; CAI, 2025.

Exhibit A132. Merecedes-Benz Office, 12 Mile Road Corridor

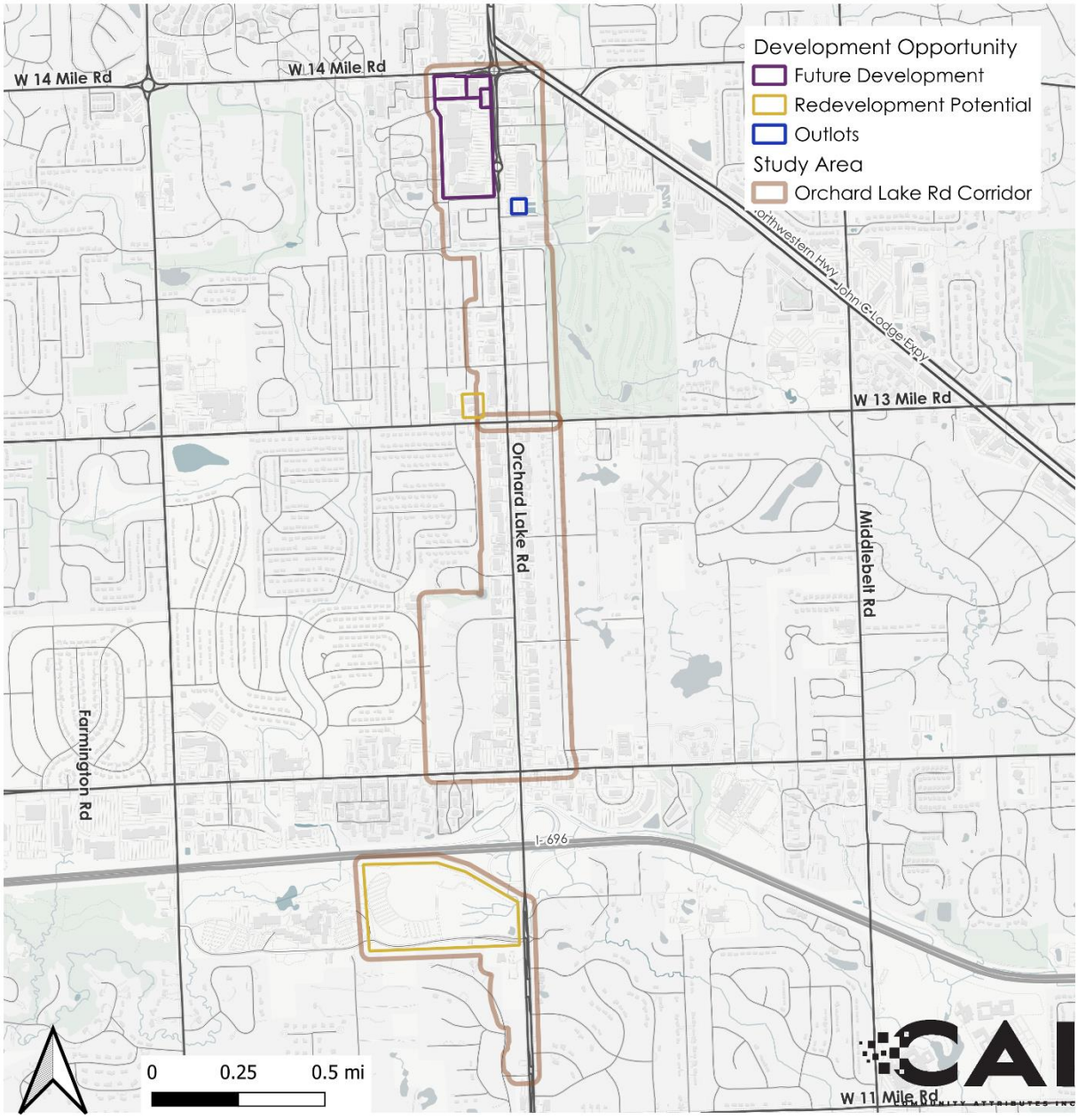


Source: Google Street View, 2024.

Future infill and redevelopment opportunities in the Orchard Lake Road Corridor (**Exhibit A133**) include the redevelopment of Hunter's Square Shopping Center, located in the southwest quadrant of W 14 Mile Road and

Orchard Lake Road, an underutilized parking lot in the Orchard-14 Shopping Center, the Silverspoon Home Services property along 13 Mile Road, and an underutilized parcel on the Oakland Community College Campus.

Exhibit A133. Development and Redevelopment Opportunities, Orchard Lake Road Corridor



Source: City of Farmington Hills, 2025; CAI, 2025.

Repurposing strategies include expanding establishment types beyond office-based uses to include mixed-use, light-industrial and retail businesses. While most of the identified repurposable properties are located in commercial and

office-based zoning districts, an evaluation of other commercial land use demands in the corridors can guide redevelopment strategy and future zoning code amendments. Research & development and other light-industrial land uses were identified in previous analyses as growth opportunities for the corridor. Other considerations for commercial conversions include medical uses, education, and mixed-use structures.

Both the 12 Mile Road Corridor and Orchard Lake Road Corridor have low industrial and flex[23] vacancy rates with less than 0.5% industrial vacancy and a 6.5% flex vacancy in the second quarter of 2025. This may indicate additional demand for industrial space, and the need to identify repurposable buildings. Demand may be partially alleviated through the delivery of approximately 79,000 square feet of industrial space currently under construction.

Additional considerations not detailed include floor plate size, property owner appetite, and unidentified business demand in the Detroit metropolitan region. An overview of considerations for highlighted industrial uses is provided in **Exhibit A134** below.

[23] Flex facilities, as defined by CoStar, are buildings with a mix of office, industrial, lab or commercial uses. The majority of flex properties are located within 12 Mile Focus Area A.

Exhibit A134. Industrial Tenant Development Criteria

	Warehouse	Distribution Center	Research & Development	Light Manufacturing	Multi-Tenant Industrial
Description	Most common industrial building, with large variation in space and infrastructure needs, lower traffic than other industrial spaces.	Focus on order processing and inventory turnover, with receiving, storage and shipping functions. 'Last-mile' dc's have lower space and ceiling height needs.	Building requirements are often tenant-specific, with types including life sciences, medical and pharmaceutical development or technology.	Often utilized for electronics, consumer goods or textiles, these facilities have less square footage and machinery than advanced manufacturing spaces.	Flex or hybrid spaces that can house manufacturing, warehouse or showroom spaces. Large companies often use these spaces as spokes to larger sites in outlying areas.
Ceiling Heights	32 - 40 ft	28 - 36 ft	12 - 20 ft	14 - 24 ft	16 - 24 ft
Square Footage	200,000 - 1 mil sq ft	200,000 - 1 mil sq ft	varies by need	< 300,000 sq ft	20,000 sq ft / tenant
Other Need Considerations	Loading docks and automated systems	Proximity to transportation infrastructure, strategic location,	Water drainage, exhaust, custom pipes and heating and cooling	Electric and utility infrastructure, compatibility with adjacent uses	Strategic metropolitan location, flexibility for diverse mix of uses

Sources: Floorspace.CA, 2024; JLL, 2025; CAI, 2025.

AGENDA
CITY COUNCIL MEETING
FEBRUARY 23, 2026
CITY OF FARMINGTON HILLS
31555 W ELEVEN MILE ROAD
FARMINGTON HILLS, MICHIGAN
Telephone: 248-871-2410 Website: www.fhgov.com
Cable TV: Spectrum – Channel 203; AT&T – Channel 99
YouTube Channel: https://www.youtube.com/user/FHChannel8

REQUESTS TO SPEAK: Anyone requesting to speak before Council must complete and turn in to the City Clerk a blue Public Participation Registration Form.

REGULAR SESSION BEGINS AT 7:30PM IN THE CITY COUNCIL CHAMBER

STUDY SESSION (6:00PM Community Room – See Separate Agenda)

REGULAR SESSION

CALL REGULAR SESSION TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL
1. Approval of regular session agenda

ANNOUNCEMENTS/PRESENTATIONS FROM CITY BOARDS, COMMISSIONS AND PUBLIC OFFICIALS
2. Presentation of the Historic District Commission 2025 Annual Report. CMR 2-26-21

CORRESPONDENCE

CONSENT AGENDA - (See Items No. 5-15)
All items listed under Consent Agenda are considered routine, administrative, or non-controversial by the City Council and will be enacted by one motion. There will be no separate discussion of these items, unless a Council Member or citizen so requests, in which event the items may be removed from the Consent Agenda for consideration.

CONSENT AGENDA ITEMS FOR DISCUSSION

COUNCIL MEMBERS' COMMENTS AND ANNOUNCEMENTS

CITY MANAGER UPDATE

UNIFINISHED BUSINESS:
3. Consideration of approval of an amendment to the Planned Unit Development Plan 12, 2014 including Site Plan 60-7-2025 – Culvers Restaurant (Postponed from January 12, 2026). CMR 2-26-22

NEW BUSINESS:

4. Consideration to approve a temporary monthly salary increase, as discussed in closed session and presented to Council at the regular session, for Assistant City Manager Karen Mondora as additional compensation for performing the duties of Acting City Manager, retroactive to December 19, 2025, and continuing through and until the effective date of City Council's appointment to fill the vacant City Manager position.

CONSENT AGENDA:

5. Recommended acceptance of the Planning Commission 2025 Annual Report. CMR 2-26-23

6. Recommended approval of a resolution establishing the Farmington Hills Activities Center Ad-Hoc Advisory Committee.

7. Recommended approval of the second amendment to the Use and Participation Agreement between the City and Comprehensive GI Solutions, PLLC at The Hawk. CMR 2-26-24

8. Recommended approval of a resolution recognizing American Aces Foundation as a non-profit organization operating in the community for the purpose of obtaining a charitable gaming license.

9. Recommended approval of an agreement with Michigan Department of Transportation for the Halsted Road construction project from 12 Mile Road to 14 Mile Road. CMR 2-26-25

10. Recommended approval of award of sewer inspection, cleaning, and repair services to SAK Construction LLC, in an amount not-to-exceed the budgeted amount for the current fiscal year, through June 16, 2027, with extensions. CMR 2-26-26

11. Recommended adoption of a Bond Authorizing Resolution to sell Capital Improvement Bonds to finance Capital Improvements. CMR 2-26-27

12. Recommended approval of establishing the budget study session meeting dates of May 4 and May 5, 2026.

13. Recommended approval of City Council study session minutes of February 9, 2026.

14. Recommended approval of City Council regular session minutes of February 9, 2026.

15. Recommended approval of City Council goals session minutes of February 11, 2026.

ADDITIONS TO AGENDA

PUBLIC COMMENTS

Limited to three (3) minutes.

ADJOURNMENT

Respectfully submitted,

Carly Lindahl, City Clerk

Reviewed by:

Karen Mondora, Acting City Manager

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 necessary arrangements/ accommodations will be made.

CITY MANAGER'S REPORT TO MAYOR AND COUNCIL

DATE: February 23, 2026

DEPT: Planning and Community Development

RE: Historic District Commission 2025 Annual Report

ADMINISTRATIVE SUMMARY:

The Historic District Commission is forwarding their 2025 Annual Report for review and acceptance by City Council.

City ordinances require that the Historic District Commission prepare and present an annual report to both the Planning Commission and City Council summarizing the Commission's activities in the prior year. The Planning Commission will have a presentation of the report for acceptance at their February 19, 2026 meeting.

Historic District Commission Chairperson, Kenneth Klemmer, will be in attendance to present the report.

The 2025 Annual Report will be forwarded to the State Historic Preservation Office to comply with Certified Local Government Program requirements.

RECOMMENDATION:

Resolve to ACCEPT the Historic District Commission 2025 Annual Report.

ATTACHMENTS:

- Historic District Commission 2025 Annual Report

# # #

Department Approval: Charmaine Kettler-Schmult, Director of Planning and Community Development
Executive Approval: Karen Mondora, Acting City Manager

CITY OF FARMINGTON HILLS HISTORIC DISTRICT COMMISSION
2025 ANNUAL REPORT

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

2025 Commission Membership

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

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

2025 Historic District Commission Goals, Objectives, and Initiatives

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

2026 Historic District Commission Goals, Objectives, and Initiatives

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

Historic District Commission Meetings

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

REVIEW OF WORK WITHIN HISTORIC DISTRICTS

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

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

Certificates of Appropriateness

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

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

Site Overview

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



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

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

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

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

Certificate of Appropriateness 25-1

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

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

Site Overview



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

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

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

Certificate of Appropriateness 25-2

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

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

Site Overview

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

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

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



Certificate of Appropriateness 25-3
The Historic District Commission issued a Certification of Appropriateness for demolition of existing detached accessory building (pool house) and construction of a new 192 sq. ft. accessory building based on Secretary of Interior's Standards #9 and #10.

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

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



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

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

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

Certificate of Appropriateness 25-4

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

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

Site Overview



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

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

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

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

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

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

Certificate of Appropriateness 25-5

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

Certificate of Appropriateness 25-2A

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

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

Site Overview

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

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

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



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

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

Certificate of Appropriateness 25-6
The Historic District Commission issued a Certification of Appropriateness to install a 100 ft. wrought iron fence along the east lot line. The proposed fence will be 6 ft. in height in the side and rear yard and 3 ft. in height in the front yard. Work is consistent with Secretary of Interior's Standards #2 and #10.

Certificate of Appropriateness 25-1A
The Historic District Commission issued a Certification of Appropriateness to install a generator in the side yard behind the fence, behind the house through admirative delegation.

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

Site Overview



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

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

Certificate of Appropriateness 25-7
The Historic District Commission issued a Certification of Appropriateness to construct a 2nd floor (approximately 5 ft x 12 ft) addition on rear flush with back of house; to replace rotted exterior walls and roof materials to repair structural damage as needed; and to install new exterior trim and siding around entire house (existing siding to remain beneath). Approved LP Smartside cedar texture 38 series lap siding with overlap to match reveal or exposure of existing siding as much as possible. Work consistent with Secretary of Interior's Standards #2, #5, and #10.

Certificate of Appropriateness 25-3A

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

SELECTED HISTORIC DISTRICT COMMISSION ACTIVITIES IN 2025

Cemetery Monument Restoration

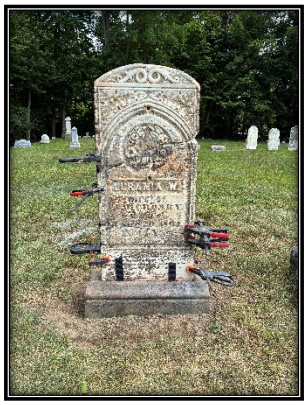
In Year 5 of the campaign to restore and preserve the City-owned Utley and West Cemeteries made significant progress in 2025. Restoration efforts focused on cleaning, releveling, and carefully excavating fallen grave markers to stabilize and protect these historic resources.

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

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

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







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







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

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

Spicer House – Community Open House and Tour





On May 20, 2025, the Historic District Commission hosted a public open house and tour of the Spicer House (Site No. 508), offering a "preservation-in-progress" experience at this English country–style residence built in 1926. The event highlighted ongoing and future preservation efforts, including the demonstration of an alternative wood shake roof product and a preview of plans to relocate the Heritage and History Center to the Spicer House. Designed as an informal, presentation-free gathering, the open house provided attendees with the opportunity to engage directly with current volunteer HDC Commissioners and discuss the property's plans and significance. The event was well received, with attendance exceeding 30 community members.

Oakewood Cottage – 100th Anniversary Open House and Tour

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

CITY MANAGER'S REPORT TO MAYOR AND COUNCIL

DATE: February 23, 2026

DEPT: Planning and Community Development

RE: Amend Planned Unit Development ("PUD") Plan 12, 2014, including Site Plan 60-7-2025 – Culver's Restaurant

ADMINISTRATIVE SUMMARY

Applicant: Ronald J. Sesi

Owner: SSFHC Real Estate LLC

Sidwell: 22-23-10-476-067

Zoning: B-4 Planned General Business District

Master Plan: Commercial

Location: Twelve Mile, west of Orchard Lake Road

Description:

The application to amend PUD Plan 12, 2014, including Revised Site Plan 60-7-2025, proposes to amend the PUD plan to add a new fast-food restaurant with drive-through on a vacant lot within the existing Orchard 12 shopping center.

Please see Giffels Webster's review attached for a detailed review of the plans recommended by Planning Commission, and the Farmington Hills Planning Office memo regarding updates to the site plan since City Council last reviewed on January 12, 2026.

Traffic and site circulation was an important topic discussed during the City Council meeting of January 12, 2026. The applicant has submitted traffic studies and revisions. The results of the latest traffic study review by GHD Engineering are attached along with the Farmington Hills Engineering reviews.

PROCEDURAL HISTORY

- October 16, 2025 — Planning Commission set for public hearing (8-0)
- November 20, 2025 — Planning Commission public hearing and recommendation to City Council (5-3)
- January 12, 2026 — City Council postponed application to amend PUD and Site Plan (6-1)

ZONING DEVIATIONS

Permit

- Drive-in restaurant use where such use is not permitted within the B-4, Planned General Business District;
- Permit a drive-in restaurant to be located in a stand-alone building where such use is not permitted in the B-4, Planned General Business District;
- Drive-in restaurant building to be located within the front yard setback at 44.7' from the right-of-way, where 120' minimum is required;
- Vehicular access drive for a drive-in restaurant to be located within 60' of the road right-of-way of any intersecting street; and
- Vehicle stacking spaces, order confirmation, and menu boards for a drive-in restaurant to be located within a front yard where such lanes and structures are prohibited in the front yard.

POTENTIAL COUNCIL ACTIONS

Suggested Resolution for conditional APPROVAL:

Resolve that the application to amend PUD Plan 12, 2014, including Site Plan 60-7-2025, dated revised February 12, 2026, submitted by Ronald J. Sesi, is APPROVED, subject to the following conditions:

(1) Any conditions and requirements of the Planning Commission's November 20, 2025, motion recommending approval of the amended PUD and Site Plans,
(2) Giffels Webster's November 12, 2025, review shall be complied with or addressed to the reasonable satisfaction of the Planning and Community Development Department;
(3) Any conditions and requirements stated in the February 18, 2026, review by the City Engineer shall be complied with or addressed to the reasonable satisfaction of the City Engineer; and
(4) Any conditions recommended by the
(5) Any conditions and requirements stated in the October 31, 2025, review by the Fire Marshal shall be complied with or addressed to the reasonable satisfaction of the Fire Marshal.
(6) [Insert additional conditions if appropriate.]

And further resolve that the City Attorney prepare the appropriate PUD agreement stipulating the final PUD approval conditions and authorizing the identified zoning deviations for City Council consideration and final approval.

Suggested Resolution for <u>POSTPONEMENT:</u>

Resolve that the application to amend PUD Plan 12, 2014, including Site Plan 60-7-2025, dated revised February 12, 2026, submitted by Ronald J. Sesi, is POSTPONED to a City Council meeting on _____, 2026.

Suggested Resolution for <u>DENIAL:</u>

Resolve that the application to amend PUD Plan 12, 2014, including Site Plan 60-7-2025, dated revised February 12, 2026, submitted by Ronald J. Sesi, is DENIED, because it does not meet all provisions set forth in Section 34-3.20 of the Zoning Ordinance and the proposed development will adversely affect the public health, welfare, and safety for the following reasons: ***[Indicate reasons the PUD does not meet the requirements of Section 34-3.20 and/or will have the adverse effect described above.]***

<u>ATTACHMENTS</u>

- Amend PUD Plan 12, 2014, including Site Plan 60-7-2025 Plans dated February 12, 2026
- Giffels Webster's review dated November 12, 2025
- Farmington Hills Planning Office memo dated February 17, 2026
- Engineering Division review dated February 18, 2026 and supporting documents
- Environmental Engineer review dated November 4, 2025
- GHD Engineering PC – traffic study review dated February 18, 2026
- Fire Department review dated October 31, 2025
- October 16, 2025, Planning Commission regular meeting minutes
- November 20, 2025, Planning Commission regular meeting minutes
- January 12, 2026, City Council regular meeting minutes

Reviewed by: Charmaine Kettler-Schmult, Director of Planning & Community Development
Approved by: Karen Mondora, Acting City Manager

Owner / Developer

SSFHC Real Estate LLC
2246 Oakwood Drive
Troy, MI 48085
Tel. (248) 245-2852

CONTACT: Mr. Derrick J. Sesi

Architect

MRP DESIGN GROUP
3450 Acworth Due West Road
Building 100, Suite 120
Kennesaw, GA 30144
Tel. (770) 917-9172
Fax. (770) 917-9470

CONTACT: Jose Becerra

Civil Engineer

NOWAK & FRAUS ENGINEERS
46777 Woodward Ave.
Pontiac, MI 48342-5032
Tel. (248) 332-7931
Fax. (248) 332-8257

CONTACT: Allen J. Eizember, P.E.

Landscape Architect

NOWAK & FRAUS ENGINEERS
46777 Woodward Ave.
Pontiac, MI 48342-5032
Tel. (248) 332-7931
Fax. (248) 332-8257

CONTACT: George A. Ostrowski, PLA, LEED AP

City of Farmington Hills, Oakland County, Michigan SITE PLAN DOCUMENTS Prepared For Culver's



LOCATION MAP

SHEET INDEX

SP00	Cover Sheet
SP01	Boundary and Topographic Survey
SP02	Overall Site Plan
SP02.1	Dimensional Site Plan
SP02.2	Fire Truck Maneuvering Plan
SP03	Preliminary Paving and Grading Plan
SP04	Priliminary Utility Plan
SP04.1	Contech Detention Details
L1	Landscape Plan
A-1.0	Dimension Floor Plan
A-3.0	Exterior Elevations, Door & Window Schedule
A-3.0	Exterior Elevations (Color)
A-8.0	Cross Sections & Details
A-9.0	Sections & Details
E301	Electrical Photometric Plan
	Reference Plan
C12	Parking Lot/ Existing Underground Detention (Existing)

LEGAL DESCRIPTION - PER RECORD

SITUATED IN THE CITY OF FARMINGTON HILLS, OAKLAND COUNTY, MICHIGAN, DESCRIBED AS:

PART OF LOTS 27 AND 28, PARK HILL SUBDIVISION OF THE EAST 1/2 OF THE SOUTHEAST 1/4 OF SECTION 10, TOWN 1 NORTH, RANGE 9 EAST, FARMINGTON TOWNSHIP, NOW CITY OF FARMINGTON HILLS, OAKLAND COUNTY, MICHIGAN, ACCORDING TO THE PLAT THEREOF AS RECORDED IN LIBER 43, PAGE 59, OF PLATS, OAKLAND COUNTY RECORDS, BEING MORE PARTICULARLY DESCRIBED AS: BEGINNING AT THE SOUTHEAST CORNER OF SAID LOT 27; THENCE DUE WEST, 123.50 FEET ALONG THE NORTHERLY LINE OF TWELVE MILE (120 FEET WIDE); THENCE DUE NORTH, 200.00 FEET; THENCE DUE EAST, 123.50 FEET TO A POINT ON THE EASTERLY LINE OF SAID LOT 27; THENCE SOUTH 00 DEGREES 05 MINUTES 00 SECONDS WEST, 200.00 FEET ALONG SAID EAST LINE OF LOT 27 TO THE POINT OF BEGINNING.

TAX ID NUMBER: 23-10-476-067

CONTAINING: 24,700 SQUARE FEET OR 0.567 ACRES

REVISIONS:
06-09-25 ISSUED FOR SITE PLAN REVIEW
10-14-25 REVISED PER CITY-PC COMMENTS
10-28-25 PC SUBMITTAL
12-10-25 REVISED PER CITY
01-06-26 REVISED PER CITY PC MEETING
02-06-26 REVISED PER CITY COUNCIL
02-12-26 REVISED PER CITY ENGINEER

Project Name

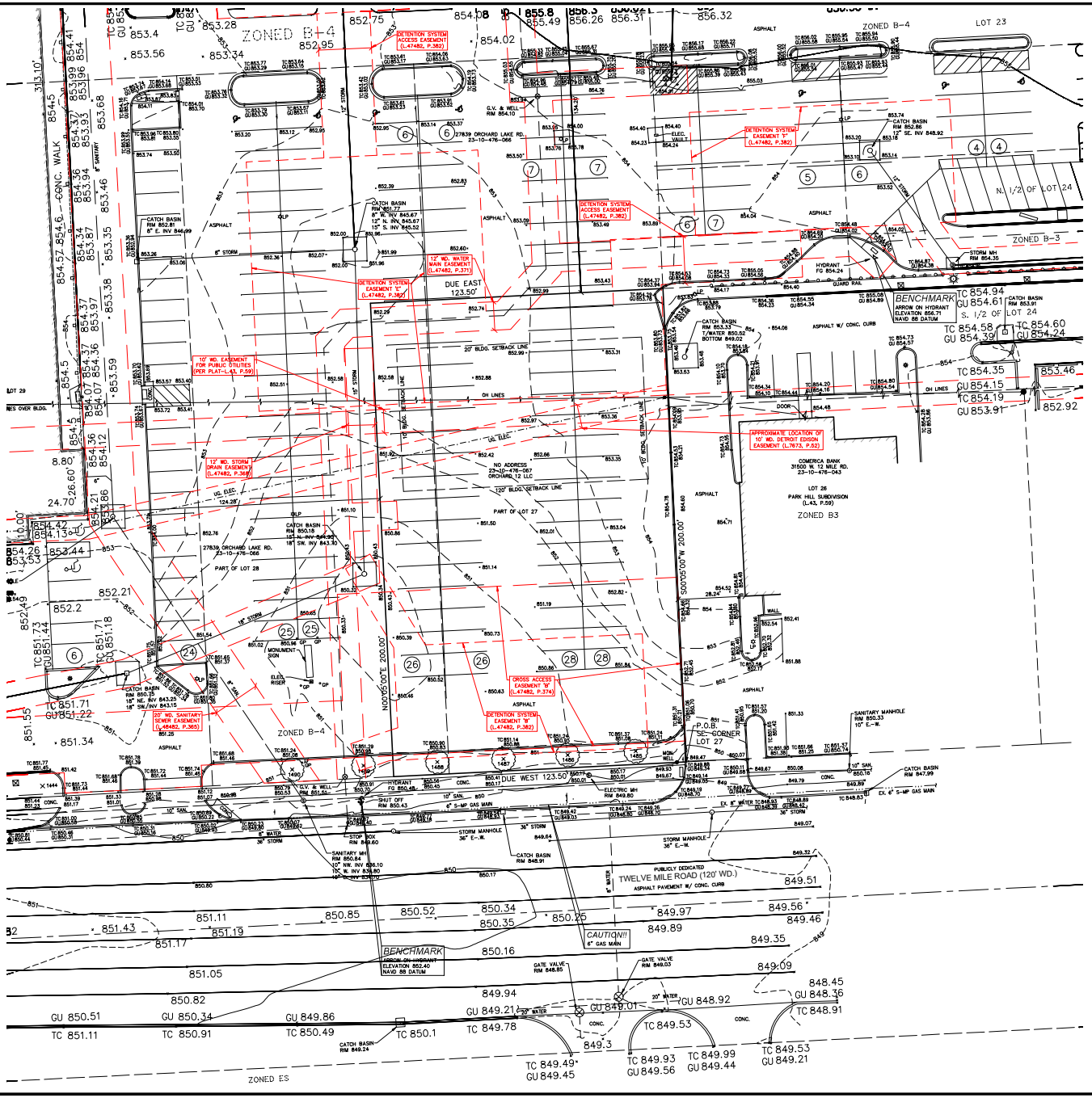
Culver's - Orchard Plaza

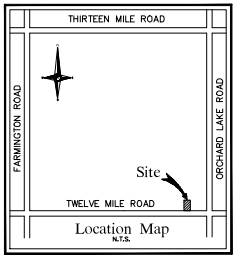
811 Know what's below Call before you dig.

N & F JOB #E859-09

STATE OF MICHIGAN
ALLEN J. EIZEMBER
ENGINEER
NO. 6201314145
LICENSED PROFESSIONAL ENGINEER

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







LEGAL DESCRIPTION - PER RECORD

SITUATED IN THE CITY OF FARMINGTON HILLS, OAKLAND COUNTY, MICHIGAN, DESCRIBED AS:

PART OF LOTS 27 AND 28, PARK HILL SUBDIVISION OF THE EAST 1/2 OF THE SOUTHEAST 1/4 OF SECTION 10, TOWN 1 NORTH, RANGE 9 EAST, FARMINGTON TOWNSHIP, NOW CITY OF FARMINGTON HILLS, OAKLAND COUNTY, MICHIGAN, ACCORDING TO THE PLAT THEREOF AS RECORDED IN LIBER 43, PAGE 59, OF PLATS, OAKLAND COUNTY RECORDS, BEING MORE PARTICULARLY DESCRIBED AS: BEGINNING AT THE SOUTHEAST CORNER OF SAID LOT 27; THENCE DUE WEST, 123.50 FEET ALONG THE NORTHERLY LINE OF TWELVE MILE (120 FEET WIDE); THENCE DUE NORTH, 200.00 FEET; THENCE DUE EAST, 123.50 FEET TO A POINT ON THE EASTERLY LINE OF SAID LOT 27; THENCE SOUTH 00 DEGREES 05 MINUTES 00 SECONDS WEST, 200.00 FEET ALONG SAID EAST LINE OF LOT 27 TO THE POINT OF BEGINNING.

TAX ID NUMBER: 23-10-476-067

CONTAINING: 24,700 SQUARE FEET OR 0.567 ACRES

DTE DISCLAIMER NOTE

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

BASIS OF BEARING NOTE

ALL BEARINGS ARE IN RELATION TO THE PREVIOUSLY ESTABLISHED EAST LINE OF SECTION 10 OF PARK HILL SUBDIVISION AS RECORDED IN LIBER 43 OF PLATS, PAGE 59, OAKLAND COUNTY RECORDS. (S.00°05'00"W.)

FLOOD HAZARD NOTE

THE PROPERTY DESCRIBED ON THIS SURVEY DOES NOT LIE WITHIN A SPECIAL FLOOD HAZARD AREA AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY. IT IS IDENTIFIED AS BEING IN ZONE X ON THE FLOOD INSURANCE RATE MAP IDENTIFIED AS COMMUNITY PANEL NO. 26125C0531F, 26125C0541F, BOTH BEARING AN EFFECTIVE DATE OF SEPTEMBER 29, 2006.

TOPOGRAPHIC SURVEY NOTES

ALL ELEVATIONS ARE EXISTING ELEVATIONS, UNLESS OTHERWISE NOTED.

UTILITY LOCATIONS WERE OBTAINED FROM MUNICIPAL OFFICIALS AND RECORDS OF UTILITY COMPANIES, AND NO GUARANTEE CAN BE MADE TO THE COMPLETENESS, OR EXACTNESS OF LOCATION.

THIS SURVEY MAY NOT SHOW ALL EASEMENTS OF RECORD UNLESS AN UPDATED TITLE POLICY IS FURNISHED TO THE SURVEYOR BY THE OWNER.

LEGEND

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

NF ENGINEERS
CIVIL ENGINEERS
LAND SURVEYORS
LAND PLANNERS

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

SEAL

KEVIN CHRISTOPHER NAVAROLI License No. 4001053503 PROFESSIONAL SURVEYOR STATE OF MICHIGAN

PROJECT
Culver's - Orchard Plaza
Farmington Hills, MI

CLIENT
SSFHC Real Estate LLC
2246 Oakwood Drive
Troy, MI 48085

Contact:
Mr. Ronald J. Sesi
Ph: 248-245-2852

PROJECT LOCATION
Part of the SE 1/4
of Section 10
T.1N., R.9E.
City of Farmington Hills,
Oakland County, Michigan

SHEET
Boundary and
Topographic Survey

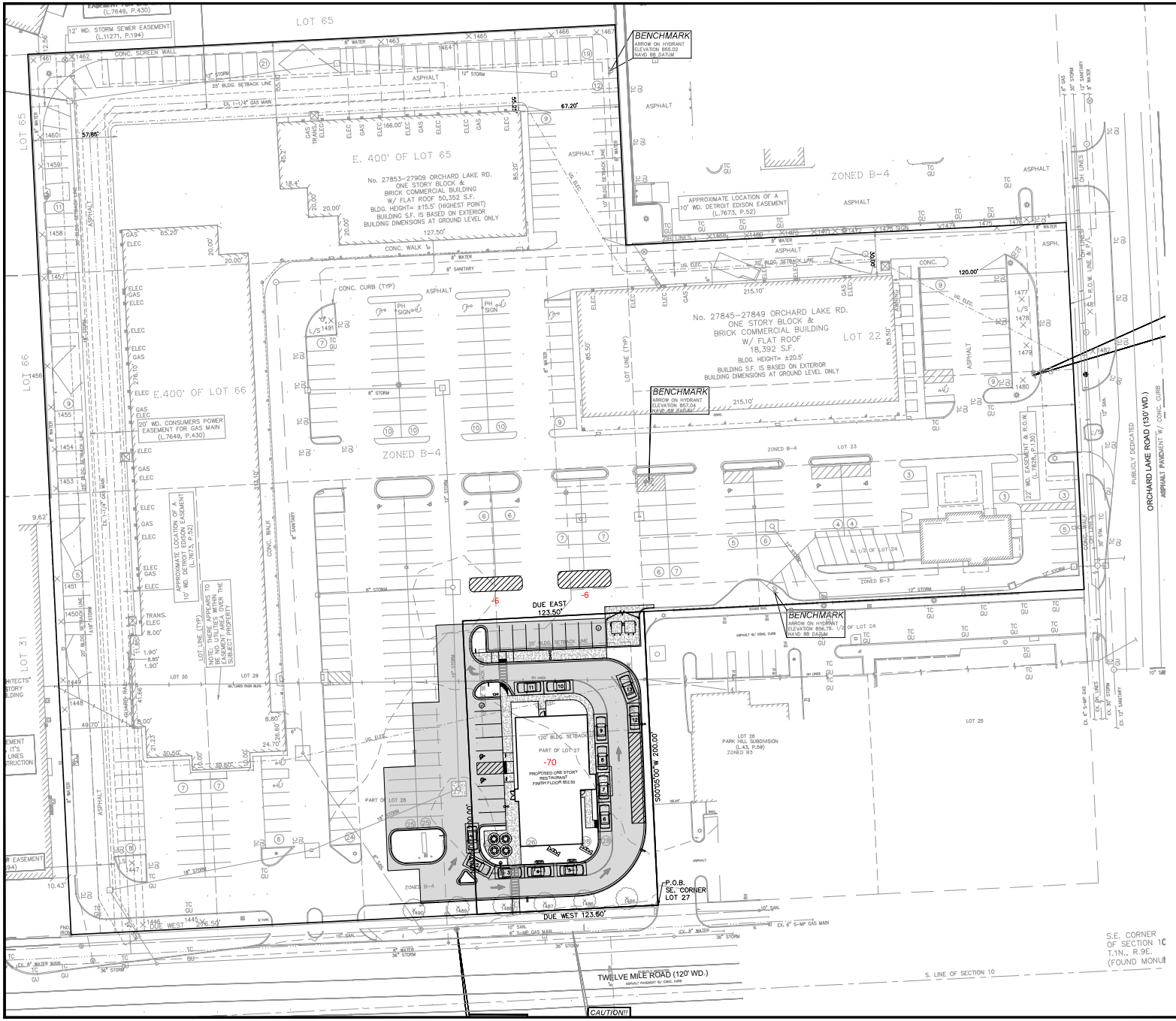
811 Know what's below Call before you dig.

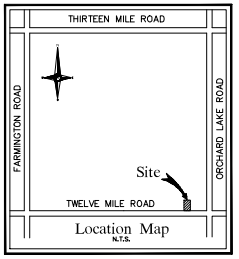
DATE	ISSUED/REVISED
06-09-25	ISSUED FOR SITE PLAN REVIEW
10-14-25	REVISED PER CITY/PC COMMENTS
10-28-25	PC SUBMITTAL
12-10-25	REVISED PER CITY
01-06-26	REVISED PER CITY PC MEETING
02-06-26	REVISED PER CITY COUNCIL
02-12-26	REVISED PER CITY ENGINEER

DRAWN BY: M. Carnaghi
DESIGNED BY:
APPROVED BY: K. Navaroli
DATE: May 16, 2025
SCALE: 1" = 20'

NFE JOB NO. E859-09
SHEET NO. SP01

\\Nfe\ Dbi data — P:\ 2025\E859-09\FIELD\E859-09 SURVEY\Site Prep\E859-09_TOPO.dwg 2/12/2026 11:32 AM





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



PARKING CALCS

OVERALL SITE (AS OF 8/15/2025)	415 SPACES
TOTAL REMOVED ON OUTLET	82 SPACES
TOTAL ADDED (OAKBOCS SITE)	18 SPACES
OVERALL POST DEVELOPMENT	351 SPACES
NET DECREASE	64 SPACES

LIGHTING NOTE

THE EXISTING ON-SITE LIGHT POLES ARE REMAINING. THE POLES AND FIXTURES HAVE BEEN UPDATED IN THE FIELD. IN ADDITION THERE ARE ADDITIONAL POLES AND LIGHT FIXTURES PROPOSED TO MEET THE CITY OF FARMINGTON HILLS ZONING ORDINANCE. SOME OF THE EXISTING LIGHT POLES THAT ARE IN CONFLICT WILL BE RELOCATED TO THE LOCATIONS WHERE THE PROPOSED LIGHT POLES ARE TO BE INSTALLED. THE SITE WILL UNIFORM LIGHTING ACROSS THE ENTIRE SITE. REFER TO PHOTOMETRIC PLANS AND CUT SHEETS FOR MORE DETAIL.

ENGINEERING SITE PLAN NOTES

ALL PROPOSED GRADES WILL MATCH EXISTING ELEVATIONS AT THE PROPERTY LINES. ADDITIONAL DETAILS SHALL BE PROVIDED ON DETAILED ENGINEERING DRAWINGS TO BE PREPARED UPON APPROVAL ON SITE PLAN DOCUMENTS.

THE PROPOSED GRADING CONTOURS SHALL BE TIED INTO EXISTING CONTOURS AT ALL LOCATIONS. ADDITIONAL DETAILS SHALL BE PROVIDED ON DETAILED ENGINEERING DRAWINGS TO BE PREPARED UPON APPROVAL OF SITE PLAN DOCUMENTS.

ALL ACCESS DRIVES INTO THE SITE AND AROUND THE BUILDING WILL BE DESIGNED TO ACCOMMODATE FIRE APPARATUS WITH A 50 FOOT TURNING RADIUS. THE 50 FOOT RADIUS SHALL BE MEASURED TO THE CENTERLINE OF THE ROADWAY.

ALL ESTABLISHED FIRE LANES WILL BE POSTED PER THE CITY OF FARMINGTON HILLS FIRE DEPARTMENT REQUIREMENTS.

NOTE

EXISTING AND PROPOSED DETENTION TO BE PROVIDED VIA A UNDERGROUND DETENTION SYSTEM. DETAILS TO BE PROVIDED DURING ENGINEERING REVIEW PHASE OF PROJECT.

LEGAL DESCRIPTION - PER RECORD

SITUATED IN THE CITY OF FARMINGTON HILLS, OAKLAND COUNTY, MICHIGAN, DESCRIBED AS:

PART OF LOTS 27 AND 28, PARK HILL SUBDIVISION OF THE EAST 1/2 OF THE SOUTHEAST 1/4 OF SECTION 10, TOWN 1 NORTH, RANGE 9 EAST, FARMINGTON TOWNSHIP, NOW CITY OF FARMINGTON HILLS, OAKLAND COUNTY, MICHIGAN, ACCORDING TO THE PLAT THEREOF AS RECORDED IN LIBER 43, PAGE 59, OF PLATS, OAKLAND COUNTY RECORDS, BEING MORE PARTICULARLY DESCRIBED AS: BEGINNING AT THE SOUTHEAST CORNER OF SAID LOT 27; THENCE DUE WEST, 123.50 FEET ALONG THE NORTHERLY LINE OF TWELVE MILE (120 FEET WIDE); THENCE DUE NORTH, 200.00 FEET; THENCE DUE EAST, 123.50 FEET TO A POINT ON THE EASTERLY LINE OF SAID LOT 27; THENCE SOUTH 00 DEGREES 05 MINUTES 00 SECONDS WEST, 200.00 FEET ALONG SAID EAST LINE OF LOT 27 TO THE POINT OF BEGINNING.

TAX ID NUMBER: 23-10-476-067

CONTAINING: 24,700 SQUARE FEET OR 0.567 ACRES

PAVING LEGEND

- PROPOSED CONCRETE PAVEMENT
- PROPOSED ASPHALT PAVEMENT

LEGEND

- MANHOLE
- HYDRANT
- GATE VALVE
- MANHOLE CATCH BASIN
- UTILITY POLE
- GUY POLE
- GUY WIRE
- C.O.
- INLET
- C.B.
- EXISTING SANITARY SEWER
- SAN. CLEAN OUT
- EXISTING WATERMAIN
- EXISTING STORM SEWER
- EX. R. Y. CATCH BASIN
- EXISTING BURIED CABLES
- OVERHEAD LINES
- LIGHT POLE
- SIGN
- EXISTING GAS MAIN
- PR. SANITARY SEWER
- PR. WATER MAIN
- PR. STORM SEWER
- PR. R. Y. CATCH BASIN
- PROPOSED LIGHT POLE

SEAL

STATE OF MICHIGAN
ALLEN J. EIZEMBER
ENGINEER
NO. 620131-4145
PROFESSIONAL ENGINEER

PROJECT
Culver's - Orchard Plaza
Farmington Hills, MI

CLIENT
SSFHC Real Estate LLC
2246 Oakwood Drive
Troy, MI 48085

Contact:
Mr. Ronald J. Sesi
Ph: 248-245-2852

PROJECT LOCATION
Part of the SE 1/4
of Section 10
T.1N., R.9E.
City of Farmington Hills,
Oakland County, Michigan

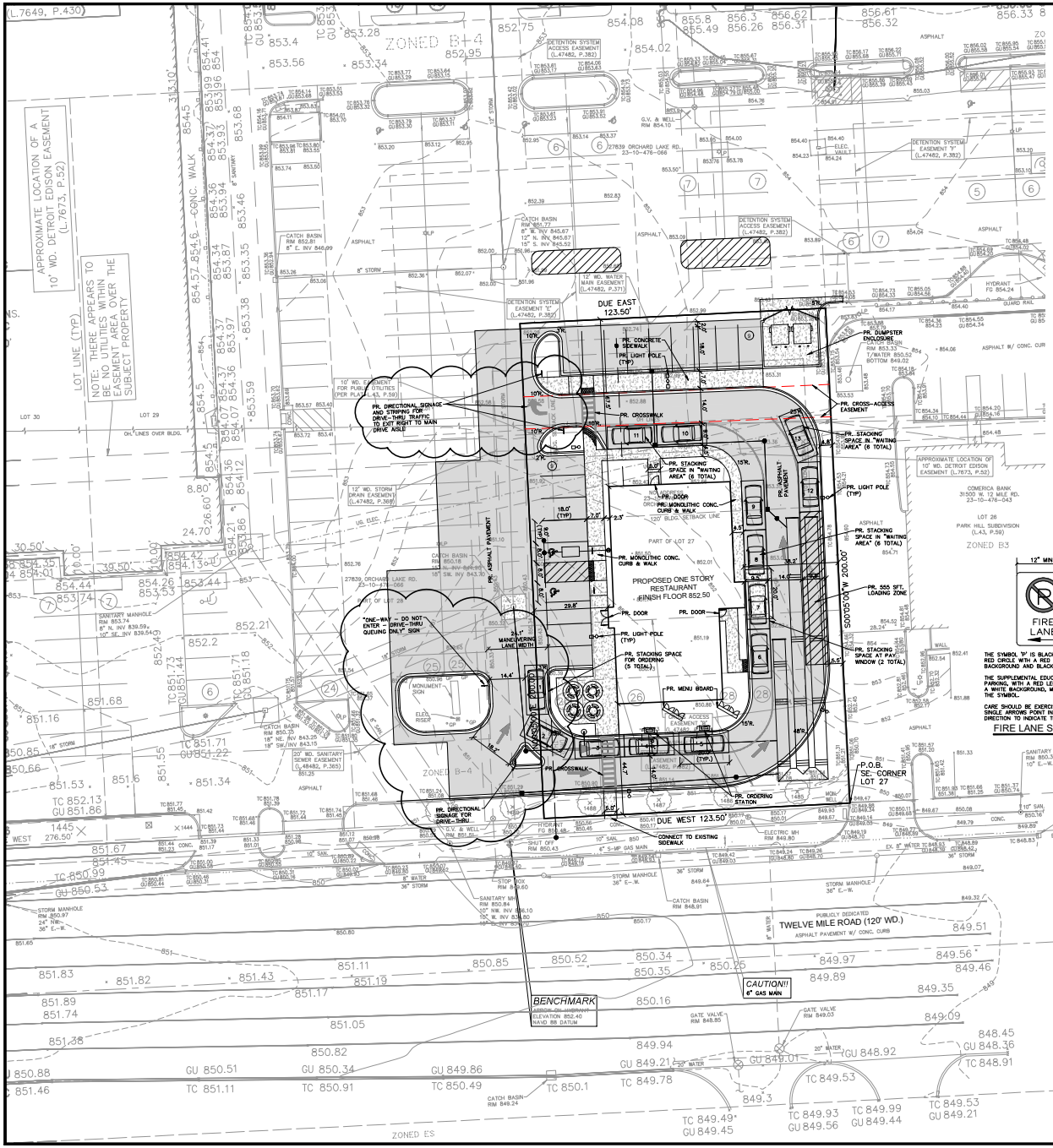
SHEET
Overall Site Plan

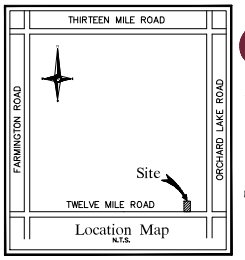
811
Know what's below
Call before you dig.

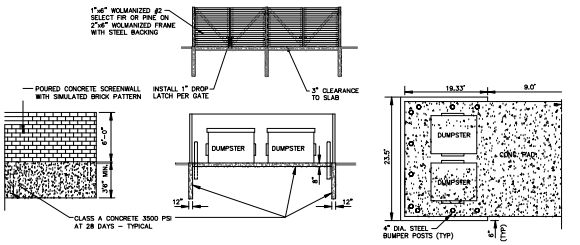
DATE	ISSUED/REVISED
06-09-25	ISSUED FOR SITE PLAN REVIEW
10-14-25	REVISED PER CITY/PC COMMENTS
10-28-25	PC SUBMITTAL
12-10-25	REVISED PER CITY
01-06-26	REVISED PER CITY PC MEETING
02-06-26	REVISED PER CITY COUNCIL
02-12-26	REVISED PER CITY ENGINEER

DRAWN BY: J. Lawrey
DESIGNED BY: A. Eizember
APPROVED BY: A. Eizember
DATE: May 16, 2025
SCALE: 1" = 30'

NFE JOB NO. E859-09
SHEET NO. SP02







DUMPSTER ENCLOSURE DETAIL
N.T.S.

STACKING SPACE NOTES

DUE TO CULVER'S OPERATIONS, STACKING SPACES ARE SHOWN ATYPICAL OF A QUICK-SERVICE RESTAURANT; CUSTOMERS PLACE ORDER, PAY, THEN WAIT IN THE "WAITING AREA" FOR FOOD DELIVERY.

5 SPACES ARE SHOWN PRIOR TO THE ORDERING STATIONS PER ORDINANCE.

8 ADDITIONAL STACKING SPACES ARE SHOWN BEYOND THE ORDERING STATIONS (2 AT PAY WINDOW AND 6 IN "WAITING AREA").

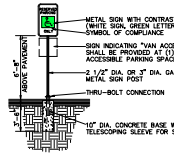


THE SYMBOL 'P' IS BLACK, CIRCUMSCRIBED IN A RED CIRCLE WITH A RED SLASH ON A WHITE BACKGROUND AND BLACK BORDER.

THE SUPPLEMENTAL EDUCATIONAL PLAQUE NO PARKING, WITH A RED LEGEND AND BORDER ON A WHITE BACKGROUND, MAY BE USED ABOVE THE SYMBOL.

CARE SHOULD BE EXERCISED TO SEE THAT THE SINGLE ARROW POINT IN THE PROPER DIRECTION TO INDICATE THE REGULATED ZONE.

FIRE LANE SIGN DETAIL



BARRIER FREE PARKING SIGN DETAIL
N.T.S.
Provide (1) for each accessible parking space

SITE DATA

SITE AREA
GROSS/NET: 24,700 SFT. OR 0.567 ACRES

ZONING
EXISTING: B4 (PLANNED GENERAL BUSINESS DISTRICT)

PARKING
REQUIRED: 1 SPACE / 30 SFT. OF USABLE BUILDING AREA
1,586 S.F. USABLE / 30 SFT. = 53 SPACES
1 SPACE / 75 SFT. OF PATIO AREA
480 / 75 = 7 SPACES
TOTAL PARKING REQUIRED = 60 SPACES

PROVIDED: 18 SPACES PROVIDED INCLUDING 2 BARRIER FREE SPACES

SITE AREA	24,700.00 SFT:	100.0%
BUILDING FOOTPRINT	4,123.93 SFT:	16.7%
PARKING & DRIVES	15,829.04 SFT:	64.1%
OPEN SPACE	4,747.03 SFT:	19.2%

BUILDING HEIGHT: 50' MAXIMUM/ 3 STORES

SETBACK REQUIREMENTS	REQUIRED	PROVIDED
FRONT:	120'(SOUTH)	44.3'(SOUTH)
SIDE:	10'(WEST),10'(EAST)	29.8'(WEST),28.2'(EAST)
REAR:	20'(NORTH)	67.5'(NORTH)
YARD OPEN SPACE	REQUIRED	PROVIDED
FRONT:	10%	45.2%

LOADING AREA:
REQUIRED: 10 SFT PER FRONT FOOT OF BUILDING = 55.42 LF. X 10 = 555 S.F. REQUIRED

PROVIDED:

FIRE DEPARTMENT NOTES

PROPER HYDRANT COVERAGE SHALL BE PROVIDED.

A PROPOSED ADDRESS GRAPHIC MUST BE SUBMITTED TO THE FIRE DEPARTMENT FOR REVIEW AND APPROVAL.

THE BUILDING SHALL NOT BE USED FOR FLAMMABLE LIQUID OR HAZARDOUS MATERIALS STORAGE; THE LEASE SHALL SPECIFICALLY PROHIBIT POISONS; EXPLOSIVES, RADIOACTIVE, CORROSIVES, AND OTHER REGULATED HAZARDOUS MATERIALS.

THE BUILDING SHALL BE PROPERLY MAINTAINED.

ENGINEERING SITE PLAN NOTES

ALL PROPOSED GRADES WILL MATCH EXISTING ELEVATIONS AT THE PROPERTY LINES. ADDITIONAL DETAILS SHALL BE PROVIDED ON DETAILED ENGINEERING DRAWINGS TO BE PREPARED UPON APPROVAL ON SITE PLAN DOCUMENTS.

THE PROPOSED GRADING CONTOURS SHALL BE TIED INTO EXISTING CONTOURS AT ALL LOCATIONS. ADDITIONAL DETAILS SHALL BE PROVIDED ON DETAILED ENGINEERING DRAWINGS TO BE PREPARED UPON APPROVAL OF SITE PLAN DOCUMENTS.

ALL ACCESS DRIVES INTO THE SITE AND AROUND THE BUILDING WILL BE DESIGNED TO ACCOMMODATE FIRE APPARATUS.

ALL ESTABLISHED FIRE LANES WILL BE POSTED PER THE CITY OF FARMINGTON HILLS FIRE DEPARTMENT REQUIREMENTS.

LEGAL DESCRIPTION - PER RECORD

SITUATED IN THE CITY OF FARMINGTON HILLS, OAKLAND COUNTY, MICHIGAN, DESCRIBED AS:

PART OF LOTS 27 AND 28, PARK HILL SUBDIVISION OF THE EAST 1/2 OF THE SOUTHEAST 1/4 OF SECTION 10, TOWN 1 NORTH, RANGE 9 EAST, FARMINGTON TOWNSHIP, NOW CITY OF FARMINGTON HILLS, OAKLAND COUNTY, MICHIGAN, ACCORDING TO THE PLAT THEREOF AS RECORDED IN LIBER 43, PAGE 59, OF PLATS, OAKLAND COUNTY RECORDS, BEING MORE PARTICULARLY DESCRIBED AS: BEGINNING AT THE SOUTHEAST CORNER OF SAID LOT 27; THENCE DUE WEST, 123.50 FEET ALONG THE NORTHERLY LINE OF TWELVE MILE (120 FEET WIDE); THENCE DUE NORTH, 200.00 FEET; THENCE DUE EAST, 123.50 FEET TO A POINT ON THE EASTERLY LINE OF SAID LOT 27; THENCE SOUTH 00 DEGREES 05 MINUTES 00 SECONDS WEST, 200.00 FEET ALONG SAID EAST LINE OF LOT 27 TO THE POINT OF BEGINNING.

TAX ID NUMBER: 23-10-476-067

CONTAINING: 24,700 SQUARE FEET OR 0.567 ACRES

PAVING LEGEND

PROPOSED CONCRETE PAVEMENT

PROPOSED ASPHALT PAVEMENT

LEGEND

EXISTING SANITARY SEWER
SAN. CLEAN OUT
EXISTING WATERMAIN
EXISTING STORM SEWER
EX. R. Y. CATCH BASIN
EXISTING BURIED CABLES
OVERHEAD LINES
LIGHT POLE
SIGN
EXISTING GAS MAIN
PR. SANITARY SEWER
PR. WATER MAIN
PR. STORM SEWER
PR. R. Y. CATCH BASIN
PROPOSED LIGHT POLE

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

SEAL
STATE OF MICHIGAN
ALLEN EIZEMBER
ENGINEER
NO. 620134145
PROFESSIONAL ENGINEER

PROJECT
Culver's - Orchard Plaza
Farmington Hills, MI

CLIENT
SSFHC Real Estate LLC
2246 Oakwood Drive
Troy, MI 48085
Contact:
Mr. Ronald J. Sesi
Ph: 248-245-2852

PROJECT LOCATION
Part of the SE 1/4
of Section 10
T.1N., R.9E.
City of Farmington Hills,
Oakland County, Michigan

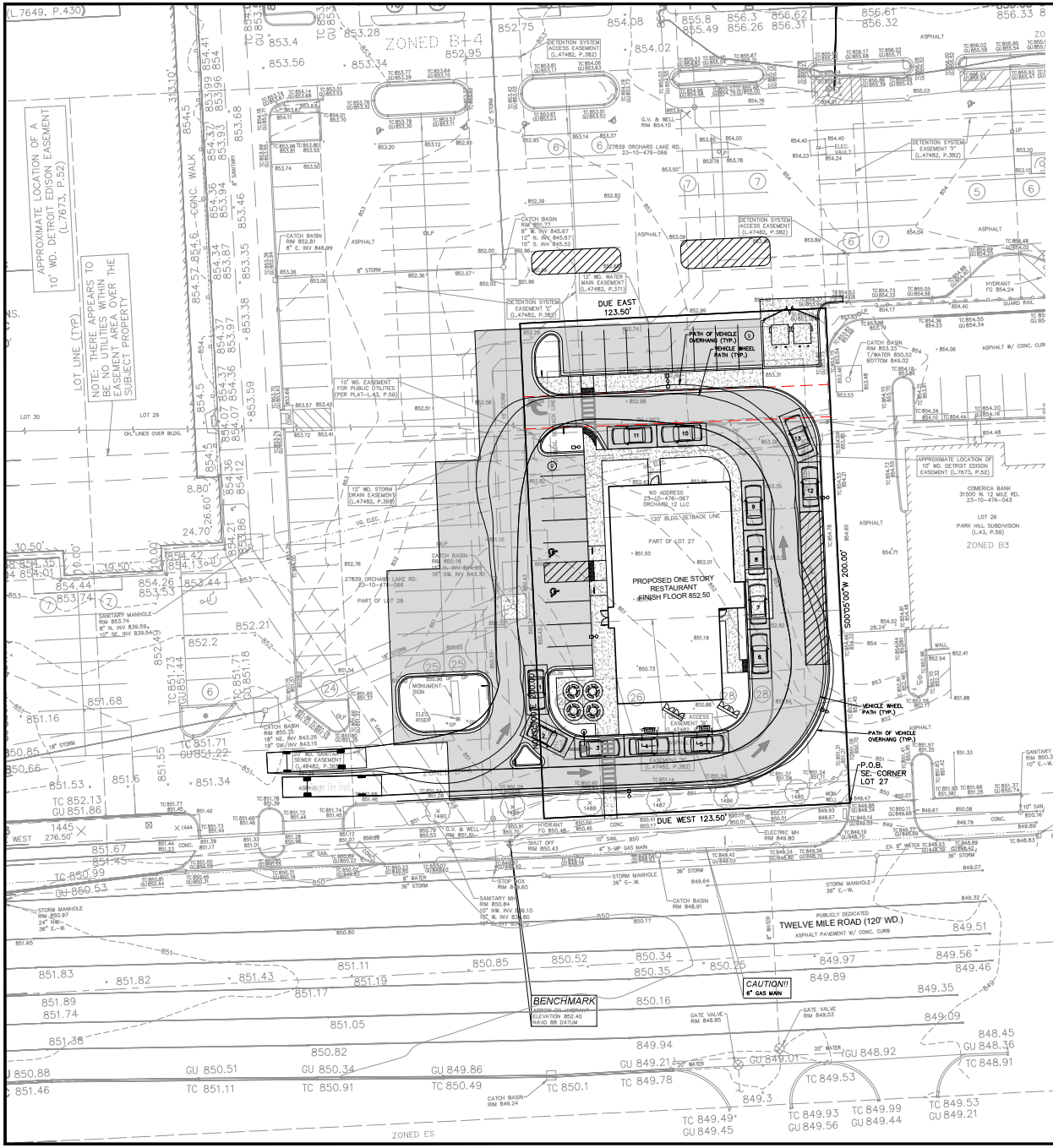
SHEET
Dimensional Site Plan

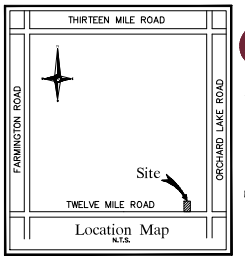
811 Know what's below Call before you dig.

DATE	ISSUED/REVISED
06-09-25	ISSUED FOR SITE PLAN REVIEW
10-14-25	REVISED PER CITY/PC COMMENTS
10-28-25	PC SUBMITTAL
12-10-25	REVISED PER CITY
01-06-26	REVISED PER CITY PC MEETING
02-06-26	REVISED PER CITY COUNCIL
02-12-26	REVISED PER CITY ENGINEER

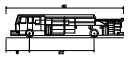
DRAWN BY: J. Lawrey
DESIGNED BY: A. Eizember
APPROVED BY: A. Eizember
DATE: May 16, 2025
SCALE: 1" = 20'

NFE JOB NO. E859-09
SHEET NO. SP02.1









Bumper Fire Truck	40.000Ft
Overall Length	8167Ft
Overall Body Height	7.749Ft
Min Body Ground Clearance	0.656Ft
Track Width	8167Ft
Lock-to-lock time	2.00S
Max Wheel Angle	45.00°

PAVING LEGEND

- PROPOSED CONCRETE PAVEMENT
- PROPOSED ASPHALT PAVEMENT

LEGEND

- EXISTING SANITARY SEWER
- SAN. CLEAN OUT
- EXISTING WATERMAIN
- EXISTING STORM SEWER
- EX. R. Y. CATCH BASIN
- EXISTING BURIED CABLES
- OVERHEAD LINES
- LIGHT POLE
- SIGN
- EXISTING GAS MAIN
- PR. SANITARY SEWER
- PR. WATER MAIN
- PR. STORM SEWER
- PR. R. Y. CATCH BASIN
- PROPOSED LIGHT POLE

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

SEAL

STATE OF MICHIGAN — ALLEN J. EIZEMBER — ENGINEER NO. 620131-6145 — REGISTERED PROFESSIONAL ENGINEER

PROJECT
Culver's - Orchard Plaza
Farmington Hills, MI

CLIENT
SSFHC Real Estate LLC
2246 Oakwood Drive
Troy, MI 48085

Contact:
Mr. Ronald J. Sesi
Ph: 248-245-2852

PROJECT LOCATION
Part of the SE 1/4
of Section 10
T.1N., R.9E.
City of Farmington Hills,
Oakland County, Michigan

SHEET
Fire Truck Maneuvering Plan

811 Know what's below Call before you dig.

DATE	ISSUED/REVISED
06-09-25	ISSUED FOR SITE PLAN REVIEW
10-14-25	REVISED PER CITY/PC COMMENTS
10-28-25	PC SUBMITTAL
12-10-25	REVISED PER CITY
01-06-26	REVISED PER CITY PC MEETING
02-06-26	REVISED PER CITY COUNCIL
02-12-26	REVISED PER CITY ENGINEER

DRAWN BY: J. Lawrey
DESIGNED BY: A. Eizember
APPROVED BY: A. Eizember
DATE: May 16, 2025
SCALE: 1" = 20'

NFE JOB NO. E859-09
SHEET NO. SP02.2

VPref: Oct. 2004 — Plot: 02/05/2026—FILEVE859-09\PDF\SP02.2 Fire Truck.dwg, 2/12/2026 11:32 AM

GENERAL PAVING NOTES

PAVEMENT SHALL BE OF THE TYPE, THICKNESS AND CROSS SECTION AS INDICATED ON THE PLANS AND AS FOLLOWS:

CONCRETE: PORTLAND CEMENT TYPE IA (AIR-ENTRAINED) WITH A MINIMUM CEMENT CONTENT OF SIX SACKS PER CUBIC YARD, MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 3,500 PSI AND A SLUMP OF 1 1/2 TO 3 INCHES.

ASPHALT: BASE COURSE – MDOT BITUMINOUS MIXTURE HMA, 4E ML;
SURFACE COURSE – MDOT BITUMINOUS MIXTURE HMA, 5E ML;
BOND COAT – MDOT SS-1H EMULSION AT 0.10 GALLON PER SQUARE YARD;

PAVEMENT BASE SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY (MODIFIED PROCTOR) PRIOR TO PLACEMENT OF PROPOSED PAVEMENT. EXISTING SUB-BASE SHALL BE PROOF-ROLLED IN THE PRESENCE OF THE ENGINEER TO DETERMINE STABILITY.

ALL CONCRETE PAVEMENT, DRIVEWAYS, CURB & GUTTER, ETC., SHALL BE SPRAY CURED WITH WHITE MEMBRANE CURING COMPOUND IMMEDIATELY FOLLOWING FINISHING OPERATION.

ALL CONCRETE PAVEMENT JOINTS SHALL BE FILLED WITH HOT POURED RUBBERIZED ASPHALT JOINT SEALING COMPOUND IMMEDIATELY AFTER SAWCUT OPERATION. FEDERAL SPECIFICATION SS-S164.

ALL WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH THE CURRENT STANDARDS AND SPECIFICATIONS OF THE MUNICIPALITY AND THE MICHIGAN DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION, CURRENT EDITION.

ALL TOP OF CURB ELEVATIONS, AS SHOWN ON THE PLANS, ARE CALCULATED FOR A 6" CONCRETE CURB UNLESS OTHERWISE NOTED.

ALL SIDEWALK RAMPS, CONFORMING TO PUBLIC ACT NO. 8, 1993, SHALL BE INSTALLED AS INDICATED ON THE PLANS.

CONSTRUCTION OF A NEW OR RECONSTRUCTED DRIVE APPROACH CONNECTING TO AN EXISTING STATE OR COUNTY ROADWAY SHALL BE ALLOWED ONLY AFTER AN APPROVED PERMIT HAS BEEN SECURED FROM THE AGENCY HAVING JURISDICTION OVER SAID ROADWAY.

FOR ANY WORK WITHIN THE PUBLIC RIGHT-OF-WAY, THE CONTRACTOR SHALL PAY FOR AND SECURE ALL NECESSARY PERMITS AND LIKEWISE ARRANGE FOR ALL INSPECTION.

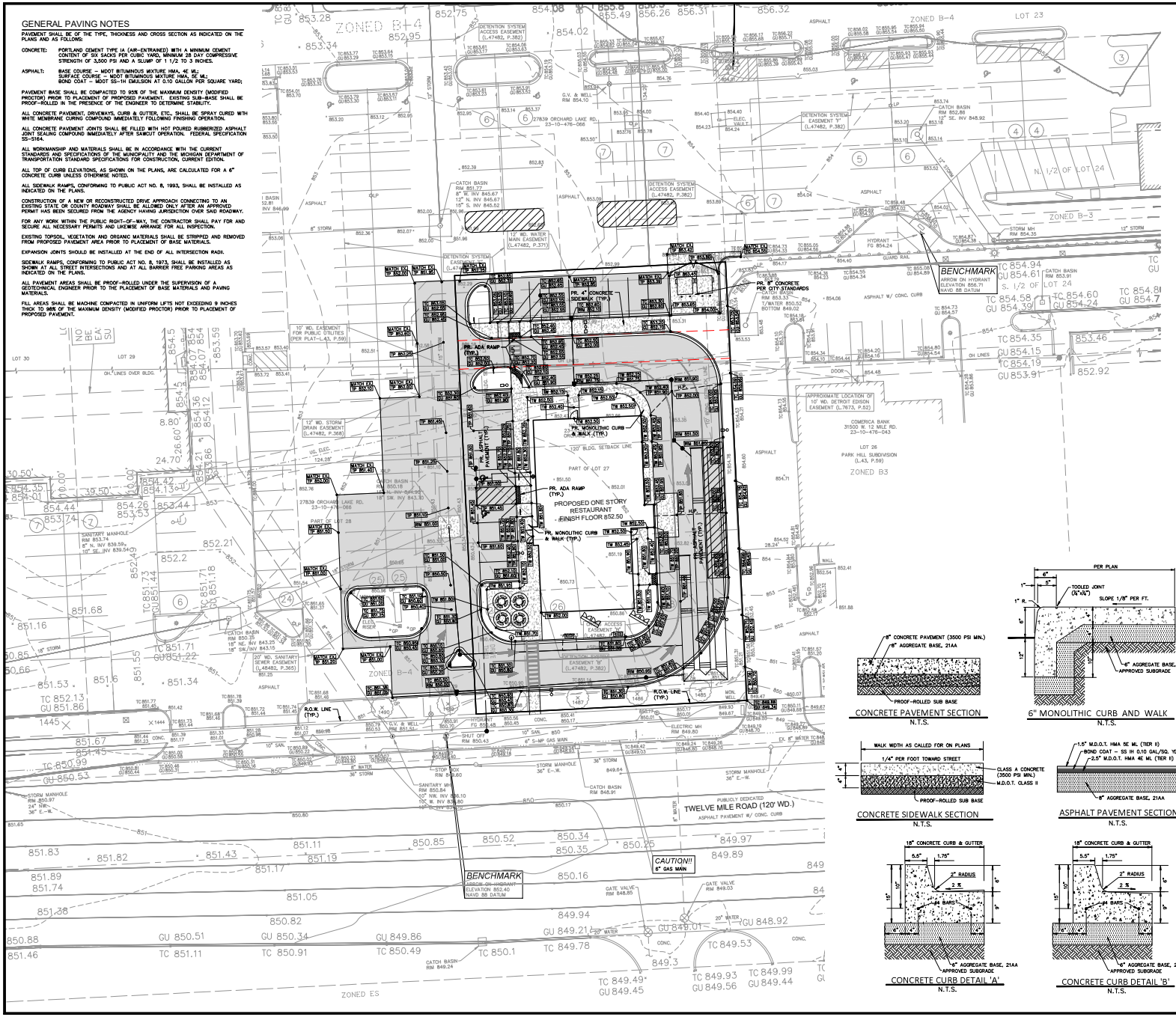
EXISTING TOPSOIL, VEGETATION AND ORGANIC MATERIALS SHALL BE STRIPPED AND REMOVED FROM PROPOSED PAVEMENT AREA PRIOR TO PLACEMENT OF BASE MATERIALS.

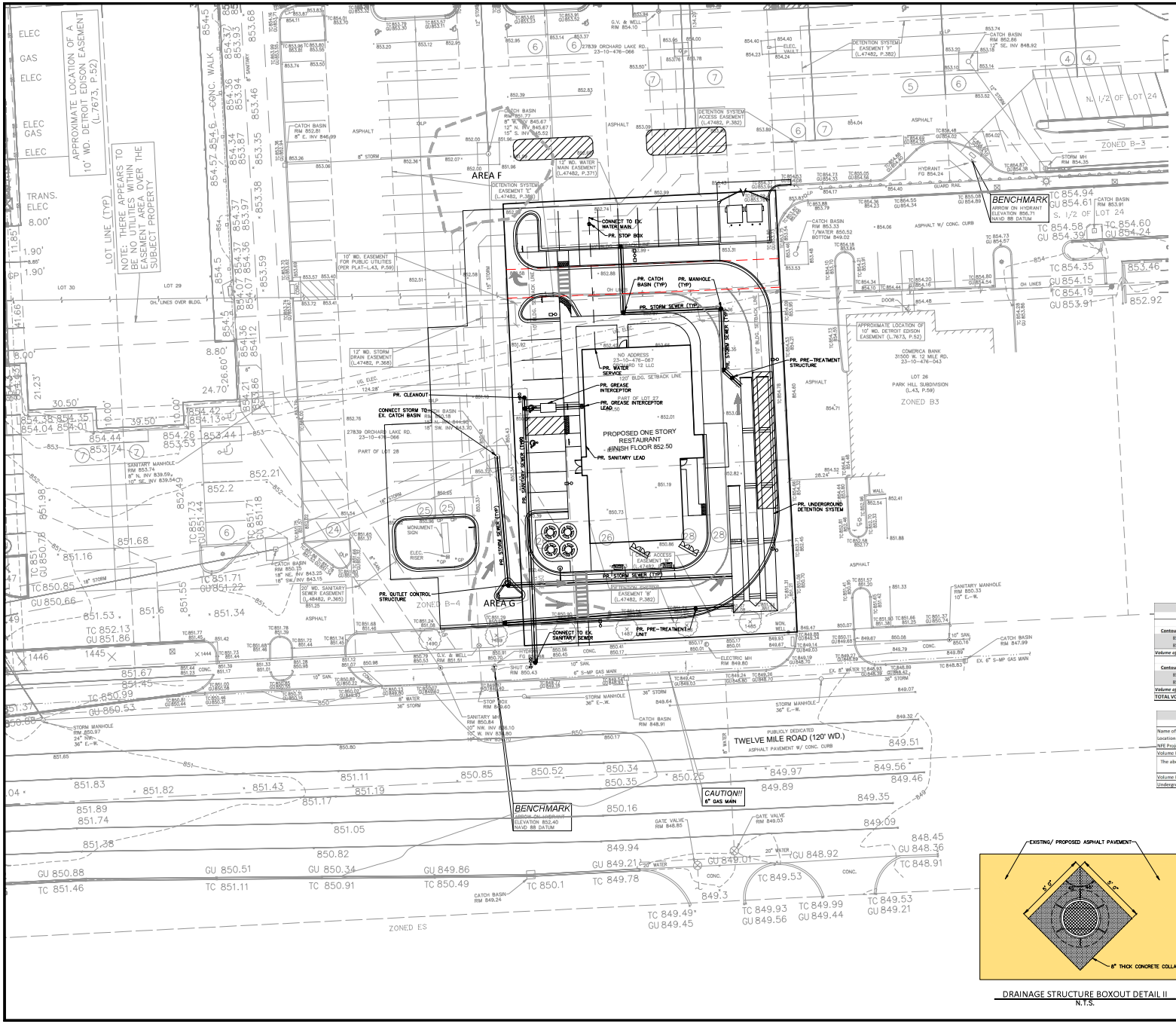
EXPANSION JOINTS SHOULD BE INSTALLED AT THE END OF ALL INTERSECTION RADII.

SIDEWALK RAMPS, CONFORMING TO PUBLIC ACT NO. 8, 1973, SHALL BE INSTALLED AS SHOWN AT ALL STREET INTERSECTIONS AND AT ALL BARRIER FREE PARKING AREAS AS INDICATED ON THE PLANS.

ALL PAVEMENT AREAS SHALL BE PROOF-ROLLED UNDER THE SUPERVISION OF A GEOTECHNICAL ENGINEER PRIOR TO THE PLACEMENT OF BASE MATERIALS AND PAVING MATERIALS.

FILL AREAS SHALL BE MACHINE COMPACTED IN UNIFORM LIFTS NOT EXCEEDING 9 INCHES THICK TO 95% OF THE MAXIMUM DENSITY (MODIFIED PROCTOR) PRIOR TO PLACEMENT OF PROPOSED PAVEMENT.


PROPOSED ONE STORY RESTAURANT
FINISH FLOOR 852.50
PR. ADA RAMP (TYP.)
PR. MONOLITHIC CURB & WALK (TYP.)
PR. ASPHALT PAVEMENT (TYP.)
PR. 8" CONCRETE PER CITY STANDARDS
PR. 4" CONCRETE SIDEWALK (TYP.)
BENCHMARK
ARROW ON HYDRANT
ELEVATION 856.71
NAVD 88 DATUM
CAUTION!! 6" GAS MAIN
TWELVE MILE ROAD (120' WD.)
PUBLICLY DEDICATED
ASPHALT PAVEMENT W/ CONC. CURB
R.O.W. LINE (TYP.)
10' WD. EASEMENT FOR PUBLIC UTILITIES (PER PLAT-L.43, P.59)
12' WD. STORM DRAIN EASEMENT (L.47482, P.368)
20' WD. SANITARY SEWER EASEMENT (L.48482, P.365)
DETENTION SYSTEM ACCESS EASEMENT (L.47482, P.382)
12' WD. WATER MAIN EASEMENT (L.47482, P.371)
APPROXIMATE LOCATION OF 10' WD. DETROIT EDISON EASEMENT (L.7673, P.52)
COMERICA BANK 31500 W. 12 MILE RD. 23-10-476-043
LOT 26 PARK HILL SUBDIVISION (L.43, P.59)
27839 ORCHARD LAKE RD. 23-10-476-066
120' BLDG. SETBACK LINE
PART OF LOT 27
PART OF LOT 28
ZONED B-4
ZONED B-3
ZONED B3
ZONED ES
N. 1/2 OF LOT 24
S. 1/2 OF LOT 24
LOT 23
LOT 30
LOT 29
OH LINES OVER BLDG.
OH LINES
ASPHALT
CONCRETE
CATCH BASIN
SANITARY MANHOLE
STORM MANHOLE
GATE VALVE
HYDRANT
GUARD RAIL
DOOR
WALL
ELECTRIC MH
G.V. & WELL
SHAFT OF STORM
STOP BOX
CATCH BASIN RIM 849.24
STORM MANHOLE 36" E.-W.
SANITARY MH RIM 850.84
STORM MANHOLE RIM 850.97
CATCH BASIN RIM 850.84
CATCH BASIN RIM 848.91
CATCH BASIN RIM 850.18
CATCH BASIN RIM 850.25
CATCH BASIN RIM 851.77
CATCH BASIN RIM 852.82
CATCH BASIN RIM 853.91
CATCH BASIN RIM 854.61
CATCH BASIN RIM 854.74
CATCH BASIN RIM 854.84
CATCH BASIN RIM 855.49
CATCH BASIN RIM 856.26
CATCH BASIN RIM 856.31
CATCH BASIN RIM 856.32
CATCH BASIN RIM 852.86
CATCH BASIN RIM 853.14
CATCH BASIN RIM 853.74
CATCH BASIN RIM 854.02
CATCH BASIN RIM 854.04
CATCH BASIN RIM 854.08
CATCH BASIN RIM 854.54
CATCH BASIN RIM 854.57
CATCH BASIN RIM 854.60
CATCH BASIN RIM 854.61
CATCH BASIN RIM 854.94
CATCH BASIN RIM 855.58
CATCH BASIN RIM 855.64
CATCH BASIN RIM 855.95
CATCH BASIN RIM 856.02
CATCH BASIN RIM 856.03
CATCH BASIN RIM 856.17
CATCH BASIN RIM 856.22
CATCH BASIN RIM 856.39
CATCH BASIN RIM 856.48
CATCH BASIN RIM 856.49
CATCH BASIN RIM 856.65
CATCH BASIN RIM 856.66
CATCH BASIN RIM 856.67
CATCH BASIN RIM 856.68
CATCH BASIN RIM 856.69
CATCH BASIN RIM 856.70
CATCH BASIN RIM 856.71
CATCH BASIN RIM 856.72
CATCH BASIN RIM 856.73
CATCH BASIN RIM 856.74
CATCH BASIN RIM



DETENTION NOTES

ORIGINAL STORAGE (7,886 CFT) FOR DETENTION FOR PROPOSED SITE WAS INCLUDED IN AREAS F AND G OF THE PARKING LOT (SEE REFERENCE PLAN SHEET C12).

PROPOSED DETENTION MODIFIES AREAS F AND G TO A STORAGE VOLUME OF 554 CFT.

THE REMAINING 7,332 CFT IS ACCOUNTED FOR IN THE PROPOSED UNDERGROUND DETENTION SYSTEM.

PROVIDED DETENTION VOLUME CALCULATIONS - PARKING LOT

Volume of Frustum: AB = H (A + B + √ AB)/ 3

AREA F

Contour Elevation	Surface Area (sft)	Incremental Volume (cft)	Cumulative Volume (cft)
851.77	4	--	0
852.30	2,219	409	409
Volume of Proposed Area F:			409

AREA G

Contour Elevation	Surface Area (sft)	Incremental Volume (cft)	Cumulative Volume (cft)
850.18	4	--	0
850.50	1,288	145	145
Volume of Proposed Area G:			145
TOTAL VOLUME PROVIDED (cft)			554

REQUIRED DETENTION VOLUME CALCULATIONS

100 Year Post-Development Detention Volume

Name of Project:	Culvers
Location of Project:	Farmington Hills, MI
NFE Project No.:	E859-09
Volume Required (Parking areas F and G - Original Design):	7886 cft
The above volume is to be replaced with a combination of revised parking lot storage and supplemental underground detention system.	
Volume Provided in Parking Lot (modified areas F and G):	554 cft
Underground Detention Volume Required:	7,332 cft

DRAINAGE STRUCTURE BOXOUT DETAIL II
N.T.S.

LEGEND

- MANHOLE
- HYDRANT
- GATE VALVE
- MANHOLE CATCH BASIN
- UTILITY POLE
- GUY POLE
- GUY WIRE
- C.O. MANHOLE
- HYDRANT
- GATE VALVE
- INLET
- C.B. MANHOLE
- SAND BACKFILL (95 % DENSITY)
- PROPOSED LIGHT POLE
- EXISTING SANITARY SEWER
- SAN. CLEAN OUT
- EXISTING WATER MAIN
- EXISTING STORM SEWER
- EX. R. Y. CATCH BASIN
- EXISTING BURIED CABLES
- OVERHEAD LINES
- LIGHT POLE
- SIGN
- EXISTING GAS MAIN
- PR. SANITARY SEWER
- PR. WATER MAIN
- PR. STORM SEWER
- PR. R. Y. CATCH BASIN

NF ENGINEERS
CIVIL ENGINEERS
LAND SURVEYORS
LAND PLANNERS

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

SEAL

STATE OF MICHIGAN
ALLEN J. EIZEMBER
ENGINEER
6201341145
PROFESSIONAL ENGINEER

PROJECT
Culver's - Orchard Plaza
Farmington Hills, MI

CLIENT
SSFHC Real Estate LLC
2246 Oakwood Drive
Troy, MI 48085

Contact:
Mr. Ronald J. Sesi
Ph: 248-245-2852

PROJECT LOCATION
Part of the SE 1/4
of Section 10
T.1N., R.9E.
City of Farmington Hills,
Oakland County, Michigan

SHEET
Priliminary Utility Plan

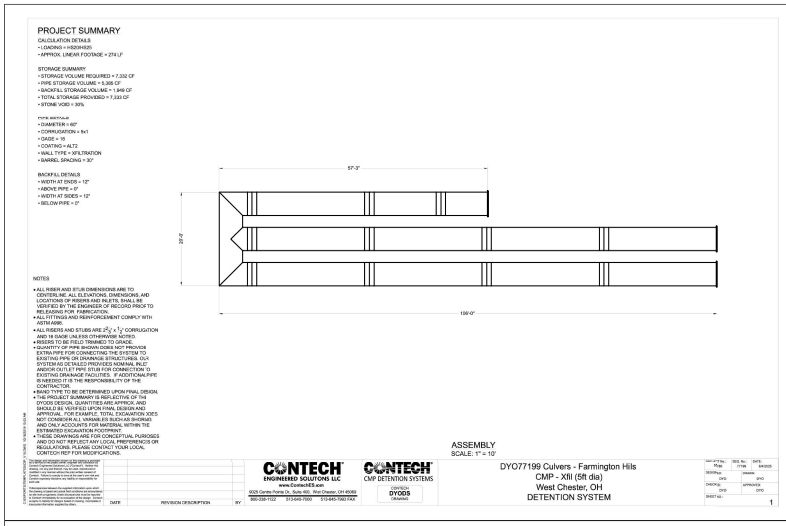
811 Know what's below Call before you dig.

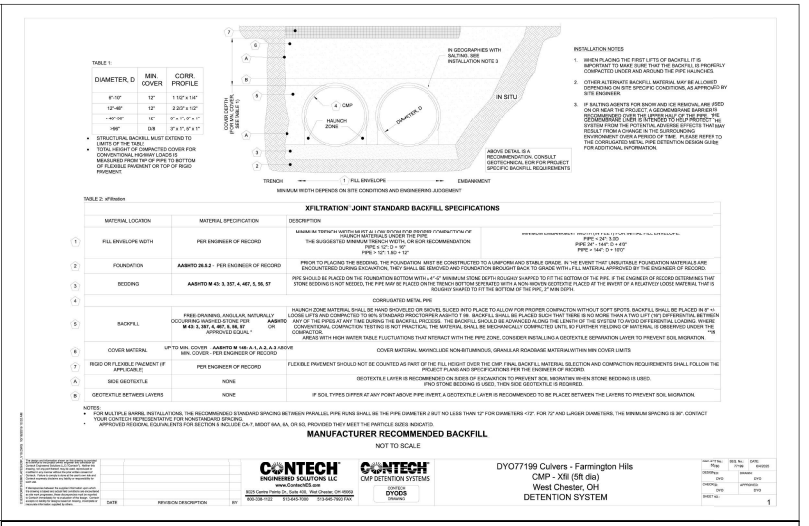
DATE	ISSUED/REVISED
06-09-25	ISSUED FOR SITE PLAN REVIEW
10-14-25	REVISED PER CITY/PC COMMENTS
10-28-25	PC SUBMITTAL
12-10-25	REVISED PER CITY
01-06-26	REVISED PER CITY PC MEETING
02-06-26	REVISED PER CITY COUNCIL
02-12-26	REVISED PER CITY ENGINEER

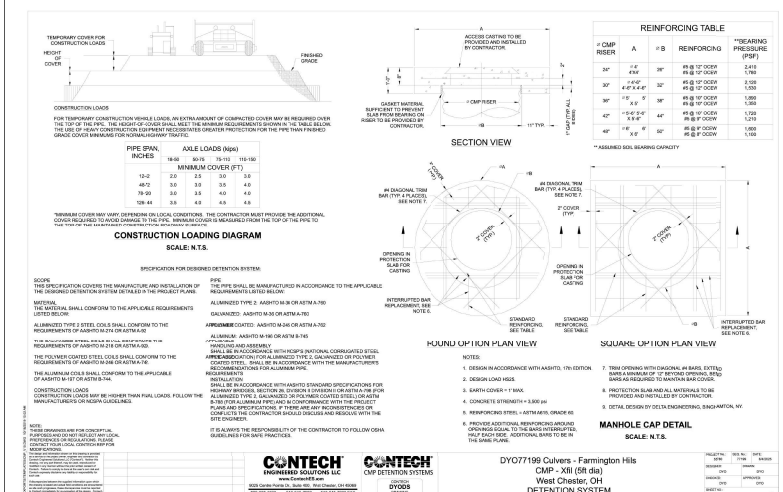
DRAWN BY: J. Lawrey
DESIGNED BY: A. Eizember
APPROVED BY: A. Eizember
DATE: May 16, 2025
SCALE: 1" = 20'

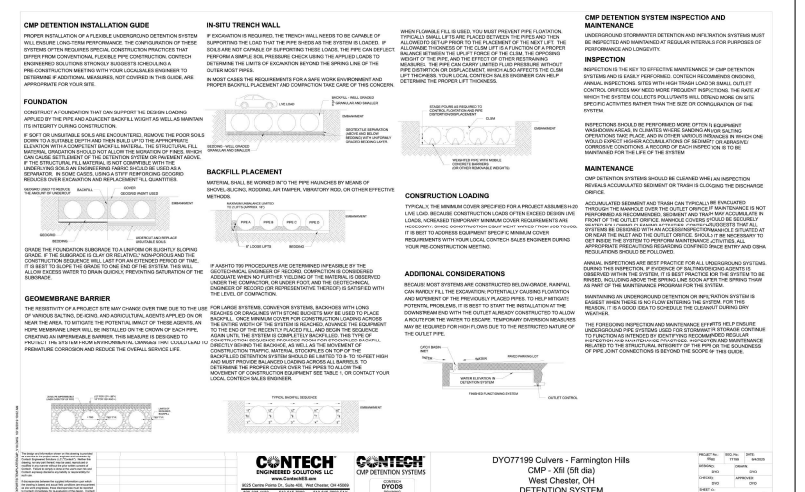
NFE JOB NO. E859-09
SHEET NO. SP04

V:\Proj\E859-09\Civil\Site Prep\E859-09_SITE.dwg 2/12/2026 11:32 AM









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

SEAL
STATE OF MICHIGAN
ALLEN J. EIZEMBER
ENGINEER
NO. 6201314145
PROFESSIONAL ENGINEER

PROJECT
Culver's - Orchard Plaza
Farmington Hills, MI

CLIENT
SSFHC Real Estate LLC
2246 Oakwood Drive
Troy, MI 48085
Contact:
Mr. Ronald J. Sesi
Ph: 248-245-2852

PROJECT LOCATION
Part of the SE 1/4
of Section 10
T.1N., R.9E.
City of Farmington Hills,
Oakland County, Michigan

SHEET
Contech Detention Details

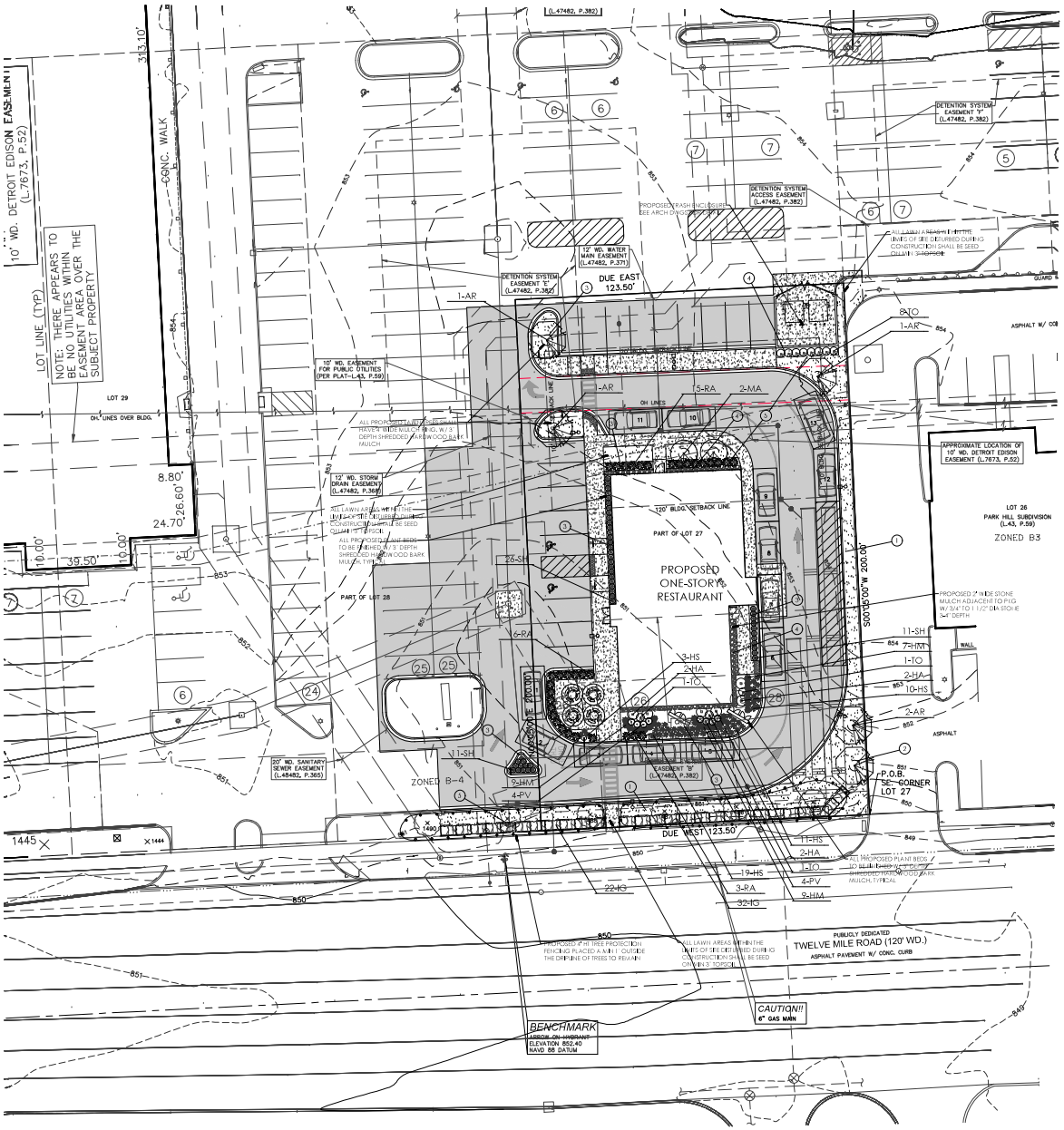
811 Know what's below Call before you dig.

DATE	ISSUED/REVISED
06-09-25	ISSUED FOR SITE PLAN REVIEW
10-14-25	REVISED PER CITY/PC COMMENTS
10-28-25	PC SUBMITTAL
12-10-25	REVISED PER CITY
01-06-26	REVISED PER CITY PC MEETING
02-06-26	REVISED PER CITY COUNCIL
02-12-26	REVISED PER CITY ENGINEER

DRAWN BY: J. Lawrey
DESIGNED BY: A. Eizember
APPROVED BY: A. Eizember
DATE: May 16, 2025
SCALE: N.T.S.

NFE JOB NO. E859-09
SHEET NO. SP04.1

Vhyd Ods .ddm - - Pm - 02/05/2026 - FILEVE859-09\DWG\Vhyd Ods Pmod.E859-09_SP04.dwg 2/12/2026 11:32 AM



GENERAL LANDSCAPE NOTES

1. LANDSCAPE CONTRACTOR SHALL VISIT THE SITE, INSPECT EXISTING CONDITIONS AND REVIEW PROPOSED PLANTING AND RELATED WORK IN DETAIL SO DISCREPANCIES BETWEEN PLAN AND PLANT LIST, THE PLAN SHALL BE RESOLVED PRIOR TO INSTALLATION OF ANY PLANT MATERIAL AND/OR ANY CONFLICTS.
2. THE CONTRACTOR SHALL VERIFY LOCATIONS OF ALL BURIED UTILITIES PRIOR TO ANY EXCAVATION OR CONSTRUCTION. ANY DAMAGE TO UTILITIES OR OTHER IMPROVEMENTS, AND SHALL REPORT ANY UNACCEPTABLE CONDITIONS TO THE OWNER'S REPRESENTATIVE PRIOR TO COMMENCEMENT.
3. PLANT SHALL BE FULL, WELL-BRANCHED, AND IN HEALTHY, VIGOROUS CONDITION AT TIME OF PLANTING.
4. PLANTS SHALL BE WATERED BEFORE AND AFTER PLANTING IS COMPLETE.
5. ALL TREES MUST BE STAKED, TIED AND MULCHED AND SHALL BE GUARANTEED TO EXHIBIT A NORMAL GROWTH CYCLE FOR AT LEAST ONE (1) YEAR FOLLOWING PLANTING.
6. ALL PLANTING AREAS SHALL BE BACKFILLED TO THE GRADES ESTABLISHED IN THE MOST RECENT SITE PLAN OF THE MUNICIPALITY'S STANDARDS FOR TOPSOIL.
7. IN THE EVENT OF THE WATERING RESTRICTIONS, SEPARATE ZONES SHALL BE ESTABLISHED FOR LAWN AREAS AND PLANTING BEDS. IRRIGATION SHALL BE DESIGNED IN THE MOST EFFICIENT MANNER NECESSARY TO FULLY IRRIGATE ALL PLANTING AREAS.
8. CONTRACTOR SHALL SUPPLY PLANTED TOPSOIL AND ADD ADDITIONAL AMENDMENTS AS NECESSARY TO SUPPLY PLANT NUTRITION FOR ALL PLANTINGS AS INDICATED ON PLANT DETAILS AND AS SET FORTH IN THE SPECIFICATIONS.
9. ALL PLANTING BEDS SHALL BE MULCHED WITH NATURAL, UNCOLORED OWNER SOIL SHALL BE SCREENED AND FREE OF STONES, FOREIGN MATERIAL, AND ROOTS. SLOW-RELEASE FERTILIZER SHALL BE ADDED TO THE PLANT PIT BEFORE BEING BACKFILLED. APPLICATION SHALL BE AT THE MANUFACTURERS RECOMMENDED RATES.
10. AMENDED PLANTING MIX (PRIMARY TOPSOIL) SHALL CONSIST OF: 1/3 SCREENED TOPSOIL, 1/3 SAND, AND 1/3 COMPOSTED MANURE (CHIP DOG OR EQUAL). MIXED WELL AND SPREAD TO A DEPTH AS INDICATED IN PLANTING DETAILS.
11. ALL PLANTING BEDS SHALL BE MULCHED WITH SHREDDED HARDWOOD BARK, SPREAD TO A DEPTH NOT LESS AND SHRUBS, AND 3" OVER MOUNDS, TYPICAL AND ALL TREES IN LAWN AREAS. MULCH SHALL BE KEPT FREE FROM WEEDS AND FOREIGN MATERIAL, AND REPLENISHED AS NECESSARY TO MAINTAIN SPECIFIED DEPTH.
12. NO SUBSTITUTIONS OR CHANGES OF LOCATION, OR PLANTING SHALL BE MADE WITHOUT THE APPROVAL OF THE LANDSCAPE ARCHITECT OR OWNER'S REPRESENTATIVE.
13. THE LANDSCAPE CONTRACTOR SHALL REVISE/ADJUST ANY NOT OR DISCREPANCIES BETWEEN PLANT QUANTITIES ON THE PLANT LIST AND THE PLAN.
14. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF ALL PLANT MATERIAL (INCLUDING, BUT NOT LIMITED TO, WATERING, WEEDING, MULCHING, PRUNING, AND INSECT AND DISEASE CONTROL) THROUGHOUT THE GUARANTEED PERIOD.
15. THE LANDSCAPE ARCHITECT OR OWNER'S REPRESENTATIVE SHALL HAVE THE RIGHT TO REJECT ANY WORK OR PLANT MATERIAL THAT DOES NOT MEET THE REQUIREMENTS OF THE APPROVED PLANS AND SPECIFICATIONS.
16. THE LANDSCAPE CONTRACTOR SHALL SEED AND MULCH DISTURBED AREAS NOTED ON PLANS. ALL AREAS DESIGNATED AS SLOPE ON THE PLAN TO THE CONTRACT LIMIT, WHETHER THE COUNTY OR SHALL BE RESPONSIBLE FOR SEEDING AREAS DISTURBED DURING CONSTRUCTION, NOT IN THE CONTRACT LIMITS, TO EQUAL OR BETTER THAN EXISTING.
17. ALL LANDSCAPED AREAS SHALL HAVE PROPER DRAINAGE THAT PREVENTS EXCESSIVE RUNOFF FROM PONDING ON LAWN AREAS OR AROUND PREPLANTED SHRUBS.
18. ALL LANDSCAPE AREAS SHALL BE PROVIDED WITH A PLANTING BY UNDERGROUND SYSTEM.

KEY LEGEND

1. TYPICAL SEED LAWN AREAS, SOWN ON 3" TOPSOIL
2. 4' DIA. SPADE CUT EDGE W/ 3" SHREDDED BARK MULCH
3. 3" DEPTH DOUBLE SHREDDED HARDWOOD BARK MULCH
4. 3/4"- 1 1/2" STONE MULCH, 3-4" DEPTH ON WEED BARRIER
5. 3/16" X 4" BLACK STEEL EDGING, STAKED PER MANUFACTURER

GENERAL SEED NOTE:

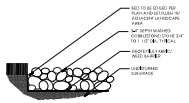
ALL LAWN AREAS DESIGNATED TO BE SEEDED, SHALL BE SLIT-SEEDED, OR DRIZ-SEEDED WITH SPECIFIED BLEND, AND STABILIZED WITH WOOD CELLULOSE FIBER MULCH (1500 LBS PER ACRE). IN AREAS SUBJECT TO EROSION, SEEDED LAWN SHALL BE FURTHER STABILIZED WHERE NECESSARY WITH BIODEGRADABLE EROSION BLANKET AND STAKED AS INSTALLED. ALL SEED SHALL BE APPLIED OVER A MINIMUM 3" PREPARED TOPSOIL, AND SHALL BE KEPT MOIST AND WATERED DAILY UNTIL ESTABLISHED.
SEEDING INSTALLATION SHALL OCCUR ONLY:
SPRING: APRIL 15 TO JUNE1
FALL: AUGUST 15 TO OCTOBER 15

TYPICAL SEEDED LAWN MIX:

ALL LAWN AREAS DESIGNATED TO BE SEEDED, SHALL BE HYDROSEEDED WITH TYPICAL DROUGHT TOLERANT, DURABLE BLENDED SEED MIX AT A RATE OF 4 LBS PER 1,000 S.F.
MIX IS COMPRISED OF:
40% KENTUCKY BLUEGRASS
20% PERENNIAL RYE GRASS
20% CREEPING RED FESCUE
20% CHEWINGS FESCUE

IRRIGATION NOTE:

ALL LANDSCAPE AREAS, INCLUDING THOSE WITHIN THE R.O.W., SHALL BE IRRIGATED WITH AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM. THE SYSTEM SHALL OPERATE IN COMPLIANCE WITH LOCAL STANDARDS AND SEASONAL RESTRICTIONS. SEPARATE ZONES SHALL BE ESTABLISHED FOR LAWN AREAS AND PLANTING BEDS. IRRIGATION SHALL BE DESIGNED IN THE THE MOST EFFICIENT MANNER NECESSARY TO FULLY IRRIGATE ALL PLANTING AREAS.



COBBLESTONE MULCH DETAIL

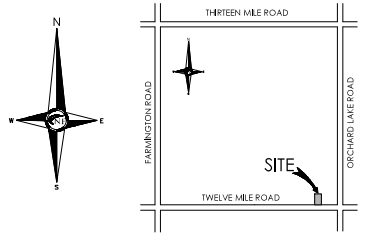
PLANT SCHEDULE

KEY	QTY	BOTANICAL/COMMON NAME	SIZE	SPACING	ROOT	COMMENT
TREES						
AR	5	Acer rubrum 'Armstrong' Armstrong Red Maple	3" CAL	SEE PLAN	B&B	FULLY BRANCHED HEADS
MA	2	Malus 'Adirondack' Adirondack Crabapple	2" CAL	SEE PLAN	B&B	FULLY BRANCHED HEADS
SHRUBS						
HA	6	Hydrangea arborescens 'Annabelle' Annabelle Hydrangea	30" HT	SEE PLAN	B&B	WELL-ROOTED
JS	54	Juniperus sabina 'Calgary Carpet' Calgary Carpet Juniper	30" HT	30" OC	B&B	WELL-ROOTED
RA	34	Rhus aromatica 'Green Mound' Green Mound Fragrant Sumac	24" HT	30" OC	B&B	WELL-ROOTED
TO	11	Thuja occidentalis 'Smaragd' Emerald Green Arborvitae	7' HT	7' OC	B&B	WELL-ROOTED
GROUNDCOVERS/PERENNIALS						
BM	22	Ballota pseudodictamnus Hardy Dittany	2 GAL	24" OC	CONT	WELL-ROOTED
HS	44	Hemerocallis 'Stella D'Oro' Stella D'Oro Daylily	2 GAL	24" OC	CONT	WELL-ROOTED
PV	8	Panicum virgatum 'Northwind' Northwind Switch Grass	3 GAL	30" OC	CONT	WELL-ROOTED
SH	48	Sporobolus heterolepis 'Tara' Tara Prairie Dropseed	2 GAL	18" OC	CONT	WELL-ROOTED

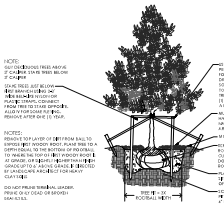
LANDSCAPE REQUIREMENTS

EXISTING ZONING: B-4, PLANNED GENERAL BUSINESS DISTRICT
EXISTING SITE AREA: 24,700 S.F. OR 0.56" ACRES

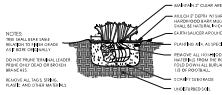
SITE LANDSCAPE
1 TREE PER 7,800 S.F. OF PAVED SURFACE
REQUIRED: 12,879.40 L.F. / 2,800 S.F. = 4.59 OR 5 TREES REQUIRED
PROVIDED: 5 TREES



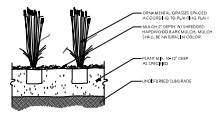
LOCATION MAP
N.T.S.



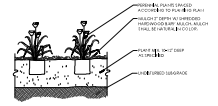
DECIDUOUS TREE PLANTING DETAIL



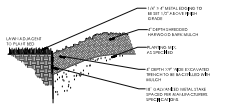
HEDGE PLANTING DETAIL



ORNAMENTAL GRASS PLANTING DETAIL



PERENNIAL PLANTING DETAIL



METAL EDGING DETAIL

NF ENGINEERS
CIVIL ENGINEERS
LAND SURVEYORS
LAND PLANNERS

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

SEAL

PROJECT
Culver's - Orchard Plaza
Farmington Hills, MI

CLIENT
SSFHC Real Estate LLC
2246 Oakwood Drive
Troy, MI 48085

Contact:
Mr. Ronald J. Sesi
Ph: 248-245-2852

PROJECT LOCATION
Part of the SE 1/4 of Section 10
T.1N., R.9E.
City of Farmington Hills, Oakland County, Michigan

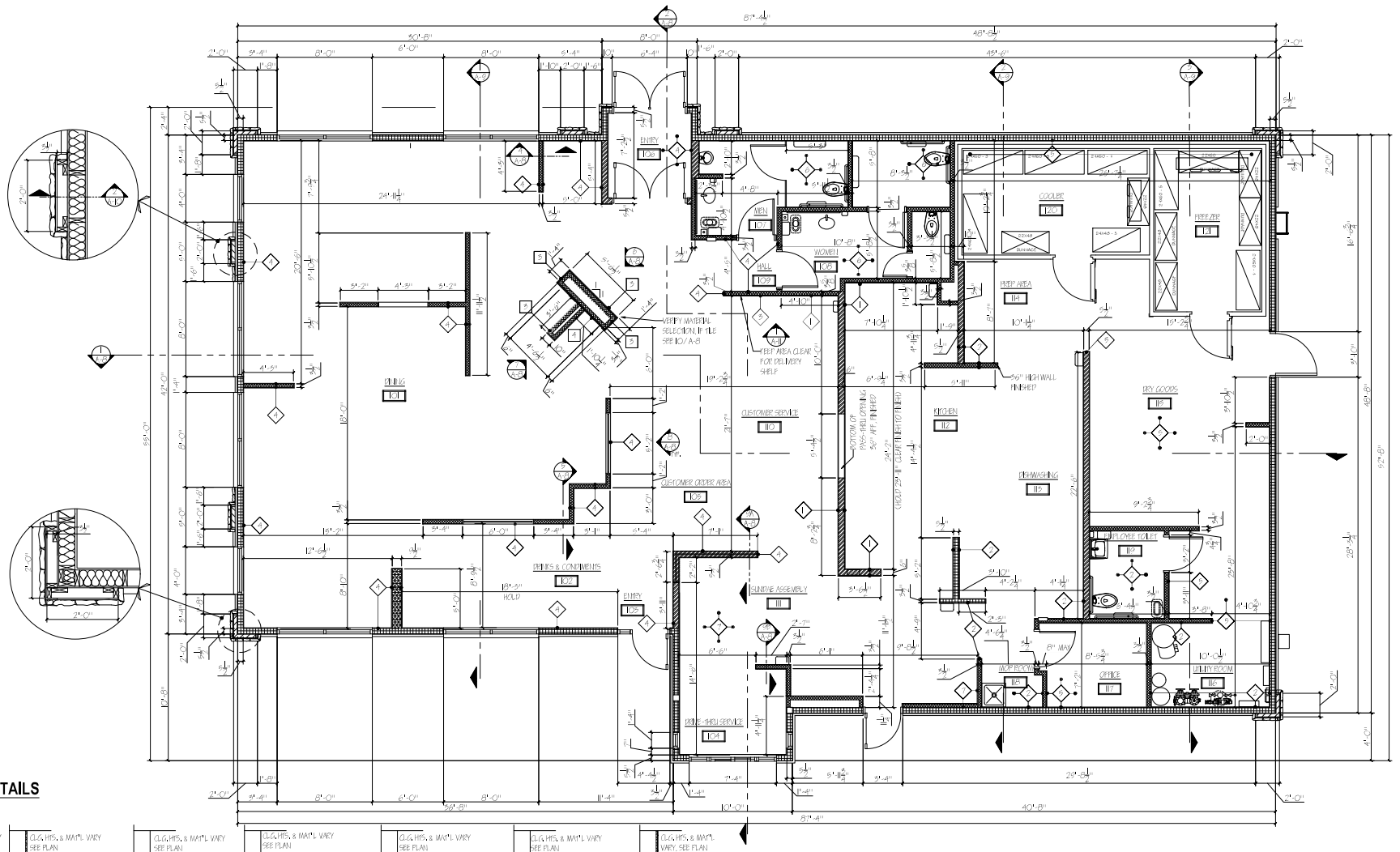
SHEET
Landscape Plan

811 Know what's below Call before you dig.

REVISIONS
2025/10/08 PC SUBMITTAL
2025/12/10 REVISED PER CITY
2026/01/06 REVISED PER CITY, PC MEETING
2026/02/06 REVISED PER CITY, COUNCIL
2026/02/12 REVISED PER CITY ENGINEER

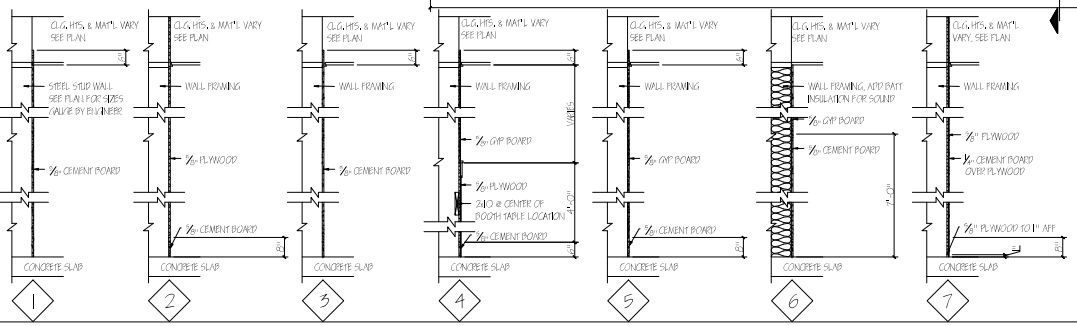
DRAWN BY:
G. Ostrowski
DESIGNED BY:
G. Ostrowski
APPROVED BY:
G. Ostrowski
DATE:
May 12, 2025
SCALE: 1" = 20'

NFE JOB NO. E859-09
SHEET NO. L1



WALL TYPE DETAILS

SCALE: ½" = 1'-0"



WALL TYPE

- EXTERIOR 2X6" STUD WALL
- INTERIOR 2X6" STUD WALL
- INTERIOR 2X4" STUD WALL
- INTERIOR 2X10" STUD WALL

GENERAL NOTES:

1. DIMENSIONS SHOWN ARE TO FACE OF STUD UNLESS NOTED OTHERWISE.
2. ALL INTERIOR GYPSUM TO RECEIVE PAINT OR VINYL SHOULD BE TAPED, SEALED, AND SANDED TO RECEIVE FINISH.

DIMENSIONED FLOOR PLAN

SCALE: ¼" = 1'-0" 4,075 SQUARE FEET

LEFT SIDE · FRONT · REAR · RIGHT SIDE

SEE SITE PLAN FOR NORTH ORIENTATION

THESE PLANS ARE THE PROPERTY OF MRP DESIGN GROUP INC. AND ARE SUBJECT TO FEDERAL COPYRIGHT LAWS. ANY USE OF SAME WITHOUT THE EXPRESS WRITTEN PERMISSION OF MRP DESIGN GROUP INC. IS STRICTLY PROHIBITED

ARCHITECT OF RECORD:

THOMAS E. MORGAN, JR.
ARCHITECT

423 FISCHER TRAIL
ELLIJAY, GEORGIA 30540

SEAL:

MRP DESIGN GROUP
3450 Acworth Due West Road
Building 100, Suite 120
Kennesaw, Georgia 30144
P: 770-917-9172
F: 770-917-9470
www.mrpdesign.com

PRELIMINARY
NOT RELEASED FOR CONSTRUCTION

ISSUES / REVISIONS:

DATE	DESCRIPTION

DRAWN BY: JB

CHK'D BY: TM

PROJECT DESCRIPTION:

NEW CONSTRUCTION OF A CULVER'S RESTAURANT.

PROJECT TITLE:

LOCATION:
PART OF THE SE ¼ OF SECTION 10 T. 1 N., R.9E.
CITY OF FARMINGTON HILLS, MI

PARCEL ID:
#22-23-10-476-057

Culver Franchising System, Inc.
1240 Water Street
Prairie du Sac, WI
53578
608-643-7980

MR. METRO M

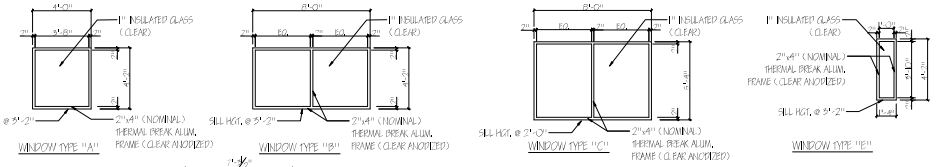
SHEET TITLE:

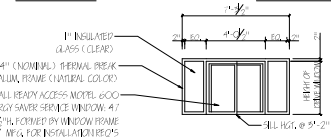
DIMENSIONED FLOOR PLAN

PROJECT NO: 25034

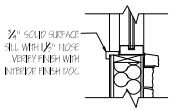
A-1.0

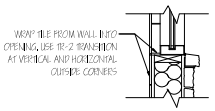
WINDOW TYPES





NOTE:
REFER TO FOOD SERVICE PLAN TO DETERMINE ACTIVE LEAF OF DRIVE THRU WINDOW





DOOR SCHEDULE

DOOR: NO.	WIDTH	HGT.	MAT'L	TYPE	FRAME: MATERIAL	TYPE	HARDWARE GROUP	NOTES
1	2 @ 3'-0"	8'-4"	ALUM.	A	ALUM.	A	1	
2	2 @ 3'-0"	8'-4"	ALUM.	A	ALUM.	B	2	
3	3'-0"	8'-4"	ALUM.	A	ALUM.	C	3	
4	4'-2"	8'-4"	ALUM.	B	ALUM.	D	4	
5	3'-0"	8'-4"	HPL	C	ALUM.	E	5	OPTIONAL ARCH FULL
6	3'-0"	8'-4"	HPL	C	ALUM.	E	5	OPTIONAL ARCH FULL
7	3'-0"	6'-0"	HPL	B	ALUM.	E, 5'-4"	6	
8	2'-8"	6'-0"	HPL	B	ALUM.	E, 2'-8"	6	
9	3'-0"	8'-4"	HPL	D	ALUM.	E	7	GLASS FOR DOOR PROVIDED BY GC
10	3'-0"	8'-4"	HPL	C	ALUM.	E	8	
11	3'-0"	8'-4"	ALUM.	A	ALUM.	D, 5'-4"	5	

NOTE: SEE PROTOTYPE SHEET T-1 FOR NATIONAL ACCOUNT INFORMATION

HARDWARE GROUPS

GROUP #	DOOR	QTY.	DESCRIPTION	CATALOG #	FINISH	MFG.
1	1	2	CONT. HINGE	TCHPD	628	IVES
EXTERIOR DOUBLE DOOR		1	REMOVABLE MULLION	5694	628	VON DUPRIN
		2	PANIC HARDWARE	55A-NL-OP-568-299	628	VON DUPRIN
		1	RIM CYLINDER	20-057	626	SCHLAGE
		2	90 DEG OFFSET PULL	BIPOPHD "O" O	630	IVES
		2	CVS STOP	1004S	630	GLYNN
		2	SURFACE CLOSER	4111 EDA	689	LCN
		2	MOUNTING PLATE	4110-18	689	LCN
		2	BLADE STOP SPACER	4110-81	689	LCN
		2	MEETING STILE	8215SA	AA	ZERO
		1	DOOR SWEEP	359A	A	ZERO
		1	THRESHOLD	625A-MSLA-10	A	ZERO

*NOTES - PERIMETER WEATHERSTRIPPING BY DOOR / FRAME MFG.

GROUP #	DOOR	QTY.	DESCRIPTION	CATALOG #	FINISH	MFG.
2	2	1	CONT. HINGE	TCHPD	628	IVES
INTERIOR DOUBLE DOOR		2	PUSH / PULL BAR (SET)	BIPOPHD "O"-415	630	IVES
		2	CVS STOP	1004S	630	GLYNN
		2	SURFACE CLOSER	4111 EDA	689	LCN
		2	MOUNTING PLATE	4110-18	689	LCN
		2	BLADE STOP SPACER	4110-81	689	LCN

GROUP #	DOOR	QTY.	DESCRIPTION	CATALOG #	FINISH	MFG.
3	3, 11	1	CONT. HINGE	TCHPD	628	IVES
SECONDARY ENTRY & RUNNER DOOR		1	PANIC HARDWARE	55A-NL-OP-568-299	628	VON DUPRIN
		1	RIM CYLINDER	20-057	626	SCHLAGE
		1	90 DEG OFFSET PULL	BIPOPHD "O" O	630	IVES
		1	CVS STOP	1004S	630	GLYNN
		1	SURFACE CLOSER	4111 EDA	689	LCN
		1	MOUNTING PLATE	4110-18	689	LCN
		1	BLADE STOP SPACER	4110-81	689	LCN
		1	DOOR SWEEP	359A	A	ZERO
		1	THRESHOLD	625A-MSLA-10	A	ZERO

*NOTE - PERIMETER WEATHERSTRIPPING BY DOOR / FRAME MFG.

FOR AUTOMATIC FRONT ENTRY DOOR OPTION ADD LCN SURF. AUTO OPERATOR 4642 WMS AND WALL MOUNT ACTUATOR 8310-855T AND REMOVE (1) SURFACE CLOSER, (1) MOUNTING PLATE, AND (1) BLADE STOP SPACER FOR DOORS 1 & 2.

GROUP #	DOOR	QTY.	DESCRIPTION	CATALOG #	FINISH	MFG.
4	4	1	CONT. HINGE	TCHPD	628	IVES
REAR EXTERIOR DOOR		1	RIM CYLINDER	20-057	626	SCHLAGE
		1	90 DEG OFFSET PULL	BIPOPHD "O" O	630	IVES
		1	PUSH BAR	35A	630	VON DUPRIN
		1	LOCK GUARD	LG12	630	IVES
		1	SURFACE CLOSER	4111 SHCUSH	689	LCN
		1	GASKETING	429A	A	ZERO
		1	DOOR SWEEP	329AA	AA	ZERO
		1	DOOR SWEEP	359A	A	ZERO
		1	THRESHOLD	654-MSLA-10	A	ZERO
		1	RAIN DRIP	142A	A	ZERO

*NOTE - MOUNT 429A HEAT SEAL PRIOR TO MOUNTING CLOSER, KICK PLATES BOTH SIDES

GROUP #	DOOR	QTY.	DESCRIPTION	CATALOG #	MFG.
5	5, 9	3	HINGE		MARLITE
PUBLIC RR DOOR		1	FLUSHPLATE	#8S x US32D	RUSS
		1	PULL PLATE	#8S25B x US32D	RUSS
		1	SURFACE CLOSER	4011	LCN
		3	KICK PLATE	8" x 34" ALUM. 6S	ROCKWOOD
		1	WALL STOP	WCW-USP32D	IVES
		1	MOP PLATE	MPA 8S8B	NEMCO

*NOTE - MOP PLATE OPTIONAL, VERIFY WITH FRANCHISEE.

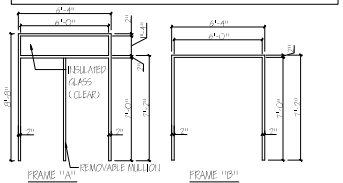
GROUP #	DOOR	QTY.	DESCRIPTION	CATALOG #	MFG.
6	7, 10	3	HINGE		MARLITE
RR STALL DOOR		1	SPRING HINGE	SA1114CO2 SPRING 4,5,6+8	MCKINNEY
		1	PRIVACY LOCK	OCL240CNJ626,5A,A1285,SC26	STANLEY
		1	WALL STOP	WCW-USP32D	IVES

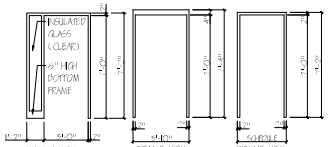
*NOTES: INSTALL SPRING HINGE TO HOLD DOOR SLIGHTLY OPEN.

GROUP #	DOOR	QTY.	DESCRIPTION	CATALOG #	MFG.
7	9	3	HINGE		MARLITE
OFFICE DOOR		1	STOREROOM LOCK	OCL 270NJ626,5A,A1285,SC26	STANLEY
		1	WALL STOP	WCW-USP32D	IVES

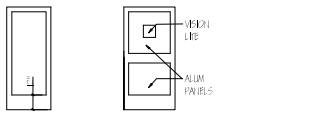
GROUP #	DOOR	QTY.	DESCRIPTION	CATALOG #	MFG.
9	10	3	HINGE		MARLITE
EMP RR DOOR		1	PRIVACY LOCK	OCL 240CNJ626,5A,A1285,SC26	STANLEY
		2	KICK PLATE	8" x 34" ALUM. 6S	ROCKWOOD
		1	WALL STOP	WCW-USP32D	IVES

FRAME TYPES



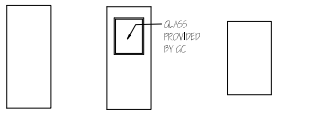


DOOR TYPES



TYPE "A"
36" x 84" CLEAR ANODIZED ALUMINUM FINISH, 1/2" TEMPERED INSULATING GLASS PAIR @ DOOR 1, SINGLE LEAF @ DOOR 2

TYPE "B"
42" x 84" INSULATED CLEAR ANODIZED ALUM. DOOR W/ 10" W.O. VISION LITE AND INTERNAL PRIVACY FLAP BY STOREFRONT SUPPLIER



TYPE "C"
MARLITE 36" x 84" HIGH PRESSURE LAMINATE (HPL) DOOR FACED W/ WILSONART WA 10-776-60 KENSINGTON MAPLE

TYPE "D"
MARLITE 36" x 84" HIGH PRESSURE LAMINATE (HPL) DOOR FACED W/ WILSONART WA 10-776-60 KENSINGTON MAPLE W/ TEMPERED CLEAR GLASS LITE

TYPE "E"
MARLITE 36" x 60" HIGH PRESSURE LAMINATE (HPL) DOOR FACED W/ WILSONART WA 10-776-60 KENSINGTON MAPLE

GENERAL NOTES:
1. DO NOT DRYSTACK CULTURED STONE

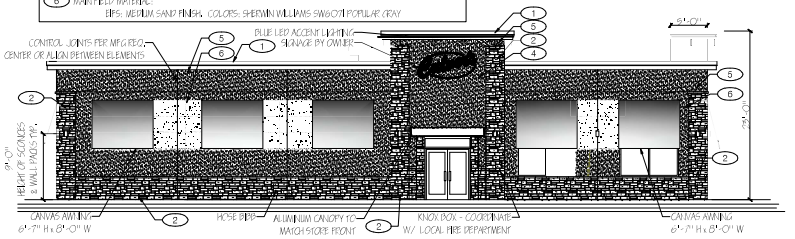
MATERIAL OPTIONS:
1. METAL ROOF EDGE AND RUNNER CANOPY FLASHING:
   - EXCEPTIONAL METALS, COLOR: HARBOR BLUE
   - CULVER CANOPY ALTERNATIVE COLOR - POWDER COAT REAL 9 OCH GREEN (BLUE)
2. STONE:
   - ENVIRONMENTAL STONEWORKS, STYLE: TUSCAN LEDGE, COLOR: ASPEN NICKEL CREEK
3. SILL & ACCESSORIES:
   - COORDINATE PRODUCT WITH MFG., MATCH COLOR TO ASPEN NICKEL CREEK, FLAT LIGHT STONES TO BE USED AT SCONCE FIXTURES
4. TOWERS AND DRIVE-THRU BUMP OUT:
   - EIFS: MEDIUM SAND FINISH, COLORS: SHERWIN WILLIAMS SANTOSS TONY TAUPE
5. HORIZONTAL ACCENT BAND:
   - EIFS: MEDIUM SAND FINISH, COLORS: SHERWIN WILLIAMS SW 7019 GAUNTLET GRAY
6. MAIN FIELD MATERIAL:
   - EIFS: MEDIUM SAND FINISH, COLORS: SHERWIN WILLIAMS SW 6071 POPULAR GRAY

STANDARD PROSCOPE AWNINGS
(OWNER SUPPLIED / VENDOR INSTALLED)

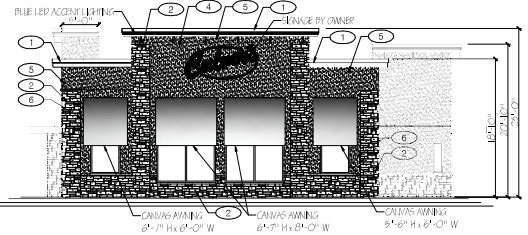
QUANTITIES:
10 - CANVAS AWNINGS @ 6'-7" H x 8'-0" W x 2'-0" D
2 - CANVAS AWNINGS @ 8'-7 H x 8'-0" W x 2'-0" D
12 - TOTAL

AWNING COLOR SPECIFICATIONS:
- BARAPOO TENT & AWNING, CANVAS COLOR: SUNBRELLA ROYAL BLUE TWEED 4647 STRAIGHT PROFILE

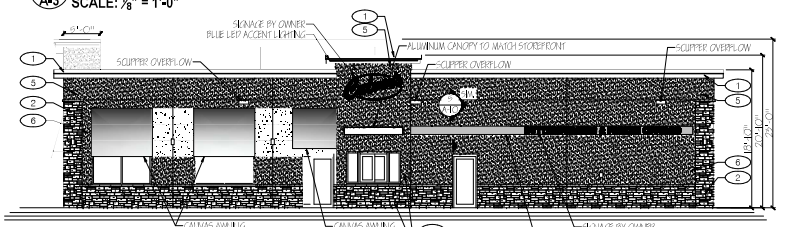
SCONCE LIGHTING (CORNER & ENTRY):
- LUMIDIA LIGHTING, CULWELL LED PLACK 1220 DDD, COLOR: DARK BRONZE (SUB CULWELL FOR BROWN LIGHT ONLY OPTION FOR DARK SKY COMPLIANCE)



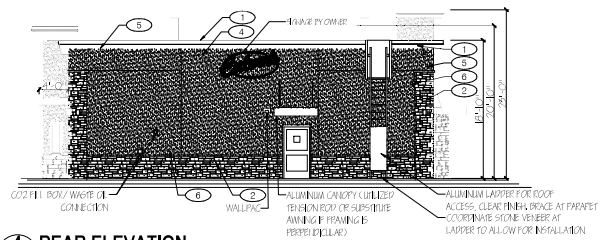
1 RIGHT SIDE ELEVATION
A-3 SCALE: 1/8" = 1'-0"



2 FRONT ELEVATION
A-3 SCALE: 1/8" = 1'-0"



3 LEFT SIDE ELEVATION
A-3 SCALE: 1/8" = 1'-0"



4 REAR ELEVATION
A-3 SCALE: 1/8" = 1'-0"

ARCHITECT OF RECORD:
THOMAS E. MORGAN, JR. ARCHITECT
423 FISCHER TRAIL
ELLIJAY, GEORGIA 30540

SEAL:

MRP DESIGN GROUP
3450 Acworth Due West Road
Building 100, Suite 120
Kennesaw, Georgia 30144
P: 770-917-9472
F: 770-917-9470
www.mrpdesign.com

PRELIMINARY
NOT RELEASED FOR CONSTRUCTION

ISSUES / REVISIONS

DATE	DESCRIPTION

DRAWN BY: JB
CHK'D BY: TW

PROJECT DESCRIPTION:
NEW CONSTRUCTION OF A CULVER'S RESTAURANT.

PROJECT TITLE:

LOCATION:
PART OF THE SE 1/4 OF SECTION 10 T.1N., R.9E.,
CITY OF FARMINGTON HILLS, MI
PARCEL ID:
#22-23-10-476-067

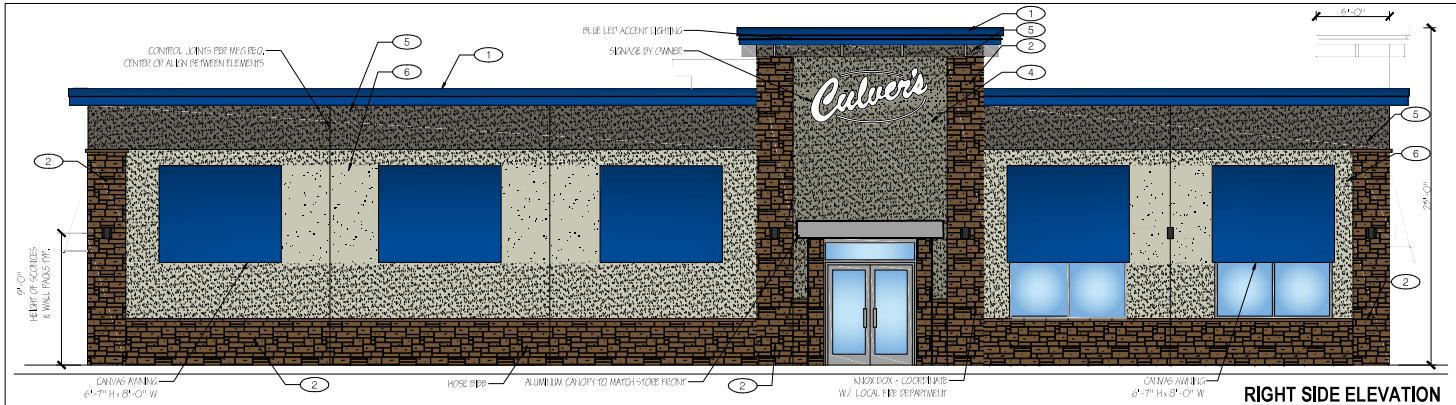
Culver Franchising System, Inc.
1240 Water Street
Prairie du Sac, WI
53578
608-643-3980
MR. METRO M

SHEET TITLE:
EXTERIOR ELEVATIONS, DOOR & WINDOW SCHEDULE

PROJECT NO: 25034

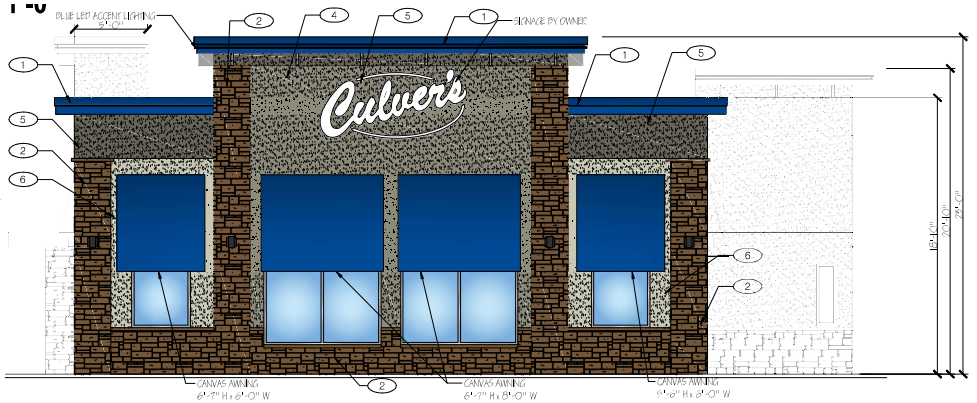
A-3.0

THESE PLANS ARE THE PROPERTY OF MRP DESIGN GROUP, INC. AND ARE SUBJECT TO FEDERAL COPYRIGHT LAWS. ANY USE OF SAME WITHOUT THE EXPRESS WRITTEN PERMISSION OF MRP DESIGN GROUP, INC. IS STRICTLY PROHIBITED



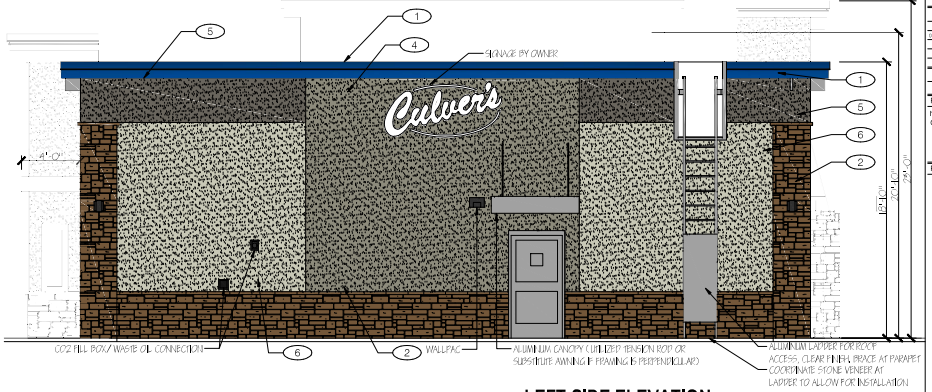
RIGHT SIDE ELEVATION

SCALE: $\frac{1}{4}$" = 1'-0"



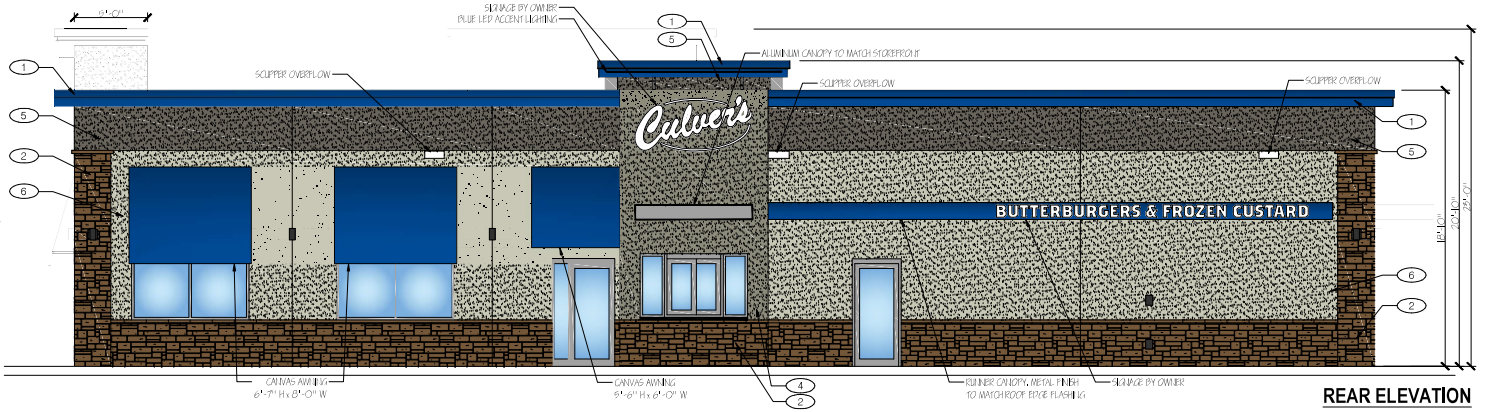
FRONT ELEVATION

SCALE: $\frac{1}{4}$" = 1'-0"



LEFT SIDE ELEVATION

SCALE: $\frac{1}{4}$" = 1'-0"



REAR ELEVATION

SCALE: $\frac{1}{4}$" = 1'-0"

GENERAL NOTES:
1. DO NOT DRYSTACK CULTURED STONE

MATERIAL OPTIONS:

1. METAL ROOF EDGE AND RUNNER CANOPY FLASHING:
   - EXCEPTIONAL METALS, COLOR: HARBOR BLUE
   - CR RUNNER CANOPY ALTERNATIVE COLOR - POWDER COATTRAL 90CR (GREEN BLUE)
2. STONE:
   - ENVIRONMENTAL STONEWORKS, STYLE: TUSCAN LEDGE, COLOR: ASPEN NICKEL CREEK
3. SILL & ACCESSORIES:
   - COORDINATE PRODUCT WITH MFG., MATCH COLOR TO ASPEN NICKEL CREEK, FLAT LIGHT STONES TO BE USED AT SCONCE FIXTURES

TOWERS AND DRIVE-THRU PUMP OUT:

4. RIPS: MEDIUM SAND FINISH, COLORS: SHERWIN WILLIAMS SW7068 TONY TAUPE
5. HORIZONTAL ACCENT PANEL:
   RIPS: MEDIUM SAND FINISH, COLORS: SHERWIN WILLIAMS SW7019 GAUNTLET GRAY
6. MAIN FIELD MATERIAL:
   RIPS: MEDIUM SAND FINISH, COLORS: SHERWIN WILLIAMS SW6071 POTTLAR GRAY

STANDARD PROTOTYPE AWNINGS
(OWNER SUPPLIED / VENDOR INSTALLED)
QUANTITIES:
10 - CANVAS AWNINGS @ 6'-7" H x 8'-0" W x 2'-0" D
2 - CANVAS AWNINGS @ 6'-7 H x 6'-0" W x 2'-0" D
12 - TOTAL
AWNING COLOR SPECIFICATIONS:
- BARBASCO TEXTILE AWNING, CANVAS COLOR: SUNBRELLA ROYAL BLUE TWEED 4617 STRAIGHT PROFILE

THESE PLANS ARE THE PROPERTY OF MRP DESIGN GROUP, INC. AND ARE SUBJECT TO FEDERAL COPYRIGHT LAWS. ANY USE OF SAME WITHOUT THE EXPRESS WRITTEN PERMISSION OF MRP DESIGN GROUP, INC. IS STRICTLY PROHIBITED

ARCHITECT OF RECORD:
THOMAS E. MORGAN, JR. ARCHITECT
423 FISCHER TRAIL
ELLIJAY, GEORGIA 30540

SEAL:

MRP DESIGN GROUP
3450 Acworth Due West Road
Building 100, Suite 120
Kennesaw, Georgia 30144
P: 770-917-9172
F: 770-617-9470
www.mrpdesign.com

BUILDING PERMIT DRAWING SET

ISSUES / REVISIONS	
DATE	DESCRIPTION
05.16.25	ISSUED FOR PERMIT

DRAWN BY: JB
CHK'D BY: TM

PROJECT DESCRIPTION:
NEW CONSTRUCTION OF A CULVER'S RESTAURANT.

PROJECT TITLE:

LOCATION:
PART OF THE SE $\frac{1}{4}$ OF SECTION 10 T1N., R9E., CITY OF FARMINGTON HILLS, MI
PARCEL ID:
#22-23-10-476-067

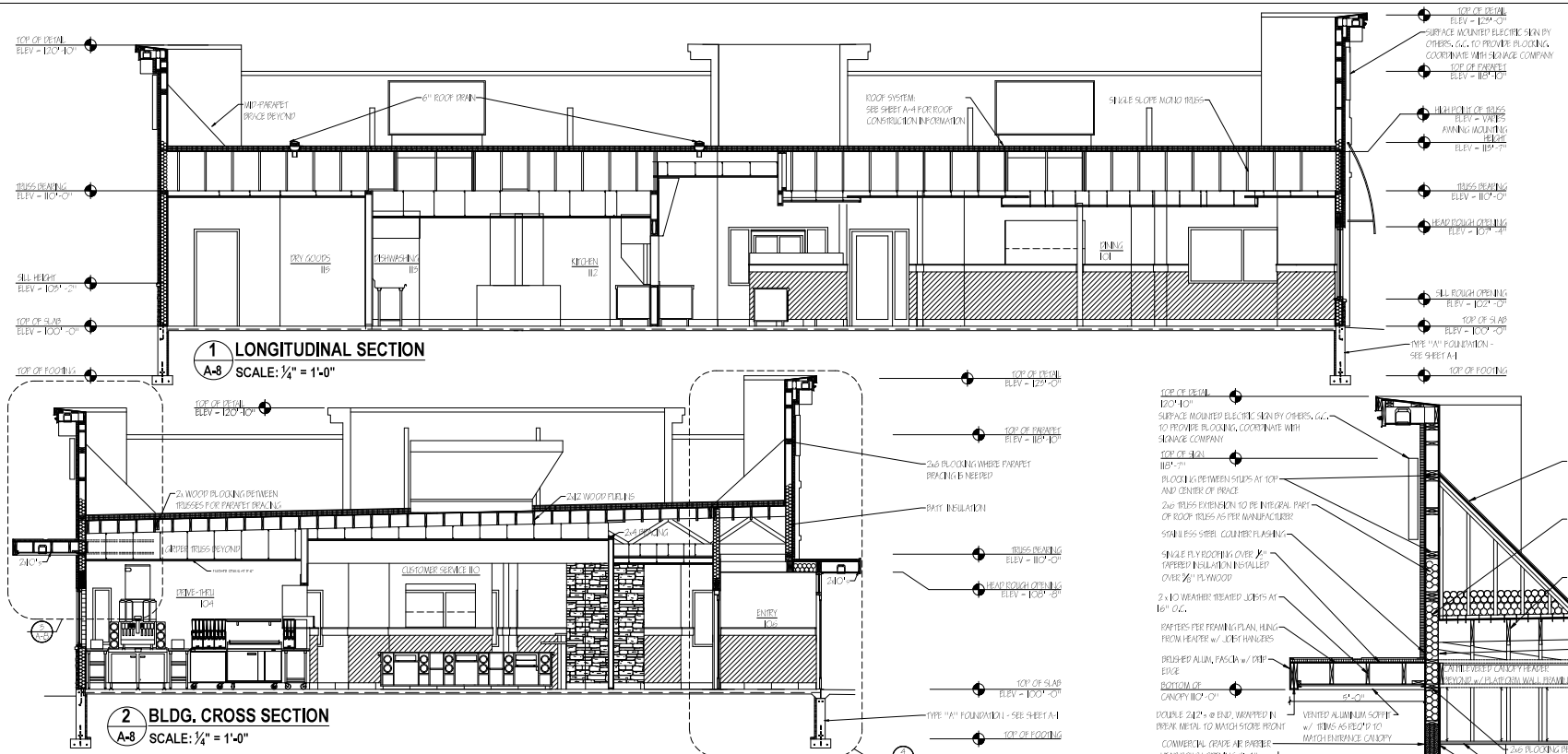
Culver Franchising System, Inc.
1240 Water Street
Prairie du Sac, WI
53578
608-643-3980
MR. METRO M

SHEET TITLE:

EXTERIOR ELEVATIONS, DOOR & WINDOW SCHEDULE

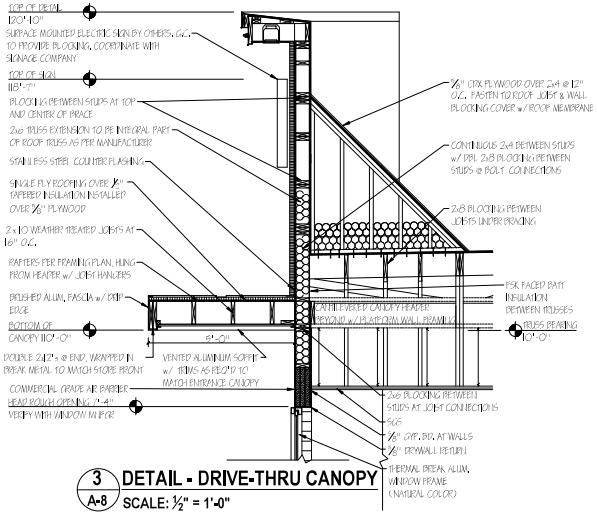
PROJECT NO: 25034

A-3.0

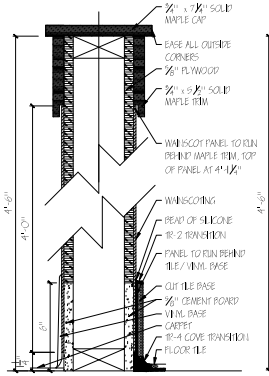


1 A-8 **LONGITUDINAL SECTION**
SCALE: ¼" = 1'-0"

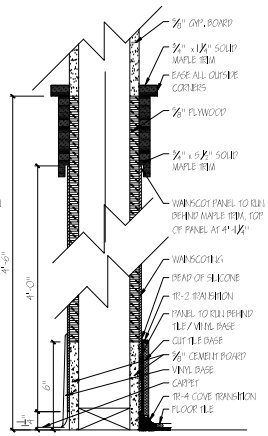
2 A-8 **BLDG. CROSS SECTION**
SCALE: ¼" = 1'-0"



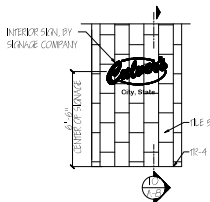
3 A-8 **DETAIL - DRIVE-THRU CANOPY**
SCALE: ½" = 1'-0"



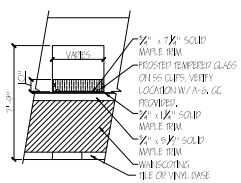
4 A-8 **DETAIL - HALF WALL**
SCALE: 3" = 1'-0"



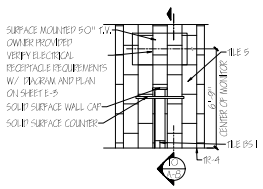
5 A-8 **DETAIL - FULL WALL**
SCALE: 3" = 1'-0"



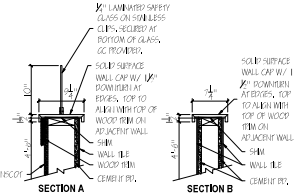
6 A-8 **ELEV. - FEATURE WALL**
SCALE: ¼" = 1'-0"



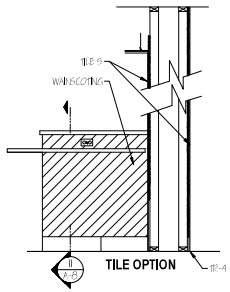
8 A-8 **ELEV. - DECO GLASS**
SCALE: ¼" = 1'-0"



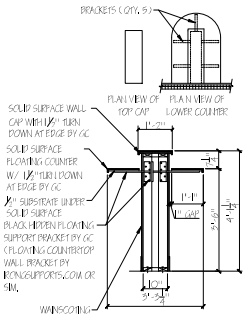
7 A-8 **ELEV. - DINING**
SCALE: ¼" = 1'-0"



9 A-8 **SECT. - CAP**
SCALE: 1" = 1'-0"



10 A-8 **SECT. - FEATURE WALL**
SCALE: ½" = 1'-0"



11 A-8 **SECT. - TO-GO**
SCALE: ½" = 1'-0"

MAPLE TRIM PACKAGE:	
DESCRIPTION	SIZE
FULL WALL TOP CAP	7¼" X 1¼"
HALF WALL & PUNCHED OPENING TOP CAP	7¼" X 2⅜"
WAINSCOTING CAP	7¼" X 5½"

WAINSCOTING INSTALLATION GENERAL NOTES:
1. SEE MANUFACTURER RECOMMENDED ADHESIVES AND INSTALLATION METHODS
2. GC TO VERIFY INSTALLATION FOR EXTERIOR WALLS w / MARBLINE MANUFACTURERS REP.
3. TILE BASE AT TILE FLOOR
4. VINYL BASE AT CARPET
5. EASE ALL OUTSIDE CORNERS OF MAPLE TRIM
6. MAPLE TRIM PACKAGE BY PEC, INSTALLED BY GC

THESE PLANS ARE THE PROPERTY OF MRP DESIGN GROUP, INC. AND ARE SUBJECT TO FEDERAL COPYRIGHT LAWS. ANY USE OF SAME WITHOUT THE EXPRESS WRITTEN PERMISSION OF MRP DESIGN GROUP, INC. IS STRICTLY PROHIBITED

ARCHITECT OF RECORD:
THOMAS E. MORGAN, JR. ARCHITECT
423 FISCHER TRAIL
ELLIJAY, GEORGIA 30540
SEAL:
MRP DESIGN GROUP
3450 Acworth Due West Road
Building 100, Suite 120
Kennesaw, Georgia 30144
P. 770-917-9472
F. 770-917-9470
www.mrpdesign.com

PRELIMINARY
NOT RELEASED FOR CONSTRUCTION

ISSUES / REVISIONS:	
DATE	DESCRIPTION

DRAWN BY: JB
CHK'D BY: TM

PROJECT DESCRIPTION:
NEW CONSTRUCTION OF A CULVER'S RESTAURANT.

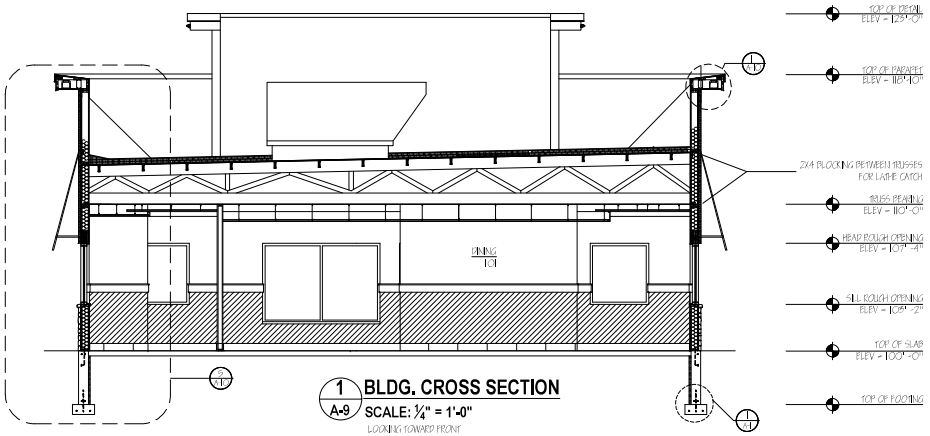
PROJECT TITLE:
LOCATION: PART OF THE SE ¼ OF SECTION 10 T.1N., R.9E., CITY OF FARMINGTON HILLS, MI
PARCEL ID: #22-23-10-476-067

Culver Franchising System, Inc.
1240 Water Street
Prairie du Sac, WI
53578
608-643-3980
MR. METRO M

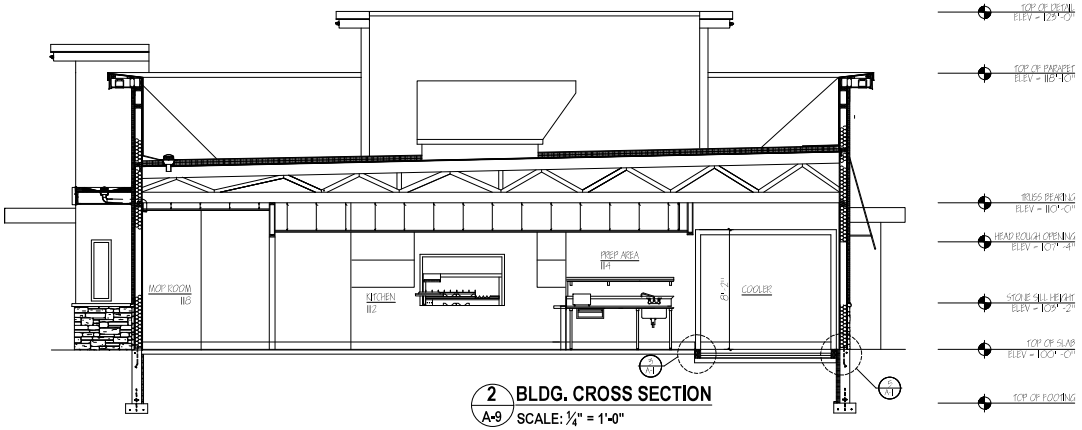
SHEET TITLE:
CROSS SECTIONS & DETAILS

PROJECT NO: 25034

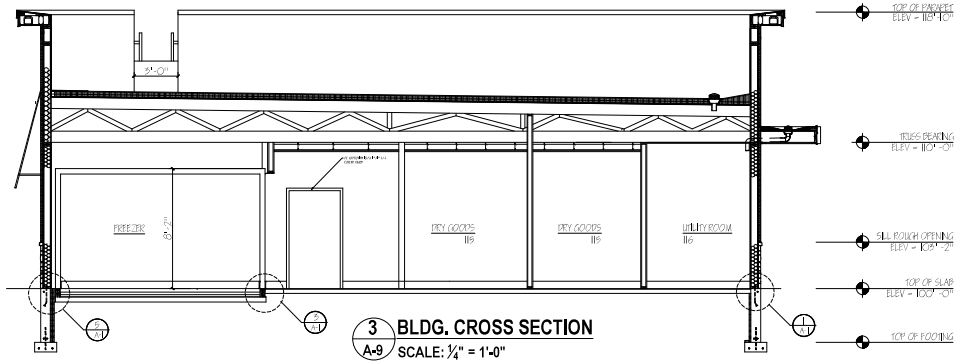
A-8.0



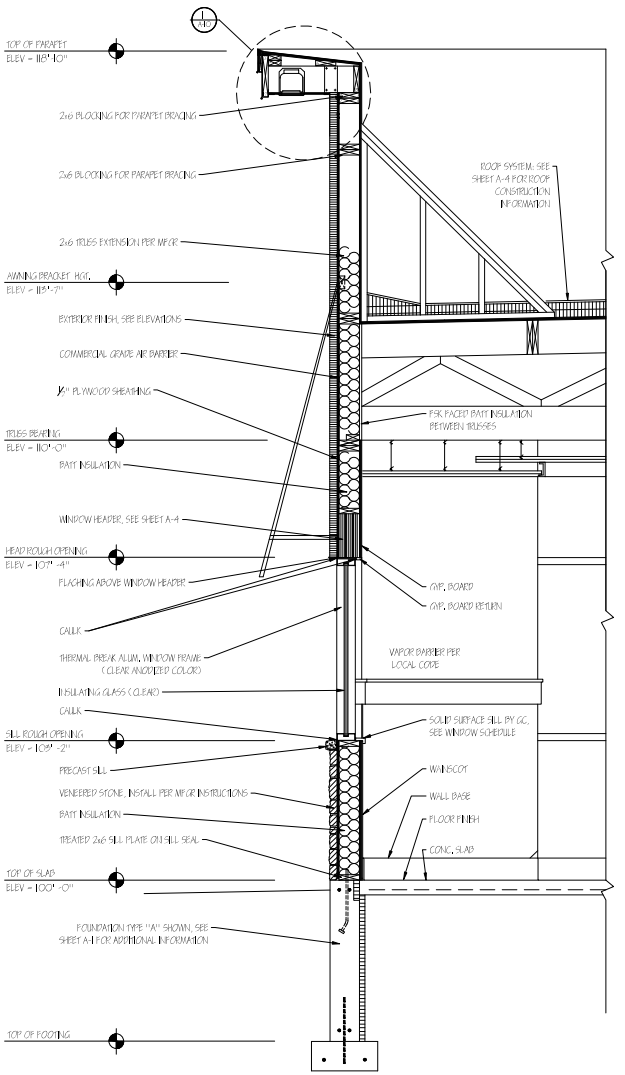
1 A-9 **BLDG. CROSS SECTION**
SCALE: ¼" = 1'-0"
LOOKING TOWARD FRONT



2 A-9 **BLDG. CROSS SECTION**
SCALE: ¼" = 1'-0"



3 A-9 **BLDG. CROSS SECTION**
SCALE: ¼" = 1'-0"
LOOKING TOWARD BACK



4 A-9 **TYP. DINING ROOM WALL SECTION**
SCALE: ¾" = 1'-0"

THESE PLANS ARE THE PROPERTY OF MRP DESIGN GROUP, INC. AND ARE SUBJECT TO FEDERAL COPYRIGHT LAWS. ANY USE OF SAME WITHOUT THE EXPRESS WRITTEN PERMISSION OF MRP DESIGN GROUP, INC. IS STRICTLY PROHIBITED

ARCHITECT OF RECORD:
THOMAS E. MORGAN, JR.
ARCHITECT
423 FISCHER TRAIL
ELLIJAY, GEORGIA 30540

SEAL:

MRP DESIGN GROUP
3450 Acworth Due West Road
Building 100, Suite 120
Kennesaw, Georgia 30144
P: 770-917-9172
F: 770-917-9470
www.mrpdesign.com

PRELIMINARY
NOT RELEASED FOR CONSTRUCTION

ISSUES / REVISIONS:

DATE	DESCRIPTION

DRAWN BY: JB
CHKD BY: TM

PROJECT DESCRIPTION:
NEW CONSTRUCTION OF A CULVER'S RESTAURANT.

PROJECT TITLE:
LOCATION:
PART OF THE SE ¼ OF SECTION 10 T1N., R9E.,
CITY OF FARMINGTON HILLS, MI
PARCEL ID:
#22-23-10-476-067

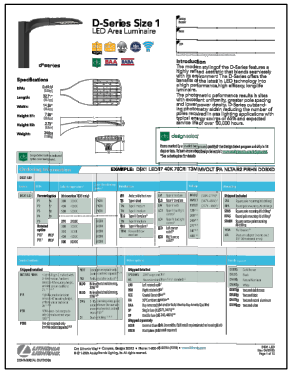
Culver Franchising System, Inc.
1240 Water Street
Prairie du Sac, WI
53578
608-643-3580
MR. METRO M

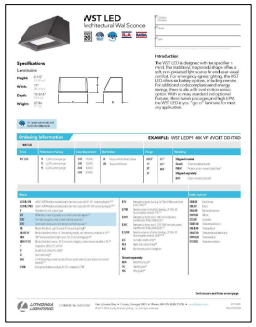
SHEET TITLE:
SECTIONS & DETAILS

PROJECT NO: 25034

A-9.0

THESE PLANS ARE THE PROPERTY OF MRP DESIGN GROUP, INC. AND ARE SUBJECT TO FEDERAL COPYRIGHT LAWS. ANY USE OF SAME WITHOUT THE EXPRESS WRITTEN PERMISSION OF MRP DESIGN GROUP, INC. IS STRICTLY PROHIBITED



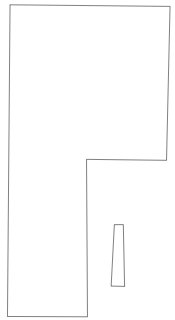


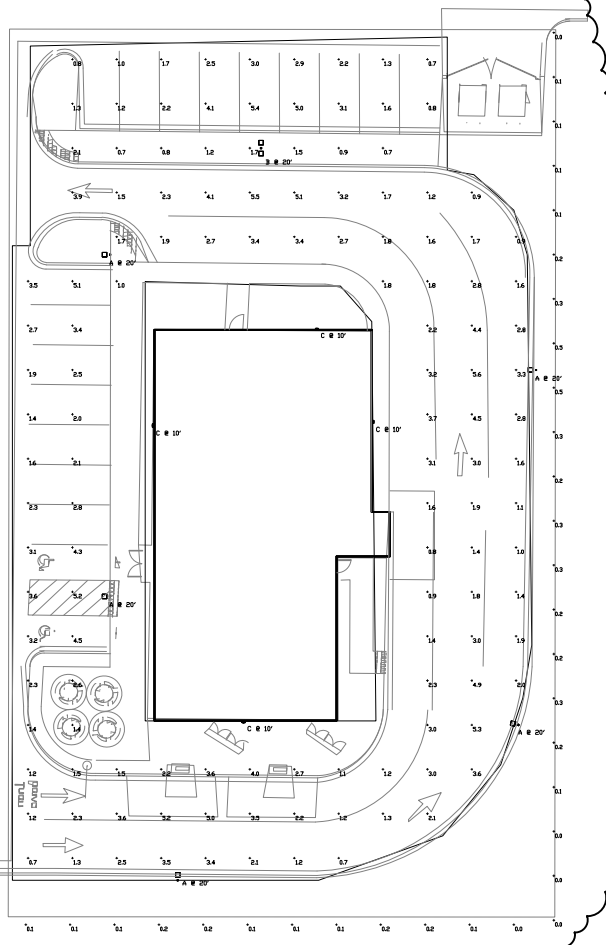
Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
property line	+	0.2 fc	0.5 fc	0.0 fc	N/A	N/A
Calc Zone #1	+	2.4 fc	5.6 fc	0.7 fc	8.0:1	3.4:1

Schedule

Symbol	Label	QTY	Manufacturer	Catalog	Description	Number Lamps	Lamp Output	LLF	Input Power
	A	5	Lithonia Lighting	RSX1 LED P1 40K R2	RSX1 LED P1 40K R2 MBX LE3 Area Luminaire Size 1 P1 Lumen Package 4000K CCT Type R2 Distribution with HS shield	1	5384	0.95	75.34
	B	1	Lithonia Lighting	RSX1 LED P1 40K R2	RSX1 LED P1 40K R2 MBX LE3 Area Luminaire Size 1 P1 Lumen Package 4000K CCT Type R2 Distribution with HS shield	1	5384	0.95	102.68
	C	4	Lithonia Lighting	WPX1 LED P2 40K MVOLT	WPX1 LED wallpack 5000lm 4000K color temperature 120-277 Volts	1	2913	0.95	24.42





ARCHITECT OF RECORD:

THOMAS E. MORGAN, JR.
ARCHITECT

423 FISCHER TRAIL
ELLIJAY, GEORGIA 30540

SEAL:

1/09/2026

MRP DESIGN GROUP

3450 Acworth Due West Road
Building 100, Suite 120
Kennesaw, Georgia 30144
P. 770-917-9172
F. 770-917-9470
www.mrpdesign.com

RELEASED FOR CONSTRUCTION

ISSUES / REVISIONS:

DATE	DESCRIPTION
1/9/26	REV 1 CITY COMMENTS

DRAWN BY: JB

CHKD BY: TM

PROJECT DESCRIPTION:
NEW CONSTRUCTION OF A CULVER'S RESTAURANT.

PROJECT TITLE:

LOCATION:
PART OF THE SE ¼ OF SECTION 10 T-1N., R-9E., CITY OF FARMINGTON HILLS, MI

PARCEL ID:
#22-23-10-476-067

Culver Franchising System, Inc.
1240 Water Street
Prairie du Sac, WI
53578
608-643-7980

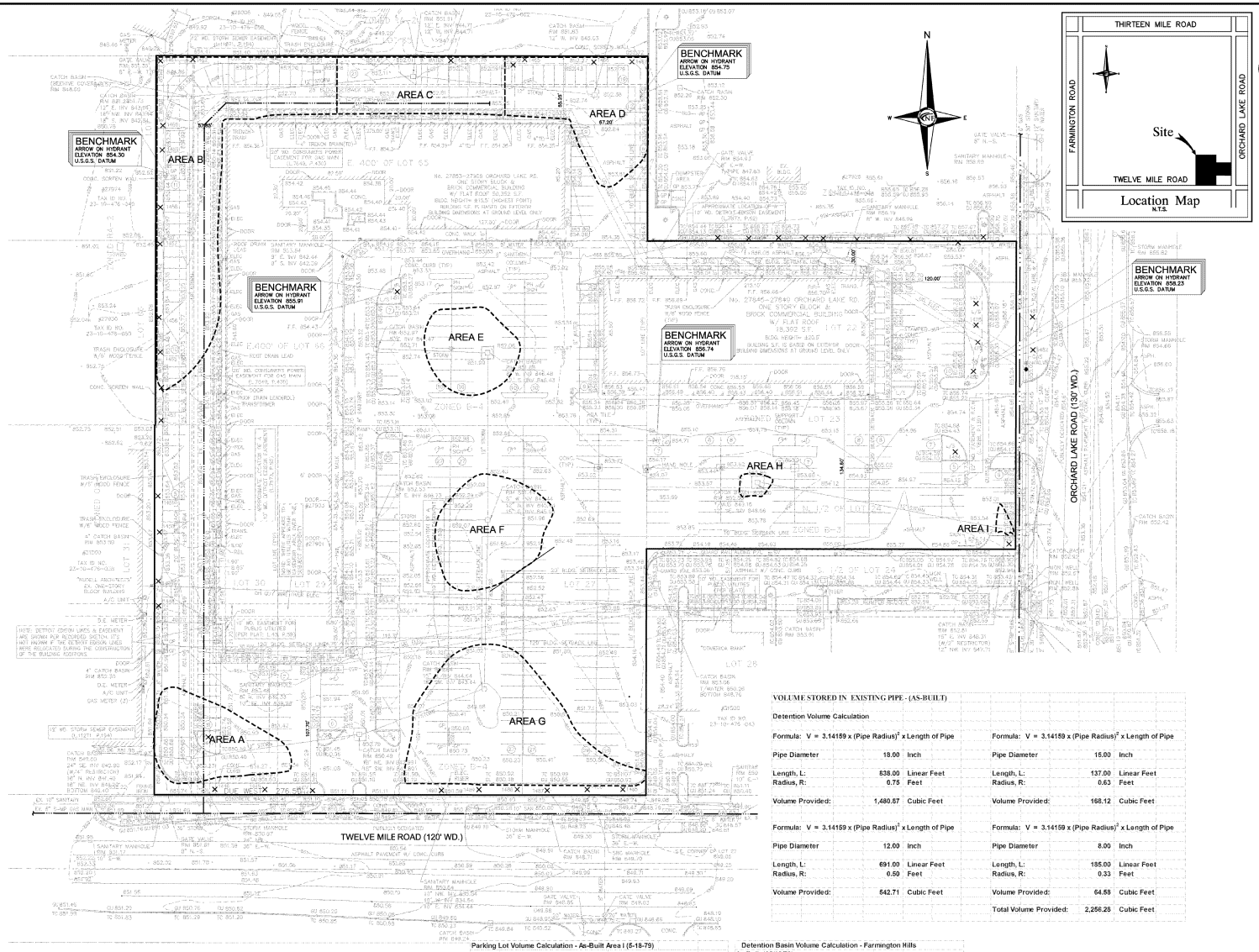
MR. METRO M

SHEET TITLE:

ELECTRICAL PHOTOMETRIC PLAN

PROJECT NO: 25034

E301



Parking Lot Volume Calculation - As-Built Area A (5-18-79)
Formula: Conical Frustum

Formula: $V = 1/3 \times h \times (A_t + (A_t \times A_b) ^ {0.50} + A_b)$

Area, A_t:	5,848.00	Square Feet
Area, A_b:	4.00	Square Feet
Storage Elevation:	851.34	Feet
Outlet Elevation:	849.60	Feet
Depth of Storage, h:	1.74	Feet
Volume Provided:	3,482.67	Cubic Feet

Parking Lot Volume Calculation - As-Built Area B (5-18-79)
Formula: Conical Frustum

Formula: $V = 1/3 \times h \times (A_t + (A_t \times A_b) ^ {0.50} + A_b)$

Area, A_t:	17,409.00	Square Feet
Area, A_b:	4.00	Square Feet
Storage Elevation:	853.79	Feet
Outlet Elevation:	851.24	Feet
Depth of Storage, h:	2.55	Feet
Volume Provided:	15,061.05	Cubic Feet

Parking Lot Volume Calculation - As-Built Area C (5-18-79)
Formula: Conical Frustum

Formula: $V = 1/3 \times h \times (A_t + (A_t \times A_b) ^ {0.50} + A_b)$

Area, A_t:	6,314.00	Square Feet
Area, A_b:	4.00	Square Feet
Storage Elevation:	853.79	Feet
Outlet Elevation:	851.91	Feet
Depth of Storage, h:	1.88	Feet
Volume Provided:	4,058.87	Cubic Feet

Parking Lot Volume Calculation - As-Built Area D (5-18-79)
Formula: Conical Frustum

Formula: $V = 1/3 \times h \times (A_t + (A_t \times A_b) ^ {0.50} + A_b)$

Area, A_t:	8,261.00	Square Feet
Area, A_b:	4.00	Square Feet
Storage Elevation:	853.79	Feet
Outlet Elevation:	851.83	Feet
Depth of Storage, h:	1.96	Feet
Volume Provided:	5,518.56	Cubic Feet

Parking Lot Volume Calculation - As-Built Area E (5-18-79)
Formula: Conical Frustum

Formula: $V = 1/3 \times h \times (A_t + (A_t \times A_b) ^ {0.50} + A_b)$

Area, A_t:	4,298.00	Square Feet
Area, A_b:	4.00	Square Feet
Storage Elevation:	852.30	Feet
Outlet Elevation:	851.88	Feet
Depth of Storage, h:	0.42	Feet
Volume Provided:	620.64	Cubic Feet

Parking Lot Volume Calculation - As-Built Area F (5-18-79)
Formula: Conical Frustum

Formula: $V = 1/3 \times h \times (A_t + (A_t \times A_b) ^ {0.50} + A_b)$

Area, A_t:	6,652.00	Square Feet
Area, A_b:	4.00	Square Feet
Storage Elevation:	852.30	Feet
Outlet Elevation:	851.44	Feet
Depth of Storage, h:	0.86	Feet
Volume Provided:	1,964.81	Cubic Feet

Parking Lot Volume Calculation - As-Built Area G (5-18-79)
Formula: Conical Frustum

Formula: $V = 1/3 \times h \times (A_t + (A_t \times A_b) ^ {0.50} + A_b)$

Area, A_t:	13,881.00	Square Feet
Area, A_b:	4.00	Square Feet
Storage Elevation:	851.10	Feet
Outlet Elevation:	849.84	Feet
Depth of Storage, h:	1.26	Feet
Volume Provided:	5,930.67	Cubic Feet

Parking Lot Volume Calculation - As-Built Area H (5-18-79)
Formula: Conical Frustum

Formula: $V = 1/3 \times h \times (A_t + (A_t \times A_b) ^ {0.50} + A_b)$

Area, A_t:	413.00	Square Feet
Area, A_b:	4.00	Square Feet
Storage Elevation:	852.96	Feet
Outlet Elevation:	852.56	Feet
Depth of Storage, h:	0.40	Feet
Volume Provided:	61.02	CubicFeet

Parking Lot Volume Calculation - As-Built Area I (5-18-79)
Formula: Conical Frustum

Formula: $V = 1/3 \times h \times (A_t + (A_t \times A_b) ^ {0.50} + A_b)$

Area, A_t:	217.00	Square Feet
Area, A_b:	4.00	Square Feet
Storage Elevation:	852.96	Feet
Outlet Elevation:	852.61	Feet
Depth of Storage, h:	0.35	Feet
Volume Provided:	29.22	Cubic Feet
Total Combined Storage Volume (Pond):	36,707.71	Cubic Feet

Detention Basin Volume Calculation - Farmington Hills
As-Built (05/18/79)

Proposed Use:	Overall	Commercial
Required Detention:	2.000	Inches / Entire Site
Contributing Acreage:	7.230	Acres
Volume Required:	52,489.80	Cubic Feet
Volume Provided (Ponding):	36,707.71	Cubic Feet (Min)
Volume Provided (Pipe):	2,256.28	Cubic Feet (Min)
Total Volume Provided:	38,963.99	Cubic Feet (Min)

VOLUME STORED IN EXISTING PIPE - (AS-BUILT)

Detention Volume Calculation

Formula: $V = 3.14159 \times (\text{Pipe Radius})^2 \times \text{Length of Pipe}$

Pipe Diameter	18.00	Inch
Length, L:	838.00	Linear Feet
Radius, R:	0.75	Feet
Volume Provided:	1,480.67	Cubic Feet

Formula: $V = 3.14159 \times (\text{Pipe Radius})^3 \times \text{Length of Pipe}$

Pipe Diameter	12.00	Inch
Length, L:	691.00	Linear Feet
Radius, R:	0.50	Feet
Volume Provided:	542.71	Cubic Feet

Formula: $V = 3.14159 \times (\text{Pipe Radius})^2 \times \text{Length of Pipe}$

Pipe Diameter	15.00	Inch
Length, L:	137.00	Linear Feet
Radius, R:	0.63	Feet
Volume Provided:	168.12	Cubic Feet

Formula: $V = 3.14159 \times (\text{Pipe Radius})^2 \times \text{Length of Pipe}$

Pipe Diameter	8.00	Inch
Length, L:	185.00	Linear Feet
Radius, R:	0.33	Feet
Volume Provided:	64.59	Cubic Feet
Total Volume Provided:	2,256.28	Cubic Feet

NF ENGINEERS
CIVIL ENGINEERS
LAND SURVEYORS
LAND PLANNERS

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

SEAL

STATE OF MICHIGAN
BRAD W. BRICKEL
ENGINEER NO. 54071
REGISTERED PROFESSIONAL ENGINEER

Brad Brickel

PROJECT
Orchard Plaza
12 Mile Road and
Orchard Lake Road
Farmington Hills, MI 48334

CLIENT
Orchard 12. LLC
c/o Gordon Realty, LLC
766 Riverside Drive
Coral Springs, FL 33071

Contact: Todd Gordon
(954) 346-9494 - Tel.
(888) 465-3394 - Fax

PROJECT LOCATION
Part of the SE 1/4
of Section 10
T.1N., R.9E.
City of Farmington Hills,
Oakland County, Michigan

SHEET
Parking Lot / Existing
Underground Detention
(Existing)

811
Know what's below
Call before you dig.

REVISIONS
04-15-14 ISSUED FOR ENGINEERING REVIEW
06-23-14 REVISED PER ENGINEERING REVIEW
07-17-14 REVISED PER ENGINEERING REVIEW
07-24-14 FINAL APPROVED

DRAWN BY:
R. Johnson
DESIGNED BY:
B. Brickel
APPROVED BY:
B. Brickel
DATE:
May 30, 2013
SCALE: 1" = 40'
40 20 0 20 40 60

NFE JOB NO. E859-03
SHEET NO. C12

November 12, 2025

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

PUD Amendment

Case:	PUD 12, 2014/60-7-2025
Site:	12 Mile, west of Orchard Lake Rd (Parcel ID 22-23-10-476-067)
Applicant:	Ronald J. Sesi
Plan Date:	revised 10/28/2025
Zoning:	B-4 Planned General Business

We have completed a review of the application for PUD, site plan, and landscape plan approval 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.



Project Summary – Changes to Approved PUD

The applicant proposes to build a Culver's with a drive-thru on an outlot within an approved PUD known as Orchard 12 Center. The affected portion of the site is a separate lot and is 0.567 acres/24,700 square feet (this was referred to as "Parcel B" in the PUD agreement). Though modifications are not proposed to the rest of the PUD except for the removal of several parking spaces, this project will affect circulation through the site as well as the parking available for the larger Orchard 12 shopping center.

Existing Conditions

1. **Zoning.** The site is currently zoned B-4 Planned General Business.
2. **Existing site.** The site is currently occupied by a parking lot. The site has no wetlands or other notable natural features. Four existing street trees are proposed to remain.
3. **Adjacent Properties.**

Direction	Zoning	Land Use
North	B-4	Commercial (Orchard 12 main center)
East	B-3	Commercial
South	ES	Commercial
West	B-4	Commercial (Orchard 12 main center)

4. **Site configuration and access.** The site is accessed from the larger Orchard 12 shopping center; the nearest driveway is located at the southeast corner of Parcel B, though not on the parcel itself. An access easement permitting blanket access across the two parcels, including to parking spaces and the proposed dumpster enclosure should be executed prior to construction. *The easement will be addressed administratively*.

PUD Amendment:

This is a major amendment to an existing planned unit development. The proposed use is a stand-alone drive-thru restaurant. The existing PUD agreement permits a drive-thru restaurant on Parcel A, but not on Parcel B; per Section 34-4.27.2, fast-food and carryout restaurants are permitted in the B-4 district only when located in a building with at least one other use, and not with a drive-thru. The PUD agreement must be amended to permit the proposed use as proposed.

Site Plan & Use:

1. **Summary of Proposed Use.** As noted above, the applicant proposes a stand-alone fast-food restaurant with a drive-thru. Per Section 34-4.27, fast-food restaurants are permitted without drive-thrus in the underlying B-4 district if they are located in a building with at least one other use. The proposed stand-alone building is 4,123.93 square feet.
2. **Master Plan.** The 2024 Future Land Use Map in the City of Farmington Hills Master Plan designated this site as Commercial, consistent with existing development and the proposed site plan and use.
3. **Dimensional Standards of the B-4 District (34-3.1.26.E).**

Standard	B-4 Requirement	Proposed
Lot Size	Not Specified	0.567 acres/24,700 sq ft
Lot width	Not Specified	123.5 ft
Lot coverage	Not Specified	
Front setback	120 ft	**44.7 ft**

Rear setback	20 ft	67.5 ft
Side setback (east)	10 ft	38. ft
Side setback (west)	10 ft	29.8 ft
Building height	50 ft/ 3 stories	23 ft
Front Yard Open Space	10% of required front yard	**Not provided, appears to be met**[1]

1. Based on scaled measurements of the plan.

4. **Notes to Schedule of Regulations (34-35)**

   a. Landscaping for all yards abutting a street shall be provided. *See comments below on landscaping.*

   j. Parking in the front yard setback. Parking may be permitted in the front yard setback provided that the parking is set back not less than 10 feet and an area within the front yard, including that 10', remains as lawn or landscaped area which is equal to the specified percentage of the area of the required front yard setback. *This standard is met.*

   n. See the loading/unloading requirements of Section 34-5.4. *See comments below on loading/ unloading.*

   o. Rooftop equipment shall be screened in accordance with Section 34-5.17. *See comments below on rooftop equipment.*

   v. Required landscaped area. In any yard abutting a street or freeway, a landscaped area not less than 10 feet deep and abutting the street or freeway shall be provided in the setback. *This area is provided. See landscaping comments below for more information.*

5. **B-2 and B-4 District Required Conditions (34-3.10).** The uses in the B-4 District shall require review and approval of the site plan by the planning commission. Uses are required to be conducted within a building and deal directly with the public. The proposed use largely meets this standard, though drive-thru activity does occur outdoors.

6. **Pedestrian Access. (34-3.24).** Pedestrian access-ways are required between public sidewalks and principal building entrances, principal building entrances and off-street parking lots, and between uses on abutting parcels. **This is not shown on the plans.**

7. **Fast food or Carry-out Restaurants (34-4.27).** The ordinance requires that all fast food or carry out restaurants in the B-2 District are located in a building which includes at least one other principal use. **The structure for the drive-in restaurant is stand-alone and does not meet this standard.**

8. **Drive-in Restaurants (34-4.35).** The use standards for drive-in restaurants are specific to the B-3 and LI-1 district, where drive-in restaurants are allowed to be located. *However, since the applicant has included a drive-in as a part of a PUD application, the planning commission and City Council should consider these standards as part of this PUD review.*

   The drive-in standards include the following requirements. (The plans do not comply with the regulations listed under a. and d.).

   a. Drive-in restaurants shall provide a building setback of at least 60 feet from any street right-of-way. Signs and other structures shall provide setbacks required in Section 34-3.1.

      The plans propose the drive-in restaurant to be located 44.7 feet from the right-of-way, within the front yard setback and less than 60' from the right-of-way.

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 proposed drive-in restaurant is not within 35' of adjacent residential.

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 subject site is not abutting any property zoned RA.

d. 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.

Vehicular access drives are less than 60' from the right-of-way.

We further note that the order confirmations boards labeled on the plans are on the south side of the building, directed toward 12 Mile Road, while the pick-up window is on the east side. As much of the drive-through lane comes after the pick-up window as before it as a result. See items 9 and 10 below, which discusses standards for drive-thru lanes.

9. **Drive-thru stacking (34-5.2.12).** Drive-thru restaurants require 10 stacking spaces, including 5 before the ordering station. **The plans show 5 stacking spaces before the order confirmation board, though not before the ordering board; two of these spaces are partially on Parcel A. 8 other spaces are shown, though it is not quite clear how they will be used, as they are not located before the pass-through window; if these spaces are meant to be for waiting for orders that will be brought out, a note on the plans would help clarify that aspect of operations.**

10. **Drive-thru Design Standards (34-5.2.12)**. Drive-thrus are required to meet the following design standards:

A. Drive-through lanes shall be separate from the circulation roads and lanes necessary for ingress to and egress from the property. *This standard is met.*

B. Drive-through lanes shall not use any space that is necessary for adequate access to parking spaces. *This standard is met.*

C. Drive-through lanes where vehicle stacking and waiting occur shall not be permitted in the front yard. **This standard is not met. Vehicle stacking spaces are in the front yard, as are the order confirmation and menu boards.**

D. Drive-through lanes and associated bypass lanes shall be set back at least 10 feet from the side and rear lot lines. *This standard is met.*

E. Drive-through lanes located adjacent to a street shall be buffered by a minimum 10 foot wide landscaped planting adjacent to the right-of-way as specified in 34-5.14. *This standard is met with a 10-foot buffer area.*

F. Drive-through lanes shall provide one (1) by-pass lane to allow unobstructed travel for vehicles to pass those waiting to be served. *This standard is met.*

G. All designated pedestrian areas which pass through a stacking space/by-pass lane area shall be clearly marked through pavement striping, alternative paving material or a stamped pattern or texture in the pavement. **No pedestrian areas pass through the lanes; however, the required**

pedestrian connection to the 12 Mile sidewalk is not shown on the plan. A crosswalk should also be shown on the north side of the building where a sidewalk leading toward the rest of the shopping center is shown.

H. Drive-through lanes shall have a minimum width of nine (9) feet. *The drive-thru lane is 10.5 feet wide and the bypass lane is 12.5 feet wide.*

I. Drive-through lanes shall have a minimum length of twenty (20) feet per vehicle. **These dimensions are met, though as noted above, the function of some of these spaces is not clear.**

J. Drive-through lanes shall have a minimum centerline turning radius of twenty-five (25) feet. This standard appears to be met.

K. Drive-through lanes shall be striped, marked or otherwise distinctly delineated. *It appears this standard will be met.*

11. **Off Street Parking (34-5.2).** The addition of this use will reduce the overall parking available for the 12 Orchard shopping center.

- **Parking Study Observations.** The applicant's traffic study included a parking study. The applicant's parking traffic consultant observed occupancy on Friday, August 15, from 5:00pm to 7:00pm and Saturday, August 16, from 12:00pm to 2:00pm. Peak observed occupancy was 186 spaces between 12:30pm and 1:00pm on Friday, August 16.

- **Parking Study Calculations vs Ordinance Requirements for Shopping Centers.** The applicant's parking study calculated required parking for each individual use in the shopping center, including the proposed drive-through restaurant, arriving at a figure of 543. The shared parking analysis reduces that figure to 444 spaces. However, the same parking study observed far less actual usage than this requirement, as noted above.

  Section 34-5.2 of the zoning ordinance provides a parking requirement for shopping centers, which is designed to account for the fact that multiple users have different peak business hours, and that individual tenants will come and go. This standard requires 1 space per 150 square feet of usable floor area for the first 15,000 square feet, and 1 space per 175 square feet of usable floor area for the next 85,000 square feet. With Culver's, this shopping center will total 73,411 square feet of gross floor area. The table below calculates the shopping center requirement based on this square footage:

Gross Floor Area	Usable Floor Area (est)	Spaces Required	Spaces Provided
73,411	1st 15,000 sq ft: 15,000 x 0.75* = 11,250	11,250/150 = 75	
	15,001 – 100,000 sq ft: 58,411 x 0.75 = 43,808.25	43,808.25/175 = 250	
Total		325	361 (see below)

*75% of gross floor area is an industry-standard estimate of usable floor area.

- **Overall Parking Count.** Per the applicant's plans, 428 spaces are present on the existing shopping center site. The overall shopping center will have 362 spaces after the proposed development, a net reduction of 66 spaces. **Counting spaces, we found 425 spaces on the site, with a net reduction of 64, for a final count of 361. Either the depiction of spaces must be updated, or the applicant's numbers should be revised. These numbers are also different in**

the AECOM Parking and Traffic Study, which states that there will be 351 spaces on the site. The study also says there are 415 spaces on the overall site, which is not consistent with the observed number of spaces.

- **Culver's Parking Requirement.** A parking calculation for the Culver's as though it were a stand-alone use was provided by the applicant. The applicant estimated usable floor area as 80% of the total floor area of the building. Based on this calculation, and using the 1 space per 30 square feet of usable floor area standard for fast-food, carryout, and drive-thru restaurants, the applicant arrives at a requirement of 110 parking spaces, plus 7 spaces for the patio for a total of 117 spaces. **18 spaces are provided on the site. Based on the floor plans, the actual customer-accessible area of the store appears to be around 1,596 square feet, which would yield a requirement of 53 spaces. Floor plans included in the parking and traffic study show 92 seats.**
- **Conclusion.** When the observations of the parking study are considered in tandem with the ordinance requirement for a shopping center, we believe that the 361 parking spaces provided on the site will be adequate to accommodate all users of the center. We do not find that any relief for parking is required, based on the fact that the new restaurant functions as part of the overall center, and the total parking count exceeds the requirement for a shopping center.

12. **Off-Street Parking Space Layout, Standards, Construction, and Maintenance (34-5.3)**. The applicant included the following minimum parking space layout dimensions.

34-5.3.3.A Minimum Off Street Parking Dimensions		
	Required	Provided
Maneuvering Lane Width	20 ft	24 ft**
Parking Space Width	9 ft	9 ft
Parking Space Length	20 ft*	18 ft w/ 2-ft overhang
*May include a maximum 2' unobstructed vehicle overhand area at the front of the parking space		

**Maneuvering lanes are located primarily on Parcel A.

13. **Off-Street Loading and Unloading (34-5.4).** Loading space is required in the ratio of 10 square feet per front foot of building. *Compliant space provided in side yard.*
14. **Outdoor Seating (34-4.32).** An outdoor seating area with four tables is proposed. This area appears to meet the requirements of Section 34-4.32.
15. **Landscaping (34-5.14) and Screening (34-5.15)**. Parcel A is not required to be screened from any neighboring properties. Per Section 34-5.14.4.C., five (5) large deciduous 5 parking lot trees are required, and these are provided. The plan also proposes to keep all four existing street trees; *protective fencing for these trees should be shown on the plans.*
16. **Exterior Lighting (34-5.16)**. A photometric plan was provided showing numerous values in excess of 0.3 footcandles at the property line, though given that the site functions as part of a larger shopping center, these could be considered values internal to the site. However, these values should be observed at the south property line. Additionally:
    - **Proposed lighting exceeds the required 4:1 uniformity ratio.**

- **We were unable to review whether the site meets the maximum illumination of 2.5 lumens per sf of pavement area.**
- **Various notes related to lighting compliance should be added to this sheet.**
- **Lighting cut sheets were not provided, and compliance with cut-off requirements cannot be verified.**

17. **Rooftop Screening (34-5.17).** Screening of rooftop equipment is required where any is provided. Mechanical equipment on the ground shall be screened per Section 34-5.1.4.D. Sheet A-8.0 clearly shows that the parapet will screen all rooftop equipment.

18. **Tree Removal (34-5.18)**. No trees will be removed from the site.

19. **Dumpster Enclosures. (34-5.1.3).** Proposed dumpster enclosures, which are accessed from Parcel A, appear to meet the requirements of Section 34-5.1.3.

20. **Design Standards (34-5.20).** *Elevations appear to be mislabeled—the "left" and "right" elevations are switched; it would clearer to label these as "east" and "west" to reduce ambiguity*. The design standards of Section 34-5.20 were adopted after initial plans were submitted; these standards apply to all walls facing a public right-of-way.

    a. **Building Materials. EIFS is limited to an accent material (less than 40% of façade) located not less than 8 feet above grade; this standard is not met; multiple fields of this material are located below 8 feet; percentage not known. Separate from relief granted under a PUD, the planning commission may grant relief from building material requirements when it finds that the materials are consistent with surrounding development and the waiver will achieve a specific architectural objective.**

    b. Architectural scaling requirements are met.

    c. Roof/parapet standards are met; this building will have a flat roof.

    d. Buildings facing a major thoroughfare are required to have 60% window coverage on the ground floor. This standard appears not to be met on the southern façade. **Separate from relief granted under a PUD, the planning commission may grant relief from building material requirements when it finds that the materials are consistent with surrounding development and the waiver will achieve a specific architectural objective, and that compliance with the standard will result in a practical difficulty.**

    e. Entranceway standards are met

21. **Requested Relief from Ordinance Standards.**

    a. 34-3.1.26- Permit a drive-in restaurant that is not permitted in the B-4 district:
    b. 34-4.27.2- Permit fast-food in a stand-alone building
    c. 34-3.1.24.E- Setback relief for front setback (reduction from 120' to 44.7').

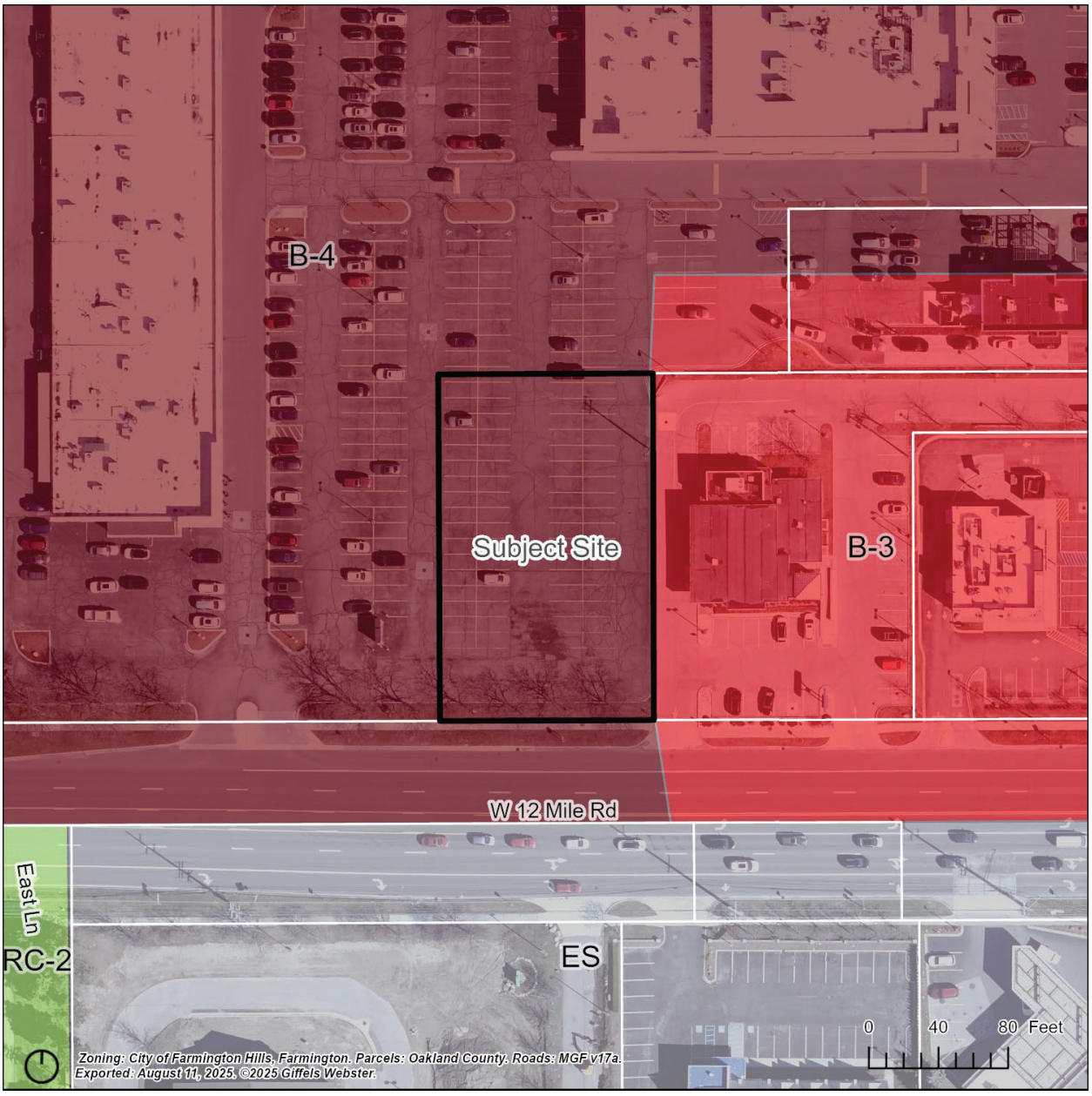
22. **Other Issues. Unless the applicant plans to seek relief from ordinance requirements as part of an amendment to the PUD agreement, the drive-thru requires significant redesign.**

We are available to answer questions.

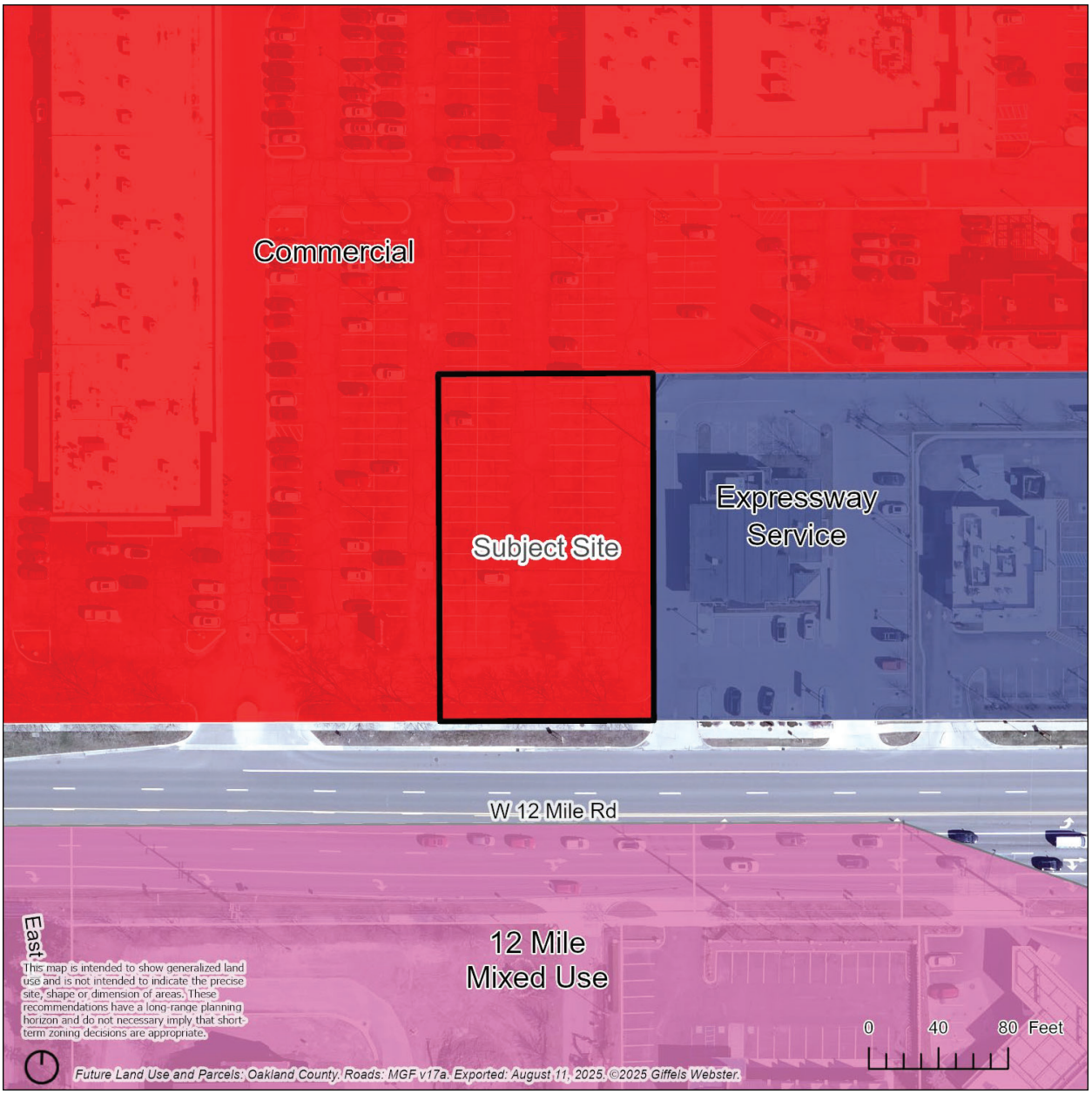
Respectfully,
Giffels Webster

Joe Tangari, AICP
Principal Planner

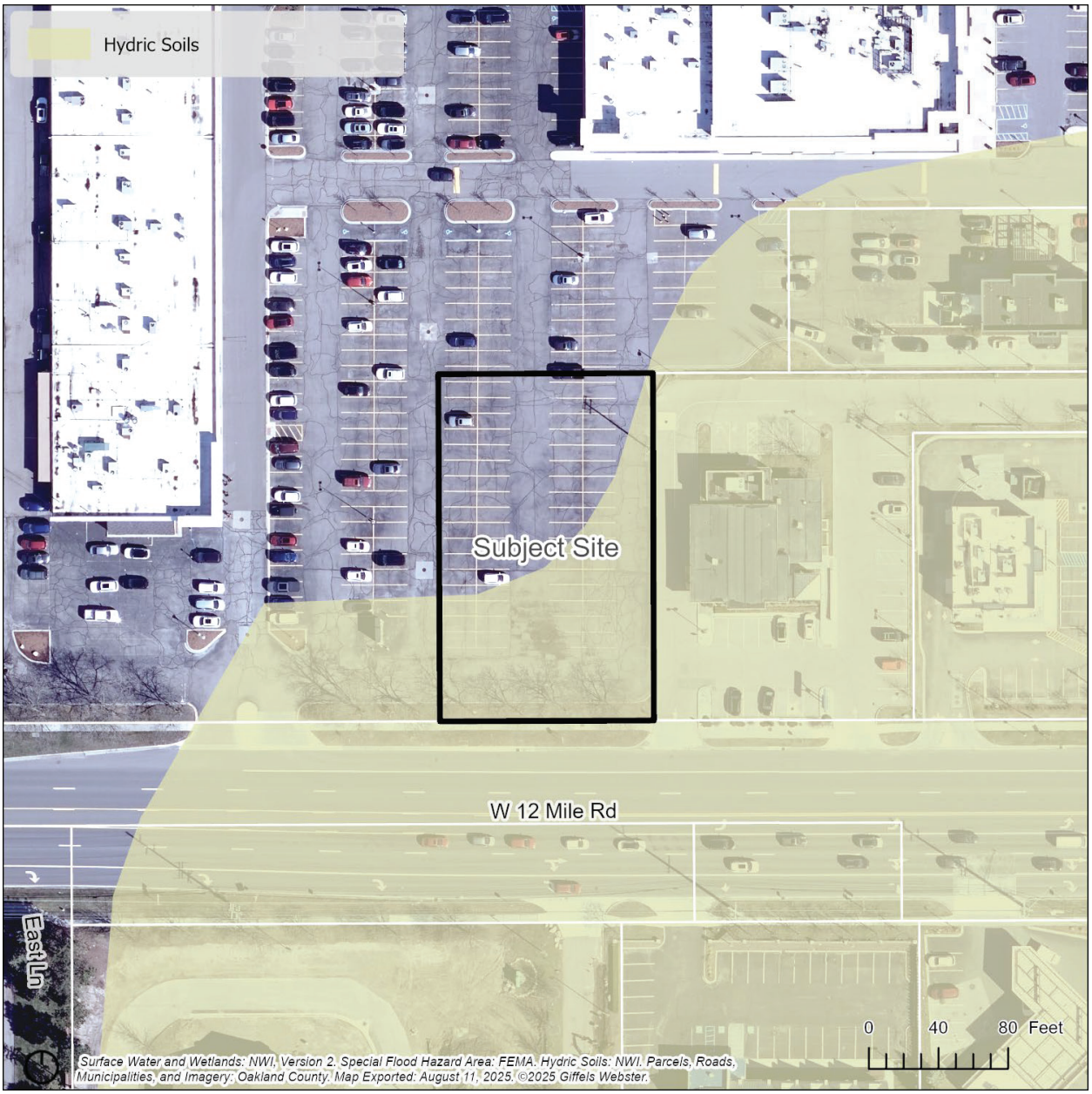
Julia Upfal, AICP
Senior Planner



Current zoning



Master Plan designations for this area. See discussion above.


Hydric Soils
Subject Site
W 12 Mile Rd
East Ln
0
40
80 Feet
Surface Water and Wetlands: NWI, Version 2. Special Flood Hazard Area: FEMA. Hydric Soils: NWI. Parcels, Roads, Municipalities, and Imagery: Oakland County. Map Exported: August 11, 2025. ©2025 Giffels Webster.

Wetland map

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

Interoffice Correspondence

DATE: **February 17, 2026**

TO: **Charmaine Kettler-Schmult, Dir. of Planning & Community Development**

FROM: **Planning Office**

SUBJECT: **Amend PUD 12 Plan, 2014, including SP 60-7-2025 – 12 Mile and Orchard Lake 23-10-476-067 – Culver's Restaurant**

The Planning Office has the following comments regarding the revised site plan dated February 12, 2026 for the project noted in the subject line of this memorandum.

1. Items identified in the Giffels Webster's review dated November 12, 2025:
    a. Access easement permitting blanket access across the two parcels, including access to parking spaces and the proposed dumpster enclosure to be executed prior to construction. This is still outstanding.
    b. The front yard open space requirement is met where 10% is required and 45.2% is provided.
    c. Pedestrian access-ways are required between public sidewalks and principal building entrances, principal building entrances and off-street parking lots, and between uses on abutting parcels. Pedestrian access-ways are shown connecting to the public sidewalk on 12 Mile Road and to the parking spaces on the north parcel lot line.
    d. Drive-thru stacking spaces are clearly labeled as to their contribution to site operations. The revised plans show four vehicles stacking, two vehicles at ordering stations, two vehicles at pay window, and six vehicles in waiting areas.
    e. Off-street parking requirement is calculated based on use as "planned commercial or shopping center" with an estimated gross floor area of 73,411 sq. ft (reduced to 75% for usable floor area) resulting in 325 required spaces. The applicant's parking study identified 351 total parking spaces. However, the 63 spaces in "Area J" are not striped. The Traffic Study identified a need for additional ADA spaces, as all of them were occupied during peak usage. As well as some of the existing ADA spaces are not compliant with current standards (lacking the striped access aisle). The applicant needs to provide a parking striping plan for "Area J" to confirm the count.
    f. Landscaping and Screening requirement is met where five large deciduous parking lot trees are required and five are provided. The plan also shows preservation of six trees along the 12 Mile property line with protective fencing shown on the landscaping plan.
    g. Lighting at the southern property line maximum allowed is 0.3fc, which is provided.
    h. The uniformity ratio of average to minimum allowed is 4:1, which was updated to 3.4:1.

i. The maximum illumination levels for hardscapes is 2.5 lumens per sq. ft., this was unable to be reviewed as the calculation was not provided on the plans.
j. The lighting compliance notes (Sec. 34-5.16.3.B.v) need to be added to the plans.
k. Lighting cut sheets were provided, and cut-off requirements are met.
l. The façade elevations need to be updated with cardinal directions for accuracy.

2. The updated plans still require the following zoning deviations from City Council as part of the PUD plan agreement:
   a. The front yard setback is still deficient where 120 ft. is required and 44.7 ft. is provided.
   b. Fast food or carry-out restaurant standard in B-2 cannot be in a stand-alone building.
   c. Drive-in restaurants in B-3 standard requires vehicular access drives to be located at least 60 ft. from the right-of-way of any intersecting street. The proposed drive is less than 60 ft.
   d. Drive-thru stacking standard requires 10 stacking spaces, including five before the ordering station. The plan shows five stacking spaces, but two are at the order confirmation boards.
   e. Drive-thru stacking standard states vehicle stacking and waiting shall not be in the front yard. The plan proposes four stacking spaces in the front yard.
   f. Design Standards require all walls facing a public right-of-way to be less than 40% accent material and buildings facing a major thoroughfare require 60% window coverage on the ground floor. The proposed plans show more than 40% of façade as an accent material (EIFS) and less than 60% window coverage on the south façade.
3. Items identified by the Planning Office in the updated documents submitted February 5, 2026:
   a. The applicant is proposing as a solution to the parking requirement to stripe parking spaces and install lighting along the west and north property lines of Parcel A, that abut OS-1 and RA-2 zoning districts. These areas were identified in the original PUD 12, 2014 as parking spaces. Any updates to these areas will need to shown on the site plan since these areas were identified on the original PUD plan as parking spaces, dumpster enclosures, and trees inside the property line. The lighting will need to comply with the current Zoning Ordinance, which requires a photometric plan showing less than 0.3 fc at the property line and shields installed on the fixtures to prevent glare onto residential property. There are also several trees missing along the west and north property lines that were shown on the original PUD plan.
   b. Signs are shown on the submitted plans and are reviewed as separate permits. However, due to the nature of a PUD plan, it should be noted that wall signs are only permitted on up to two facades of a building with a maximum of two per façade (Sec. 34-5.5.3.B.ii). There are also directional signs for traffic flow around the building, which are closer than 35 ft. to a right-of-way or property line (Sec. 34-5.5.3.A.iii.f).

FARMINGTON HILLS Michigan

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

INTEROFFICE CORRESPONDENCE

DATE: February 18, 2026

TO: Charmaine Kettler-Schmult, Director of Planning & Community Development

FROM: Dayton Emerson, Civil Engineer I

SUBJECT: Proposed Amended PUD 12, 2012
12 Mile Road, West of Orchard Lake Road - Proposed Culvers
REVISED SP #: 60-07-2025 PJ #: 10-25-77
Sidwell #: 22-23-10-476-067

This office has performed a preliminary review of the above referenced revised PUD Qualification plan submitted to the Planning Department on October 30, 2025, and provided to the Engineering Division on October 30, 2025. Our preliminary comments are as follows:

1. A 15-inch public sanitary sewer exists just west of this site on property owned and operated as part of the plaza. In addition, an 8" public sewer exists along the north side of 12 Mile Road. It is available for service. The preliminary plans identify tapping into the public sewer along the 12 Mile Road frontage. This is appropriate.

2. An 8" inch water main exists along the west side of this site on property owned by the shopping plaza. This same watermain extends eastward along the north property line of this proposed Culvers within the confines of the site. The revised plan shows the water service line tapping the water main along the north property line within the Culvers property. This is appropriate.

3. The plans identify no additional or new curb cuts to 12 Mile Road. This is appropriate. Please note that a traffic impact study prepared by AECOM was received and reviewed by the City's engineering consultant. Review comments related to the most recent submittal were returned to the proponent on February 18, 2026. Several comments related to the traffic impact analysis have not been addressed at this time. Attached please find the most recent review comments from the City's Traffic Engineering consultant, GHD Engineering.

4. The existing plaza including this property was designed to utilize parking lot surface detention. This new restaurant will trespass into one of those surface parking lot

detention areas. The proposed plan identifies conceptually that the site will provide underground storage. This is appropriate. The design of it as well as an accounting of all the other storm detention areas in the original plaza must be provided for construction review.

Similarly, the storm discharge must be maintained at an agricultural rate and the downstream system must be identified and confirmed to have capacity. Because it appears to extend offsite into Plaza property private easements will be necessary from the Culvers site to where the storm drainage ultimately ties into a public storm sewer.

5. Storm water quality improvements will be required in accordance with the Oakland County stormwater standards. Attached with this review are comments from the City's Environmental Engineer Tyler Sonoga. These must be addressed during Engineering review. Please note that he can be reached at 248-871-2533.

6. We suggest that the proponent and their engineer meet with the Engineer Division via a virtual meeting or in person to discuss the site in further detail.

7. The original PUD was approved in 2014. Verification of completing the Engineering requirements as requested on page 3 of that agreement, paragraph 4 sub item F must be confirmed.

FARMINGTON HILLS Michigan

DATE: February 1, 2013

TO: Planning Commission

FROM: James Cubera, Engineering Manager

SUBJECT: Lot Split # LS-1-2013 - 27839 Orchard Lake Road
Bosco Shopping Plaza – Sidwell #: 22-23-10-476-051

This office has performed a preliminary review of the above referenced lot split submitted to the Planning Department on January 18, 2013. The plan must meet the requirements of Section 27 of the City Code (Ordinance C-11-99), which became effective on January 3, 2000. Note that under Section 27-130, Paragraph 2 (C-1), a signed approval of the Engineering Division indicating compliance with Section 27-110, Paragraph 2 (h) is necessary. This approval will be considered once all Engineering issues have been resolved. With this in mind, our preliminary comments are as follows:

1. A review of the file of the original site plan from the Bosco Shopping Mall indicated that there are several outstanding items which include the submittal of as-builts and the submittal of required easements. These need to be addressed prior to this lot split moving forward.

2. Our office notes that when the original Bosco Development was constructed, detention was provided for the entire development within the parking lot. With this proposed split, should a building be proposed for Parcel B, this could impact the detention system. Prior to any parcel split being approved by the Engineering Division, the overall detention system must be verified as being adequate and the new plans must show how detention will be provided for Parcel B without affecting the remaining site detention.

3. It is noted that traffic is a major issue at the Orchard Lake Road and 12 Mile Road intersection. Should a split be granted, it is suggested that Parcel B be required to maintain the existing curb cuts that are part of the original development and that internal ingress/egress easements be provided. We strongly suggest that no new curb cut be allowed to 12 Mile Road.

Additionally, it is suggested that the overall parent parcel prepare appropriate ingress/egress easements to allow access for the Comerica Bank and what used to be the gas station.

4. All resultant parcels must have direct frontage to a public water main. Therefore, this lot split will be required to loop the water main from the hydrant line located due north of the proposed Parcel B and this must be tied into the 8" main located on the north side of 12 Mile Road in front of Parcel B as part of the split.

5. Our office notes that a 10" public sanitary sewer exists on the north side of Orchard Lake Road across the frontage of the site. The lot split will be required to provide a 6" service lead from this main to the resultant Parcel B.

6. The public storm outlet does not appear to be identified on the plan. The lot split plan must identify the local public outlet and extend a public storm line from it, to service this future Parcel B.

7. We note that public sidewalks exist along the 12 Mile Road and the Orchard Lake frontage of the site. Therefore no addition sidewalks will be required.

8. Our office notes that on the plan that was submitted, there is an easement for Detroit Edison that runs across the property. We question if this will conflict with the proposed development of Parcel B.

9. We question how the private storm sewer that runs along the west property line of Parcel B will be addressed. Will that line be impacted by development of Parcel B? It may have to be upgraded to minimum public standards and dedicated as public.

10. The commercial properties located on the south side of 12 Mile Road, across from this proposed lot split are investigating the feasibility of installing a traffic signal at the drive located on the north side of 12 Mile Road west of this proposed lot. The proposed signal would serve the development to the north and south and provides an opportunity to consolidate drives, improve access and operations. The proponent may wish to contact these properties to discuss this in further detail.

e. this Agreement.

The items listed in a through e, above, are referred to in this Agreement as the "PUD Documents."

3. The Property shall be subject to, and may be used for any use permitted under, the B-4 zoning district regulations, with the exception that the proposed new building to be located on Parcel A adjacent to Orchard Lake Road, may include a fast food/carry out with drive through restaurant.

4. The City's approval of the PUD Plan and PUD Documents, and the Property and any development thereon, are subject to compliance with this Agreement and the following conditions:

a. In the northwest corner of the site, in the area where a portion of the Existing Building B will be removed, the Proprietor will install a brick paver plaza in one area in a manner depicted on the PUD Plan and PUD Documents.

b. In the area adjacent to Orchard Lake Road, where the new proposed retail structure on Parcel A is to be located, additional brick pavers and a seating area will be provided in accordance with the PUD Plan and PUD Documents.

c. Additional landscaping shall be provided throughout the site as shown on the PUD Plan and PUD Documents, and such landscaping shall be reflected on a landscape plan to be submitted to the Planning Commission per subsection d, below.

d. Submission and approval of site plans and landscape plans for the redevelopment of the Center by the City Planning Commission and City Engineering Division will be required in accordance with the Zoning Ordinance, and Chapter 21, Article III of the City Code, and all other applicable standards, rules and regulations.

e. The fast food/carry out restaurant with a drive through is authorized on Parcel A, subject to the requirements of the PUD Plan and PUD Documents, and the placement of the proposed new retail building adjacent to Twelve Mile Road on Parcel A, as shown in the PUD Plan and PUD Documents, including the setback therefor, is hereby authorized.

f. The requirements of the engineering review letters attached as Exhibit C and dated February 1, 2013, April 2, 2013, July 3, 2013, August 6, 2013, and September 11, 2013, shall be complied with, except and to the extent the PUD Plan or PUD Documents and/or this Agreement expressly provide otherwise.

As suggested in the February 1, 2013 engineering review letter for the lot split, the Proprietor will enter appropriate ingress/easement agreement(s), in a form acceptable to the City, with the adjoining bank and/or former gas station property if the bank and/or gas station agree to cross access easements.

g. The requirements of the Fire Department, including without limitation the following: (i) satisfaction of the alternate protection provisions set forth in Section 12-11(4) of the City's Code of Ordinances by installing a fire suppression system in compliance with NFPA 13 throughout the new building on the south side of the Property; and (ii) fire lane signs shall be no further than one hundred feet apart, and the fire lane shall be properly posted and maintained in conformance with and in the locations required under the Michigan Manual of Uniform Traffic Control Devices.

h. The signs for the Property shall be as depicted on the attached Exhibit D, and shall not exceed 12 feet in height and 160 square feet in area.

i. Improvements to the façades of Existing Buildings A and B, subject to Proprietor's submission of elevation plans detailing such façade improvements as part of the Site Plan review and approval and Planning Commission approval of same.

j. Within thirty (30) days of the date of a written notice to the Proprietor that the City, or another party on behalf of the City, is proceeding with the installation of a traffic light on 12 Mile Road at the south entranceway to the PUD, the Proprietor shall contribute to the City an amount equal to Thirty-three and one-third Percent (33.333%) of the total cost for the installation of such traffic light, provided that such amount shall not exceed $50,000.

k. All improvements shown on the PUD Plan and PUD documents shall be completed as required by applicable ordinances and regulations; and, before any certificate of occupancy may be issued for any new building constructed on either Parcel A or Parcel B, the following improvements shall be completed: (1) demolition of the portion of Existing Building B depicted on the PUD Plan as being removed and construction of the brick paver plaza shown on the PUD Plan; and (2) installation of the additional landscaping to be placed throughout the site as shown on the PUD Plan and/or on the approved landscape plan.

The City will not unreasonably deny or delay any permits or approvals where the Proprietor has met the applicable requirements for the issuance of the particular permit or approval.

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

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

City of Farmington Hills
Environmental Review

Project Name: Culvers – Orchard Plaza

Address: Twelve Mile Road
SP: 60-7-2025
Plan Dated: 10-28-2025

Plan Received: 10-28-2025
Review #: 1
Review Date: 11-04-2025

As requested, I have conducted a plan review of the above reference engineering plans. I have the following comments:

1. Infiltration practices need to be used to the maximum extent practicable and will count as part of the required water quality volume. Infiltration tests need to be performed and layout should be considered to direct stormwater to infiltration practices. Provide proof of infiltration testing. If infiltration rates are shown to be usable per the standards, then areas should be considered to implement the practice. If tests show the soils are unsuitable, there is an alternative approach detail on pages 29-35 of the standards.
2. Additional comments may be involved while reviewing for full engineering approval.

Should you have any questions, please do not hesitate to call.

Respectfully submitted,

Tyler Sonoga
Civil/Environmental Engineer
Department of Public Services

cc: City of Farmington Hills, M. Saksewski

Memorandum

February 18, 2026

To	Mr. Mark Saksewski, P.E. City of Farmington Hills, MI	**Tel**	248-479-0226
Copy to	Eric J. Tripi, P.E., PTOE, GHD	**Email**	Matthew.kolis@ghd.com
From	Matthew Kolis, P.E., PTOE, GHD	**Ref. No.**	12596389
Subject	**Orchard 12 Plaza Parking and Traffic Study Review** **City of Farmington Hills, Oakland County, Michigan**		

GHD Engineering PC (GHD) has completed a review of the revised *Orchard 12 Plaza Parking and Traffic Study (dated February 16, 2026)* submitted by AECOM. The study evaluated the traffic impact of a new 4,125 square foot (SF) Culver's fast-food restaurant with drive-through and the resulting impact on parking within the Orchard 12 plaza. Site access is provided via three existing access drives to the Orchard 12 Plaza. One drive is located on 12 Mile Road and two drives are located on Orchard Lake Road.

GHD reviewed the January 30, 2026 revised study and provided comments on February 12, 2026. Some of these comments were addressed in the February 16th revised study, others were not. Going forward, we request that every comment in our review memoranda be addressed and then documented in a separate memorandum.

Through the process of our latest review, GHD has compiled the following comments and questions for response and/or clarification.

3.2.3 – Build Condition Operational Analysis (page 25)

1. The level of service (LOS) for the site drive approach on 12 Mile Road is now reported to operate at LOS F under both existing and build conditions. The previous iteration of the study reported the site drive approach operated at LOS D under build conditions. Please explain what caused the change in LOS.

2. The study concludes that the proposed development is estimated to have a minimal impact on the Orchard 12 Plaza driveways. Based on the results of the Synchro model, the delay of the site drive approach on 12 Mile Road is projected to increase from 52.3 seconds under existing conditions to 123.6 seconds under build conditions, which does not appear to be minimal. Please explain how this increase in delay is considered minimal.

3.3.1 – Queue Observation (page 26)

3. The study states that field observations showed the southbound left turn queue on Orchard Lake Road at the 12 Mile Road intersection did not exceed the existing storage length of the southbound left turn lane at any time throughout the PM peak hour. Table 13 reports the queue for the southbound left turn

movement to be 298 feet under existing conditions and the Synchro model shows a storage length of 300 feet for this movement, which does not match the existing storage length of approximately 215 feet. As stated in the last review, RCOC restriped this approach last summer. The existing SimTraffic model does not appear to reflect the queueing observed during the field study. Therefore, the projected future queues are not accurate.

3.3.1 – Queue Observation (page 26)

4. Please state in the study the number of vehicles that were observed turning left out of the site onto 12 Mile Road directly into the eastbound through lanes versus the number of vehicles that were observed turning into the center left turn lane prior to merging into the eastbound through lanes. Estimate how many of the 16 site vehicles turning left out of the site could be expected to perform a two-stage exit onto 12 Mile Road. It's acknowledged that only one crash was found to be caused by a southbound left turning vehicle exiting the Orchard 12 Plaza and an eastbound traveling vehicle; however, please state in the study if the increased number of vehicles performing a two-stage exit could be expected to worsen crash patterns at this location.

3.3.1 – Queue Observation (page 26)

5. When a queue forms in the southbound left turn lane on Orchard Lake Road, were vehicles observed to back up into the southbound through lane or the center left turn lane?

3.3.1 – Queue Observation (page 27)

6. The northbound Orchard Lake Road approach to the south site driveway was modeled in Synchro with a through/left turn lane. However, the current geometry of the northbound approach contains two through lanes and a center left turn lane. Therefore, please explain in the study the reason there is a queue in the northbound direction. If the southbound left turn lane was observed to back up into the center left turn lane blocking northbound vehicles from accessing the center left turn lane, please state this in the study and document how often this was observed to occur.

3.3.3 – Queue Modeling – Build Condition (page 28)

7. Comment same as previous review. The study states that, on the southbound Orchard Lake Road approach to 12 Mile Road, existing vehicle queues are expected to grow by approximately 5 vehicles in each of the travel lanes feeding into the signalized intersection, including the through lanes at the north and south driveways. According to Figure 8, only 18 new trips are added to the southbound approach at the intersection. Therefore, why are 5 site vehicles in each of the 4 southbound travel lanes expected to be added to the existing queue? Furthermore, in the previous report, it was projected the added vehicles to the queue would be 10 and now it is 5 – what changed? Please explain.

5 – Turn Lane Analysis (page 36)

8. Comment same as previous review. Since a right turn lane is warranted, please show how a right turn lane can be provided at the site drive on 12 Mile Road. If you are not recommending construction of this lane, then please indicate in the study that you are not recommending it and the reason why.

6 – Summary and Recommendations (page 37)

9. Comment same as previous review. Please provide a conclusion for the queueing and crash analyses. Is it your conclusion that site traffic can be safely accommodated via the site drive locations on Orchard Lake Road and 12 Mile Road?

General

10. Please provide a separate memorandum with direct responses to each of the comments in this review memo.

Please feel free to contact us with any questions pertaining to this review.

Memorandum

February 18, 2026

To	Mr. Mark Saksewski, P.E. City of Farmington Hills, MI	**Tel**	248-479-0226
Copy to	Eric J. Tripi, P.E., PTOE, GHD	**Email**	Matthew.kolis@ghd.com
From	Matthew Kolis, P.E., PTOE, GHD	**Ref. No.**	12596389
Subject	**Orchard 12 Plaza (Culvers Development) - Traffic Study Summary** **City of Farmington Hills, Oakland County, Michigan**		

GHD Engineering PC (GHD) has completed a review of the revised *Orchard 12 Plaza Parking and Traffic Study* (*dated February 16, 2026*) submitted by AECOM. The study evaluated the traffic impact of a new 4,125 square foot (SF) Culver's fast-food restaurant with drive-through and the resulting impact on parking within the existing Orchard 12 Plaza. Site access is provided via three existing access drives to the Orchard 12 Plaza. One drive is located on 12 Mile Road and two drives are located on Orchard Lake Road.

The purpose of the traffic study was to conduct a shared parking analysis and driveway operations analysis for the proposed Culvers development. Below is a summary of the most significant impacts associated with the potential construction of the Culver's development.

1. Traffic Analysis

Traffic turning movement counts were collected at each site driveway (two drives on Orchard Lake Road and one drive on 12 Mile Road) on Wednesday, May 14, 2025. The P.M. peak hour of traffic was evaluated and analyzed at each site driveway. Under existing conditions, the driveway operational analysis concluded that the Orchard Lake Road driveways currently operate at acceptable levels of service (LOS B) and the 12 Mile Road driveway currently operates at a failing level of service (LOS F).

Based on the Institute of Transportation Engineer's *Trip Generation Manual, 11th Edition,* the proposed development is estimated to generate 136 new trips (71 in / 65 out) during the P.M. peak hour. Pass-by and internal capture trip reductions were not considered in the study. The trips were distributed and assigned to the site driveways based on existing traffic patterns and turning movement distributions.

Under build conditions, the driveway operational analysis concluded that the Orchard Lake Road driveways are projected to continue operating at acceptable levels of service (LOS B) and the 12 Mile Road driveway is projected to continue operating at a failing level of service (LOS F). The study concludes that the proposed development is estimated to have a minimal impact on the Orchard 12 Plaza driveways. Based on the results of the Synchro model, the delay of the site drive approach on 12 Mile Road is projected to increase from 52.3 seconds under existing conditions to 123.6 seconds under build conditions, *which should not be considered minimal.*

2. Queueing Analysis

The City requested AECOM make field observations to verify the queuing results contained in their initial study (dated 8/18/2025) in order to determine in more detail any traffic queuing issues at the site driveways on 12 Mile Road and Orchard Lake Road. It was not documented in the report what day or what the exact times were observed; however, it is believed to be toward the end of January 2026 between 4:00-6:00 PM on a weekday.

12 Mile Road and Site Driveway

Queue Observation – Existing Conditions

- On the driveway approach to 12 Mile Road, a maximum of 3 vehicles were observed waiting to exit the site during the observation period.
- A maximum of 3 eastbound vehicles were observed to be queued in the center two-way left turn lane (TWLTL) on 12 Mile Road waiting to turn into the site. These vehicles waited for the westbound platoon on 12 Mile Road to clear before completing their turn into the Orchard 12 Plaza.
- The study states that vehicles exiting the site onto 12 Mile Road occasionally turned into the center left turn lane before merging into the eastbound through lanes. The two-stage exit typically occurred when the queue on eastbound 12 Mile Road extended to the location of the driveway. The study should identify how many times this was observed to occur, how many of the 16 site vehicles turning left out of the site could be expected to perform the two-stage exit, and if the increased number of vehicles performing the two-stage exit could be expected to worsen crash patterns at this location.

Queue Modeling – Build Conditions

- On the driveway approach to 12 Mile Road, the exiting queue is projected to be extended by one vehicle over the existing model results. It should be noted that in the previous study (dated January 30, 2026) the exiting queue is projected to be extended by two vehicles over the existing model results. The report does not state if the inbound eastbound left turn queue is projected to increase.

Orchard Lake Road and North Site Driveway

Queue Observation – Existing Conditions

- On the north site driveway approach to Orchard Lake Road, no vehicles were observed waiting to exit onto Orchard Lake Road.
- The study states that left turning vehicles exiting the north drive onto Orchard Lake Road were observed to turn directly into the northbound through lanes.
- No observations were recorded about the northbound left turning vehicles into the driveway.

Queue Modeling – Build Conditions

- On the north site driveway approach to Orchard Lake Road, the exiting queue is projected to be extended by one vehicle over the existing model results. It should be noted that in the previous study (dated January 30, 2026) the exiting queue is projected to be extended by two vehicles over the existing model results. The report does not state if the inbound queue is projected to increase.
- The report states that southbound Orchard Lake drivers are expected to continue leaving sufficient gaps at the site driveways to allow vehicles to enter/exit the north driveway.

Orchard Lake Road and South Site Driveway

Queue Observation – Existing Conditions

- On the south site driveway approach to Orchard Lake Road, a maximum of 4 vehicles were observed waiting to exit the site.
- The study states that left turning vehicles exiting the site onto Orchard Lake Road were observed to turn directly into the northbound through lanes.
- It was observed that when a northbound vehicle was making a left turn into the south driveway, southbound vehicles left gaps at the driveway to allow northbound vehicles to enter the drive. If a gap was not available, northbound vehicles would travel to the north site driveway to enter the Plaza.

Queue Modeling – Build Conditions

- On the south site driveway approach to Orchard Lake Road, the exiting queue is projected to be extended by one vehicle over the existing model results. The report does not state if the inbound queue is projected to increase.
- The report states that southbound Orchard Lake drivers are expected to continue leaving sufficient gaps at the site driveways to allow vehicles to enter/exit the south driveway.

12 Mile Road and Orchard Lake Road

Queue Observation – Existing Conditions

12 Mile Road

- The queue in the eastbound 12 Mile Road left turn lane was not observed to extend to the 12 Mile Road site driveway intersection.
- A total of 26 traffic signal cycles were observed, and in 7 of the 26 traffic signal cycles, the eastbound Orchard Lake Road queue in the through lanes extended to or beyond the site driveway.

Orchard Lake Road

- Out of the 26 observed traffic signal cycles, the southbound Orchard Lake queue blocked the south driveway in 20 cycles and the southbound queue blocked the northern driveway in 17 cycles. The longest queue that was observed was approximately 840 feet (42 vehicles). When the southbound queue extended beyond the driveways, southbound vehicles typically left gaps at the driveways to allow northbound vehicles to enter the site or exiting vehicles to enter the southbound queue. No comment was made on how left turning traffic exiting the two site drives executes the turn.
- The study should explain the reason there is a reported queue in the northbound direction at the south site driveway. If the southbound left turn lane at the signalized intersection was observed to back up into the center left turn lane thus blocking northbound vehicles from accessing the center left turn lane, it should be stated as such in the study and documented how often this was observed to occur.

Queue Modeling – Build Conditions

12 Mile Road

- The eastbound queue is projected to be extended by one vehicle in the left, through and shared through/right turn lanes over the existing model results. It should be noted that in the previous study (dated January 30, 2026) the eastbound queue is projected to be extended by two vehicles in the left, through and shared through/right turn lanes over the existing model results.

Orchard Lake Road

- The southbound queue is projected to be extended by 5 vehicles in the left, through and right turn lanes over the existing model results. It should be noted in the previous study (dated January 30, 2026) the southbound queue was projected to be extended by 10 vehicles in each lane. It was not explained why the number of vehicles added to the queue was reduced in the revised report.

3. Turn Lane Analysis

- The turn lane analysis results determined a westbound right turn lane on 12 Mile Road is warranted under build conditions at the site driveway. The study should illustrate how a right turn lane can be provided at the site drive or make a recommendation of why a lane should not be constructed.

4. Site Plan

- The City had concerns with vehicles exiting the Culvers at the south end of the development as these vehicles will have difficulty entering the outbound queue at the 12 Mile Road driveway. The north exit drive has been redesigned to direct drive-through vehicles to travel north towards the central parking aisle. Therefore, the City's concerns have been addressed.

5. Summary and Recommendations

- No recommendations were provided in the study. It is requested that AECOM provide a conclusion of whether they believe the Plaza site driveways, 12 Mile Road and Orchard Lake Road can safely accommodate the Culvers site traffic given the results of their study and their field observations.

FIRE

FARMINGTON HILLS

INTEROFFICE CORRESPONDENCE

Date: October 31, 2025

To: Planning Commission

From: Jason Baloga, Fire Marshal

Subject: Site Plan Review 60-7-2025 (Twelve Mile/Orchard Lake – Culver's)

The Planning Commission shall be aware that in order for this site to meet the 50' turning radius requirement, it appears that the Fire Department will need to utilize both the drive-through lane and bail-out lane to circulate the building. It also appears that Fire Department apparatus will need to travel under drive through awnings to make the turn.

1. Drive through stacking shall not block Fire Department access to the complex.

2. The minimum clearance between the finished roadway surface and any overhead obstruction shall be 13'6".

3. The building shall be maintained to Michigan Building Code and International Fire Code requirements, in addition to compliance with City Ordinance, Chapter 12 Section 12-11 Fire Department Site Plan Review and Design Standards.

    a. Site must be designed to accommodate fire apparatus with a 50-foot turning radius.
    b. The minimum drive width shall be 14 feet.

Jason Baloga, Fire Marshal

JB/al

CITY OF FARMINGTON HILLS
PLANNING COMMISSION MEETING
31555 W ELEVEN MILE ROAD
FARMINGTON HILLS, MICHIGAN
OCTOBER 16, 2025, 7:30 P.M.

CALL MEETING TO ORDER

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

ROLL CALL

Commissioners present:	Aspinall, Brickner, Countegan, Grant, Mantey, Stimson, Ware, Trafelet
Commissioners Absent:	None
Others Present:	Staff Planner Mulville-Friel, Planning Consultants Tangari and Upfal (Giffels Webster), Staff Engineer Alexander, City Attorney Schultz

APPROVAL OF THE AGENDA

MOTION by Countegan, support by Stimson, to approve the agenda as published.
Motion passed unanimously by voice vote.

PUBLIC HEARING

REGULAR MEETING

A. AMEND PLANNED UNIT DEVELOPMENT 12, 2014, INCLUDING SITE PLAN 60-7-2025

LOCATION:	**12 Mile, west of Orchard Lake Road**
PARCEL I.D.:	**22-23-10-476-067**
PROPOSAL:	**Construct new fast-food restaurant with drive-through on a vacant outlot within B-4, Planned General Business District**
ACTION REQUESTED:	**Set for Planning Commission Public Hearing**
APPLICANT:	**Ronald J. Sesi**
OWNER:	**SSFHC Real Estate, LLC**

Planning Consultant Review

Referencing his October 6, 2025 memorandum, Planning Consultant Tangari gave the background and review for this request to set an amendment to PUD 12,2014, including Site Plan 60-7-2025, for public hearing. The site is located at the corner of Orchard Lake and 12 Mile Roads. The applicant proposes to construct a Culver's drive-through restaurant on a 0.5-acre outlot along the 12 Mile frontage, currently used for parking. The development would remove several parking spaces and affect internal circulation for the larger shopping center.

Under the current Planned Unit Development Agreement, a drive-through restaurant is permitted only on Parcel A, not on Parcel B, where the Culver's is proposed. Because the request introduces a new use and alters site circulation and parking, the amendment is considered a major modification to the PUD.

Planning Consultant Tangari outlined several site plan issues identified in the review memorandum, including noncompliance with the front setback, missing details such as building height and drive-through stacking spaces, and the need to show pedestrian connections and rooftop screening. He also noted that a parking study was submitted but not in time for staff review before this meeting; staff recommendations on that study will be provided when the case returns for public hearing.

Commissioner Aspinall inquired whether a previous modification to the PUD for another parcel in the development had been considered a major amendment, and Tangari confirmed that it had, noting this would be consistent treatment. Commissioner Brickner questioned the proposed building's setback relative to adjacent businesses along 12 Mile Road and was advised that the Culver's would be roughly in line with neighboring buildings, though the applicant is expected to request a setback waiver through the PUD amendment process.

Commissioners agreed that the proposal constitutes a major amendment given the scope of change to the PUD.

Further Commission discussion included:

- Based on the site plan, the proposed Culver's would sit approximately thirty feet closer to 12 Mile Road than the existing Comerica Bank, raising concern about the alignment of buildings along the corridor.
- Had a traffic study had been completed? There was concern about additional traffic generated by a high-volume drive-through restaurant and the difficulty of making left turns out of the shopping center; some traffic control – such as a signal or turning restrictions, might be necessary. Staff Engineer Alexander confirmed that both a traffic and parking study had been submitted but not yet reviewed.
- The immediate area already includes multiple drive-through operations, including a bank, Burger King, and Starbucks, and stacking and internal circulation should be carefully reviewed. Culver's locations typically experience long queues, particularly during peak hours, and stacking should be evaluated to prevent backups into drive aisles or entrances.
- On the other hand, Culver's would serve existing area traffic rather than generating significant new volume. The shopping center already attracts a high daily traffic count. Broader traffic impacts along 12 Mile or Orchard Lake were less of a concern than internal circulation and access management within the development.

Applicant presentation
Allen Eizember, Novak & Fraus Engineers
Ronald J. Sesi, applicant

Mr. Eizember provided the following information:

- The proposed setback is 44.7 feet, roughly two and a half feet closer to the road than the existing Starbucks but still consistent with that portion of the PUD. The lot's depth of 200 feet constrains building placement, making an east-west orientation impractical due to drive-through and fire access needs.
- A traffic study had been submitted with preliminary feedback received and no major issues identified. The drive-through stacking is designed to wrap around the north side of the building to avoid conflict with the main drive aisle along 12 Mile, and additional measures such as signage or a raised island could be used to ensure vehicles follow the intended circulation path.

Commission questions and deliberation
In response to questions from the Commission, the applicants provided the following further information:

- The design includes a single drive-through lane with double-sided ordering stations to accommodate stacking on both sides, consistent with Culver's operational model. Five stacking spaces will be provided behind the pickup window, with eight additional spaces extending around the north and east sides of the building.
- The existing shopping center's detention basin is integrated into the parking lot, and the new Culvers development would include an underground stormwater system beneath the eastern drive-through lanes to handle runoff on-site. This design will allow gravity-fed drainage into the city's sewer system, improving existing flooding conditions.
- The Culver's site does not include front parking between the building and 12 Mile Road, minimizing visual and functional conflicts. The plan exceeds ordinance requirements with 13 stacking spaces, where only 8 are required.
- The traffic study included Saturday morning observations, accounting for Scramblers Restaurant operations.
- An updated plan showing stacking, loading, and refuse details had been submitted earlier in the week and would appear in the next packet.

MOTION by Countegan, support by Ware, that the Commission finds that the proposed Amendment to PUD 12, 2014, and revised Site Plan 60-7-2025, submitted by Ronald J. Sesi, is a major amendment to the PUD, and that this request for amendment and revised site plan be set for public hearing for the Planning Commission's next available regular meeting agenda.

Roll call vote:
Ayes – Mantey, Brickner, Grant, Aspinall, Countegan, Ware, Stimson, Trafelet
Nays – None
Motion passed 8-0.

CITY OF FARMINGTON HILLS
PLANNING COMMISSION MEETING
31555 W ELEVEN MILE ROAD
FARMINGTON HILLS, MICHIGAN
NOVEMBER 20, 2025, 7:30 P.M.

CALL MEETING TO ORDER

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

ROLL CALL

Commissioners present:	Aspinall, Brickner, Countegan, Grant, Stimson, Ware, Trafelet
Commissioners Absent:	Mantey
Others Present:	Staff Planner Mulville-Friel, Planning Consultant Tangari (Giffels Webster), Staff Engineer Dawkins, City Attorney Schultz

APPROVAL OF THE AGENDA

MOTION by Aspinall, support by Grant, to approve the agenda as published.
Motion passed unanimously by voice vote.

PUBLIC HEARING

A. AMEND PLANNED UNIT DEVELOPMENT 12, 2014, INCLUDING SITE PLAN 60-7-2025

LOCATION:	**12 Mile, west of Orchard Lake Road**
PARCEL I.D.:	**22-23-10-476-067**
PROPOSAL:	**Construct new fast-food restaurant with drive-through on a vacant outlot within B-4, Planned General Business District**
ACTION REQUESTED:	**Recommend to City Council**
APPLICANT:	**Ronald J. Sesi**
OWNER:	**SSFHC Real Estate, LLC**

Applicant presentation

Members of the development team present this evening included:
Allen Eizember, Novak & Fraus Engineers
Ronald Sesi, applicant
Luke Liu, AECOM

Mr. Eizember made the following points:

- This proposal was to construct a Culver's restaurant on the site located west of the existing Comerica Bank and the Burger King at the intersection of 12 Mile Road and Orchard Lake Road.
- They had incorporated some of the comments and suggestions made at the October planning commission meeting, including changes to landscaping, architecture, and drive-through stacking spaces.
- Regarding the front yard setback: The front yard setback requirement was for 120 feet on a 200' deep lot. The proposed Culver's would have a 44.7' setback. To provide context, Comerica Bank and Burger King were set back approximately 65'. In both instances there was parking in front of the buildings along 12 Mile Road. Culver's would not have any front yard parking, only drive-through stacking and the bypass lane. Starbucks, which is part of the same PUD, has a 45'

setback on Orchard Lake Road, and has parking within 5' of the right-of-way. In comparison, the proposed Culver's plan provides more buffer between the right-of-way and the drive aisle than Starbucks currently has.

- Regarding stacking and circulation near the driveway off 12 Mile Road: To prevent queued vehicles from blocking the entrance, they had added an island at the southwest corner of the building near the patio area. This design is intended to direct cars in the drive-through queue northward rather than westward, maintaining clear two-way access around the west side of the building.

Planning consultant review

Referencing the November 12, 2025 Giffels Webster memorandum, Planning Consultant Tangari highlighted the following points:

- The three key items being requested via PUD amendment are:
  1. 34-3.1.26 – Permit a drive-in restaurant that is not permitted in the B-4 district
  2. 34-4.27.2 – Permit fast-food in a stand-alone building
  3. 34-3.1.24.E – Setback relief for front setback (reduction from 120' to 44.7')
- Other outstanding issues include:
  - No pedestrian access from the 12 Mile sidewalk
  - In addition to the 120' general setback requirement for the district, an additional 60' setback is required for a drive-through use.
  - Order confirmation boards are located on the south side of the building directed toward 12 Mile Road, with the pickup window on the east side. Order boards are not permitted within the front yard.
  - Regarding stacking, the plan shows five stacking spaces before the confirmation board, with two of those partially located on Parcel A. Eight additional stacking or pull-ahead spaces are shown beyond the window. Any spaces to be used for waiting for order should be notated on the plans.
  - Regarding landscaping, because of the reduced setback, the Planning Commission could require additional landscaping along 12 Mile Road.
  - Regarding lighting, the photometric plan showed numerous values in excess of 0.3 footcandles at the property line interior to the site; this is appropriate. However, the 0.3 footcandles should be observed at the southern property line. Additionally, proposed lighting exceeds the required 4:1 uniformity ratio. Staff were unable to review whether the site meets the maximum illumination of 2.5 lumens per square feet of pavement area. Other lighting details needed to be provided as noted in the review.
  - EIFS is limited to an accent material (less than 40% of façade) located not less than 8 feet above grade; this standard is not met; multiple fields of this material are located below 8 feet; percentage not known. Separate from relief granted under a PUD, the planning commission may grant relief from building material requirements when it finds that the materials are consistent with surrounding development and the waiver will achieve a specific architectural objective.
  - Buildings facing a major thoroughfare are required to have 60% window coverage on the ground floor. This standard appears not to be met on the southern façade. Separate from relief granted under a PUD, the planning commission may grant relief from building material requirements when it finds that the materials are consistent with surrounding development

and the waiver will achieve a specific architectural objective, and that compliance with the standard will result in a practical difficulty.

- Regarding parking, the applicant originally calculated a need for 110 parking spaces based on gross floor area. After staff reviewed the usable floor area, the requirement was closer to 53 spaces—less than half the applicant's figure. Because this property is part of a larger center, and uses do not all peak at the same time, the City applied the shopping-center standard to evaluate parking availability. Adequate parking exists without requiring a PUD exception.

In response to questions, Planning Consultant Tangari gave the following further information:

- He did not know the future of the Comerica Bank site.
- The Starbucks is a standalone building within the PUD, showing precedent.
- The applicant is not adding a new curb cut.
- A traffic study had been submitted and had been reviewed by the Engineering Division. Staff Engineer Dawkins added that staff had a few comments regarding the traffic study and would return those to the applicant's traffic consultant.
- There was an acknowledged low level of service at the 12 Mile Road/Orchard Lake Road intersection. Main concerns included how traffic backs up along 12 Mile Road in front of the site, and how traffic backs up within the site during peak exit times.

  Mr. Liu said that findings in the traffic study showed:
  - Morning peak hour: approximately 49 feet of additional queue (2-3 cars)
  - Afternoon peak hour: approximately 34 feet of additional queue (about 2 cars)

Public hearing.
Chair Trafelet opened the public hearing.

Randy Carron, Scrambler's Restaurant, expressed concern that the proposed Culver's could significantly impact or potentially jeopardize their business. Parking in the center is already inadequate, particularly on weekends and during weekday lunch hours, and site circulation is often difficult. He believed the addition of a drive-through will worsen congestion, noting that vehicles already back up when entering and exiting onto 12 Mile Road. Mr. Carron also noted that tenants were not notified by the landlord about this proposal or tonight's public hearing.

No other public indicated they wished to speak.

Commission deliberation and motion
Chair Trafelet explained that tonight's action would be to make a recommendation to City Council, which would be the deciding body.

Commissioners Grant and Ware asked if other sites in Farmington Hills were considered. Commissioner Grant remained concerned about the tight site layout and current circulation challenges.

Mr. Sesi explained that Culver's site-selection rules require Culvers locations to be 5 miles from each other, limiting other options in the City. The subject site was an ideal location. Culver's imposes specific site and building requirements, including minimum site size, building square footage, and

drive-through access/geometry. Even if another site appears ideal in theory, it may not meet Culver's requirements. The proposed 12 Mile site meets all of Culver's requirements, and they are now seeking to determine whether it meets the City's requirements also.

Commissioner Aspinall asked whether Culver's peak hours of operation would overlap with Scrambler's peak times.

Mr. Sesi explained that Culver's does not serve breakfast; typical opening is 10:00 or 10:30 a.m. Culver's peak hours are approximately 12:00pm–2:00pm. for lunch and 6:00pm–8:00pm for dinner. The introduction of DoorDash and Uber Eats has reduced drive-through sales, as more customers order delivery instead of driving to the restaurant. Dine-in business has remained steady.

Commissioner Brickner confirmed that the subject site is a separate outlot (Lot B), but part of the overall planned development. The outlot designation indicates it is intended for future building rather than permanent surface parking.

Commissioner Brickner referenced Giffels Webster's review indicating the use of EIFS (exterior insulation and finish system) on the building. The City has adopted restrictions on EIFS due to long-term durability problems (deterioration and susceptibility to damage). He asked whether the applicant would consider alternate materials consistent with City standards.

Mr. Sesi expressed willingness to modify the building materials to conform to city standards.

City Attorney Schultz advised that the Commission should require color renderings of the elevations – the submission had included black and white renderings only.

In response to a question from Member Lindquist, Mr. Sesi confirmed he would be the franchisee at this location.

MOTION by Countegan, support by Aspinall, to recommend to City Council that the application to amend PUD 12, 2014 and revised Site Plan 60-7-2025, dated October 28, 2025, submitted by Ronald J. Sesi, be approved because the plans are consistent with the goals, objectives, and policies of the Master Plan and applicable provisions of the Planned Unit Development Option in Section 34-3.20 of the Zoning Ordinance, subject to the following findings and conditions.

Finding:
The Commission has no objections to the proposed relief from the following zoning ordinance standards, which will be addressed in conjunction with the final PUD plan and the PUD agreement.

A. 34-3.1.26 – Permit a drive-in restaurant that is not permitted in the B-4 district.
B. 34-4.27.2 – Permit fast food in a standalone building.
C. 34-3.1.24.E – Setback relief for front setback (reduction from 120 feet to 44.7 feet).
D. 34-5.20 – Relief from the design standards for building materials as outlined in Giffels Webster's November 12, 2025 review.

E. 34-5.20 – Relief from the design standards for percentage of window coverage on ground floor as outlined in Giffels Webster's November 12, 2025 review.

Conditions:

A. All outstanding issues identified in Giffels Webster's November 12, 2025 review shall be addressed to the reasonable satisfaction of the City Planner.
B. All outstanding issues identified in the City Engineer's November 6, 2025, interoffice correspondence shall be addressed to the reasonable satisfaction of the City Engineer; and
C. All outstanding issues identified in the Fire Marshal's October 31, 2025, interoffice correspondence shall be addressed to the reasonable satisfaction of the Fire Marshal.
D. The applicant shall meet with planning staff regarding landscaping along 12 Mile Road to provide sufficient buffering and screening for the proposed development.

Motion discussion:
In response to discussion, Commissioner Countegan said he did not object to EIFS, but would be flexible if the Commission reached a different consensus.

Commissioner Stimson stated he would vote against the motion. While he supported Culver's locating in Farmington Hills, the subject site was too tight. He remained concerned about stacking located in front of the building and insufficient stacking space generally. He believed the site will become unnavigable and traffic flow will be negatively impacted.

Commissioner Grant said she would also oppose the motion, for similar reasons.

Roll call vote:

Stimson	**no**
Ware	**yes**
Countegan	**yes**
Aspinall	**yes**
Lindquist	**no**
Grant	**no**
Brickner	**yes**
Trafelet	**yes**

Motion passed 5-3.

REGULAR MEETING

A.

Councilmember Knol shared her perspective regarding the special meeting held on January 7. She was one of three Council members who voted against the City Manager's departure. She believes the City is well run, fiscally sound, and provides efficient and effective services due in part to the City Manager's professionalism, experience, and leadership. She believed the City Manager assembled a strong team of department heads and that the organization had been successfully advancing Council goals. Councilmember Knol expressed disappointment with the scheduling of the originally proposed special meeting in December right before the holidays, as she believed a matter of this significance should have been scheduled further in advance. The process to hire a new City Manager may take several months and Councilmember Knol emphasized the importance of productive collaboration with the interim City Manager during the transition period. She suggested that Council consider prioritizing any new goals or projects requiring significant staff time in order to provide clear direction to the City Manager's office during the transition.

Councilmember Aldred agreed with Councilmember Knol's comments. To give context, he explained that under the City Charter, the City Manager serves as the City's chief executive officer, overseeing all department heads and administering City operations, while the City Council functions in a policy-setting role similar to a board. The City Manager position is critical to the effective functioning of the City. Councilmember Aldred stressed the importance of unity, civility, and assuming positive intent during the process, and emphasized that decisions should be focused on moving the City forward rather than personal politics and cautioned against potential future charter amendments related to the role or term of the Mayor.

CITY MANAGER UPDATE

- At the January 22nd Planning Commission meeting, department directors will provide presentations regarding the proposed five-year capital improvement plan. Anyone interested in learning about projects that are included in this planning-level document is encouraged to attend.
- Cut holiday trees can be placed curbside on regularly scheduled trash collection days during the month of January.

PUBLIC HEARING

PUBLIC HEARING AND CONSIDERATION OF AMENDMENT TO PLANNED UNIT DEVELOPMENT PLAN 12, 2014 INCLUDING SITE PLAN 60-7-2025 – CULVERS RESTAURANT. CMR 1-26-02

Introduction

Director of Planning and Community Development Kettler-Schmult introduced this request for an amendment to Planned Unit Development (PUD) 12-2014 for the Orchard 12 Shopping Center, located at the northwest corner of Orchard Lake Road and 12 Mile Road. The proposal involved development of a drive-through restaurant on a vacant portion of the existing parking lot.

Planning Consultant comments

Referencing the November 12, 2025 Giffels Webster review, Planning Consultant Tangari provided an overview of the proposal as well as ordinance considerations. The site was previously approved in 2014 for a retail building that was never constructed. The current proposal would replace that approved use with a drive-through restaurant. The property is zoned B-4, Planned General Business, and the request was before Council as a major amendment to the Planned Unit Development.

The proposal seeks relief from the required 120-foot front setback, proposing a setback of approximately 44.7 feet, which is closer to the roadway than the Comerica bank and Burger King to the east, both of which were set back about 60 feet.

The proposal also seeks relief to allow a fast-food drive-through restaurant, which is not typically permitted in the B-4 district, and to allow a stand-alone drive-through restaurant within an existing shopping center.

The reduced building setback also results in access drives and drive-through components being located within 60 feet of the public right-of-way, requiring additional relief from drive-through design standards. The order confirmation boards are proposed to be located on the south side of the building facing 12 Mile Road, with the pickup window on the east side. The Planning Commission did not affirm relief to allow ordering boards within the front yard.

Mr. Tangari reviewed the drive-through stacking configuration, explaining that five stacking spaces are shown prior to the second of two ordering boards, rather than prior to the first board as typically required. Beyond the ordering boards are spaces leading to a payment station, followed by six designated waiting spaces where customers would park and receive their food.

Regarding parking, the shopping center is evaluated collectively for parking purposes and requires 361 parking spaces under ordinance standards. The proposal would reduce the total number of spaces on site by 66, resulting in 362 spaces, which meets the minimum requirement. If the restaurant were evaluated as a standalone use, it would require 53 spaces, but shared parking applies in this case.

The parking and traffic studies were reviewed in coordination with the City's engineering department. Landscaping requirements for tree quantities were met, and the most recent plan revision added a required hedge along the front of the site. Additional screening may be appropriate if the ordering boards are permitted in the front yard.

Lighting plans still require revision to meet ordinance standards. While the proposal does not meet certain building material and window coverage requirements on the front façade, the Planning Commission exercised its waiver authority and indicated support for the proposed design.

Mr. Tangari summarized the ordinance relief requested as follows:
- Permission for a drive-through restaurant use in the B-4 zoning district.
- Permission for a fast-food restaurant in a stand-alone building within a shopping center.
- Relief from front yard setback requirements, including both the 120-foot and 60-foot standards.
- Relief from drive-through design standards requiring lanes and ordering boards to be located outside the front yard.

Board questions
In response to questions, Planning Consultant Tangari provided the following further information:
- The zoning was B-4. The same ordinance relief had been granted for the Starbucks on Orchard Lake Road, also a part of this PUD. However, prior approvals do not establish automatic precedent, and each Planned Unit Development amendment must independently meet ordinance standards and demonstrate sufficient benefit to the City in return for being granted ordinance relief.

- The nearby Burger King and Arby's properties are zoned B-3 and therefore are not subject to the same standards as the subject site.

Councilmember Aldred found it difficult to reconcile the parking study data with observed parking conditions at the site. Mr. Tangari stated noted that additional parking observation times could be conducted to provide further information.

Applicant presentation
Allen Eizember, Nowak & Fraus Engineers, and Ronald J. Sesi, applicant, were present on behalf of this proposed development.

Mr. Eizember made the following points:
- Regarding the concerns related to drive-through stacking, traffic, and parking, multiple design iterations were evaluated. The proposed configuration places the majority of stacking, payment, and waiting areas toward the rear of the site to minimize impacts near the roadway. A 30-inch hedge was proposed along the front of the site; the hedge height could be increased if additional screening of the menu boards was desired. Six existing trees along the frontage would remain and a pedestrian sidewalk connection to the public sidewalk would be constructed.
- 361 total parking spaces were required and 362 were proposed. While the site was tight, the restaurant was only expected to utilize approximately 35 spaces, including employee parking. In addition to the 18 on-site spaces, 25 adjacent spaces immediately west of the site would potentially be available for a shared parking agreement.
- The plan includes a cross-access easement to the adjacent Burger King property as recommended by the Planning Commission, allowing shared access should adjacent parcels be redeveloped. Fire access had been improved by widening a drive aisle from 12 feet to 14 feet while maintaining required stacking spaces. A maneuvering plan was provided for Fire Department review.
- Pedestrian access improvements were added, including sidewalks and an ADA-compliant ramp to serve parking spaces north of the building.
- Revised lighting plans were prepared to reduce light levels to zero at the property line.
- The tandem drive-through design utilizes two ordering boards and has been shown in Culver's operations to reduce queuing and service times. Average queuing time before ordering is reduced by approximately 23 seconds and total time from ordering to food delivery is reduced by approximately 33 seconds.

Councilmember Aldred asked for clarification regarding vehicle access to the drive-through stacking area. Mr. Eizember explained that due to the absence of an additional curb cut on 12 Mile Road, vehicles would enter the parking lot and circulate around the building to access the queuing lane. A small traffic island was added at the southwest corner of the site to discourage vehicles from stacking in front of the driveway in order to keep circulation lanes clear.

Councilmember Knol raised concerns regarding parking availability and asked whether the applicant had discussed a potential parking arrangement with the adjacent bank to the east. Mr. Sesi stated that no discussions had occurred, but he was willing to pursue such an arrangement if necessary. He said that employee parking demand is minimal, estimating three to five vehicles at most, as many employees are younger and rely on being driven to the location.

Councilmember Knol asked about the proposed hours of operation. Mr. Sesi stated that the restaurant would operate from 10:30 a.m. to 11:00 p.m.

Councilmember Knol remained concerned about the circulation and congestion at the 12 Mile Road entrance to the shopping center, near Scrambler's Restaurant. She described tight turning movements created by concrete medians and said that large vehicles and delivery trucks already experience difficulty navigating the area. Additional traffic associated with the proposed restaurant could exacerbate circulation challenges, particularly during peak periods and winter conditions.

Mr. Sesi said that he had just this evening conducted an on-site parking observation during peak dinner hours and observed available parking in the area discussed. Councilmember Knol pointed out that today was Monday when parking demand might be light, especially compared to when Craft Brew City has happy hour on Thursday and Friday nights, and the entire lot is parked. She reiterated that redistributing some parking demand east of the site could help alleviate congestion.

Mr. Eizember said that the applicant had recently received an updated traffic review and that further coordination with the City's engineering staff was ongoing.

Public Comment
The following individual submitted public comment prior to the meeting:
Randall Carron

Mayor Rich opened the meeting to public comment.

Randall Carron, co-owner of Scrambler's Restaurant, said that he and his daughter have operated the restaurant for approximately 15 years. While he was not opposed to development within the shopping center, he believed the proposed Culver's restaurant would significantly harm his business and could force its closure. The area proposed for redevelopment currently serves as parking heavily used by Scrambler's patrons, particularly during peak lunch and weekend hours, and parking demand often exceeds capacity. He noted that the applicant's most recent traffic and parking studies were not yet reviewed and that the proposal relies on multiple variances being granted. Access to and from 12 Mile Road is already difficult and additional traffic could cause backups onto the roadway. Alternative locations for the proposed restaurant exist elsewhere within the City. He asked Council to consider the potential impact on existing businesses.

In response to a question, Mr. Carron stated that his restaurant closes at 3:00pm. The primary parking and traffic impacts occur during lunch hours and on weekends.

Ellen Remar, Farmington Hills resident, said that she lived across the street from this proposed development. Traffic at the intersection of Orchard Lake Road and 12 Mile Road is consistently congested throughout the day. The additional traffic generated by the proposed restaurant would worsen conditions both within the shopping center and along surrounding roadways, particularly during peak hours. She urged Council to consider alternative locations for the restaurant and to consider traffic impacts beyond the immediate site.

Pea Gee, Farmington Hills taxpayer, stated that while she has no objection to Culver's as a restaurant, she questioned why additional fast-food uses continue to be concentrated in the same area when other

commercial sites within the City could better accommodate such development. The subject site is already overly congested, and the proposed Culvers would negatively impact existing businesses.

Ken Snodgrass, Farmington Hills resident, stated that prior to the reconstruction of Orchard Lake Road and 12 Mile Road, westbound traffic included three lanes, including a turnout lane, but now there are only two through lanes. The reduced roadway capacity, combined with a single curb cut serving the shopping center, already increased congestion. Adding a drive-through restaurant at this location would further exacerbate traffic issues already present in the area.

As no other public indicated they wished to speak, Mayor Rich closed public comment and brought the matter back to the Council.

Council deliberation
Councilmember Bridges offered a motion to approve this request, with conditions. Councilmember Starkman supported.

Councilmember Dwyer stated that he opposed the motion due to concerns regarding parking capacity, traffic congestion, pedestrian safety, inadequate drive-through stacking, and the number of variances requested. While he would welcome the restaurant in the City, he did not believe the proposed location was appropriate.

Councilmember Knol stated that while she would like to see a Culver's restaurant in Farmington Hills, she could not support the proposal at this location due to traffic circulation and parking concerns.

Councilmember Aldred stated that he could not support the proposal, noting that the requested variance to allow a drive-through at the location would not work given existing traffic conditions. He would vote against the motion, but would support locating the restaurant elsewhere in the City.

Mayor Pro Tem Boleware stated that although she supports family-friendly dining options such as Culver's, she could not support the proposal at this location due to existing traffic challenges, the difficulty of navigating the site, the single curb cut, and the number of variances requested. She did not believe the public benefit outweighed the requested deviations from ordinance standards.

Mayor Rich stated that she has heard positive reactions from residents about a potential Culver's restaurant, but significant concern regarding the proposed location. She noted that the traffic study had only recently been submitted. She remained conflicted due to unresolved traffic concerns.

Councilmember Bridges withdrew his motion to approve the application. Councilmember Starkman, the motion's second, also agreed to withdraw the motion, and the motion on the floor was withdrawn.

Council discussed postponing this application, and Mr. Sesi affirmed his desire to postpone, in order to allow him time to return with a more robust presentation that would address the concerns brought out in discussion this evening, particularly regarding parking.

Mayor Pro Tem Boleware said that stacking also remained an issue with her, as did the nonconforming setback, and the lighting. She asked if a drive through was absolutely necessary.

Mr. Sesi said that Culvers would not allow a location without a drive through. He also pointed out that Culvers was not a fast food restaurant, and 73% of their customers ate at tables inside the restaurant. Mayor Rich stated that additional information provided by the applicant regarding the operational characteristics of the restaurant would have been helpful earlier in the presentation and encouraged the applicant to provide more comprehensive information when returning to Council.

MOTION by Bridges, support by Starkman, that the City Council of Farmington Hills hereby postpones the application to amend PUD Plan 12, 2014, including Site Plan 60-7-2025, dated revised December 10, 2025, submitted by Ronald J. Sesi, until February 23, 2026.

Roll Call Vote:

Yeas:	ALDRED, BOLEWARE, BRIDGES, KNOL, RICH, AND STARKMAN
Nays:	DWYER
Absent:	NONE
Abstentions:	NONE

MOTION CARRIED 6-1.

Mayor Rich called a recess at 9:06pm and reconvened the meeting at 9:16pm.

UNFINISHED BUSINESS

CONSIDERATION OF A REQUEST TO RECONSIDER CITY COUNCIL'S MOTION TO DENY PLANNED UNIT DEVELOPMENT 2, 2024, INCLUDING SITE PLAN 56-8-2024, MULBERRY PARK AND THE TABERNACLE MULTI-FAMILY HOUSING, LOCATED ON 13 MILE ROAD, WEST OF MIDDLEBELT ROAD. (POSTPONED FROM 9-8-25). CMR 1-26-03

Introduction

Director of Planning and Community Development Kettler-Schmult explained that this item had previously been before City Council, most recently on September 8, 2025, and that tonight Council was considering a request to reconsider its prior denial of the Planned Unit Development and concurrent Site Plan. The revised PUD and Site Plan were resubmitted on September 27, 2025. The Planning Commission had previously qualified the property for a PUD in April 2024. Multiple iterations of the plan had been reviewed by the Planning Commission and City Council, and this was the eighth time the item had been before Council.

City Attorney Joppich provided procedural clarification, stating that while the item had previously been subject to a public hearing, no new formal public hearing would be held this evening. Public comment would be accepted through blue slips in accordance with Council's rules of procedure.

Councilmember Bridges asked for clarification regarding who may make a motion to reconsider. City Attorney Joppich explained that Council had already voted at a prior meeting to reconsider the denial and that the matter was now before Council as if the original motion to deny had not yet been acted upon. Council was procedurally positioned at the point of deliberation on the original motion to deny and Council could vote again on that motion, withdraw it, amend it, or entertain a different motion.

Director Kettler-Schmult stated that the packet contained information identifying the original motion maker and seconder.

CITY OF FARMINGTON HILLS

CITY CLERK'S OFFICE
31555 W. 11 Mile Road, Farmington Hills, MI 48336-1165
(248) 871-2410

R-___-26

RESOLUTION

IT IS RESOLVED, that the City Council of Farmington Hills hereby approves a temporary monthly salary increase of $_____ for Assistant City Manager Karen Mondora as additional compensation for performing the duties of Acting City Manager retroactive to December 19, 2025, and continuing through and until the effective date of City Council's appointment of a person to fill the vacant City Manager position, at which time the Assistant City Manager's salary shall return to its pre-December 19, 2025 amount, plus any budgeted annual salary increase that has otherwise become applicable to the Assistant City Manager position as of that time.

Motion by:
Support by:

Roll Call Vote:
Yeas:
Nays:
Absent:
Abstentions:

MOTION CARRIED -

I, Carly Lindahl, the duly authorized City Clerk of the City of Farmington Hills, Oakland County, Michigan, do hereby certify that the foregoing is a true copy of a resolution adopted by the City Council of the City of Farmington Hills at the regular City Council meeting held on February 23, 2026.

_____
Carly Lindahl, City Clerk

DATE:

CITY MANAGER'S REPORT TO MAYOR AND COUNCIL

DATE: **February 23, 2026**

DEPT: **Planning and Community Development**

RE: **Planning Commission 2025 Annual Report**

ADMINISTRATIVE SUMMARY:

In accordance with MCL 125.3819(2), the Planning Commission is hereby transmitting its 2025 Annual Report for City Council's information. The Annual Report was approved by Planning Commission at their January 15, 2026 meeting.

Please contact the staff liaison to the Planning Commission, Diane Mulville-Friel, AICP, City Planner, with any questions at (248) 871-2540 or dmulville-friel@fhgov.com.

RECOMMENDATION:

Receive and file the Planning Commission 2025 Annual Report.

ATTACHMENTS:

- Planning Commission 2025 Annual Report

Prepared by:	Diane Mulville-Friel, AICP, City Planner
Department Approval:	Charmaine Kettler-Schmult, Director of Planning and Community Development
Executive Approval:	Karen Mondora, Acting City Manager

2025 Planning Commission Annual Report

FARMINGTON HILLS



Prepared with assistance from

giffels webster

January, 2026

Table of Contents

Introduction 4

2025 Planning Commission Members 5

2025 City Staff 5

2025 Major Initiatives 6
Implementing the New Master Plan 6
2024/2025 – 2029/2030 Capital Improvements Plan 7
Zoning Text Amendments 7

2025 Planning Commission Activity 8
Planning Commission Meetings 8
Site and Special Approval Plans 9
Lot Splits, Land Transfers, Rezonings, and Zoning Text Amendments 11
Planned Unit Development (PUD) Plans and Qualifications 14

List of Figures

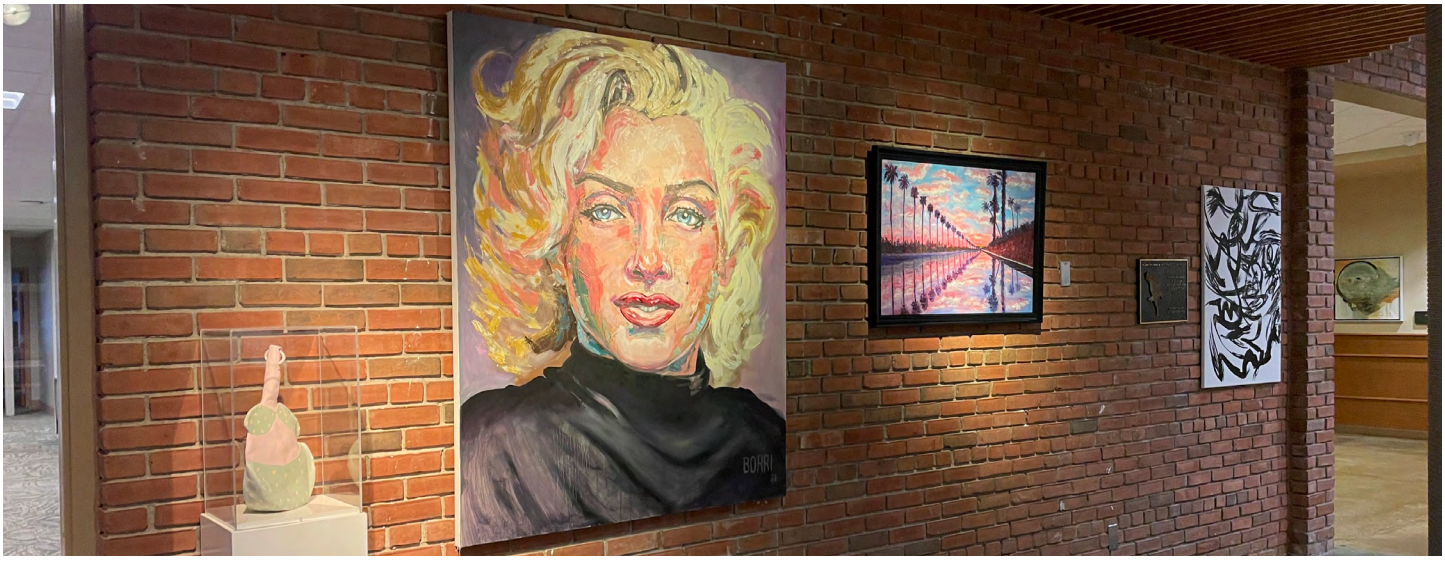
Figure 1. Planning Commission Meetings, 2018-2025 8
Figure 2. Planning Commission Meetings by Type, 2025 8
Figure 3. Site and Special Approval Plans by Decision Type, 2025 10
Figure 4. Site and Special Approval Plans, 2018 to 2025 11
Figure 5. Lot Splits, Rezonings, and Zoning Text Amendments, 2018 to 2025 13
Figure 6. Planned Unit Development Plans and Qualifications Presented to the Planning Commission, 2018 to 2025 15
Figure 7. Planned Unit Development Plans, 2025 15

List of Tables

Table 1. 2025 Planning Commission Members 5
Table 2. 2025 Planning & Community Development Department Staff 5
Table 3. Planning Commission Meetings, 2018 to 2025 8
Table 4. Planning Commission Meetings by Type, 2025 8
Table 5. Site and Special Approval Plans, 2025 9
Table 6. Site Plan and Special Approval Plans, 2018 to 2025 10
Table 7. Site Plans by Decision Type, 2025 10
Table 8. Special Approval Plans by Decision Type, 2025 10
Table 9. Lot Splits, 2025 11
Table 10. Zoning Text Amendments, 2025 12
Table 11. Lot Splits, Rezonings, and Zoning Text Amendments, 2018 to 2025 12
Table 12. Lot Splits by Decision Type, 2025 12
Table 13. Rezoning Requests by Decision Type, 2025 12
Table 14. Zoning Text Amendments by Decision Type, 2025 12
Table 15. Planned Unit Development Plans, 2025 14
Table 16. Planned Unit Development Options or Qualifications, 2025 14
Table 17. Planned Unit Development Plans and Qualifications, 2018 to 2025 14
Table 18. Planned Unit Development Plans, 2025 15

List of Maps

Map 1. Map of Development Reviews in Farmington Hills, 2025 16



Introduction

The Michigan Planning Enabling Act (P.A. 33 of 2008, as amended) requires the Planning Commission to prepare, file, and present an annual written report to the City Council. This document is intended to meet the state requirement as well as provide an overview of 2025 accomplishments.

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

The Planning Commission held a total of 12 regular meetings and 7 special study sessions, one of which was a joint meeting with City Council, in 2025. Public hearings are held on the third Thursday of the month, and study sessions in 2025 were primarily held prior to the start of regular meetings.

Mission Statement

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



2025 Planning Commission Members

Table 1. 2025 Planning Commission Members

Name	Role	Assumed Office	Last Appointment	Term Expiration
John Trafelet	Chair	07/22/2019	01/25/2024	02/01/2027
Marisa Varga	Vice Chair (left)	03/08/2021	01/23/2023	10/01/2025
Kristen Aspinall	Secretary	03/28/2022	01/23/2023	02/01/2026
Barry Brickner		07/25/2016	01/25/2024	02/01/2027
Dale Countegan		02/13/2017	01/23/2023	02/01/2026
Danielle Ware		04/25/2022	02/01/2025	02/01/2028
Erik Lindquist		10/14/2025	10/14/2025	02/01/2029
Joseph Mantey		03/15/2004	02/01/2025	02/01/2028
Steven Stimson		04/08/2013	01/25/2024	02/01/2027
Taranji Grant		03/21/2022	02/01/2025	02/01/2029

2025 City Staff

Table 2. 2025 Planning & Community Development Department Staff

Name	Title
Charmaine Kettler-Schmult	Director
Diane Mulville-Friel	City Planner
Jeri LaBelle	Planning Secretary
Nora Brock	Part Time Clerk

In 2025 Giffels Webster continued its relationship working with Farmington Hills to provide planning and zoning services. The team of consultants has been available to answer technical planning and zoning related calls and emails, advise on ordinance amendments, review site plans, and assist with special projects as needed. Giffels Webster prepared memoranda and reports for the Planning Commission and City Council, as needed. Consultants from Giffels Webster attended all Planning Commission meetings and were available to attend other City meetings as requested. The team is directed by Jill Bahm, AICP, a partner at Giffels Webster, who is supported by Joe Tangari, AICP, Principal Planner and Julia Upfal, AICP, Senior Planner and the GIS team, led by Ariana Toth.



2025 Major Initiatives

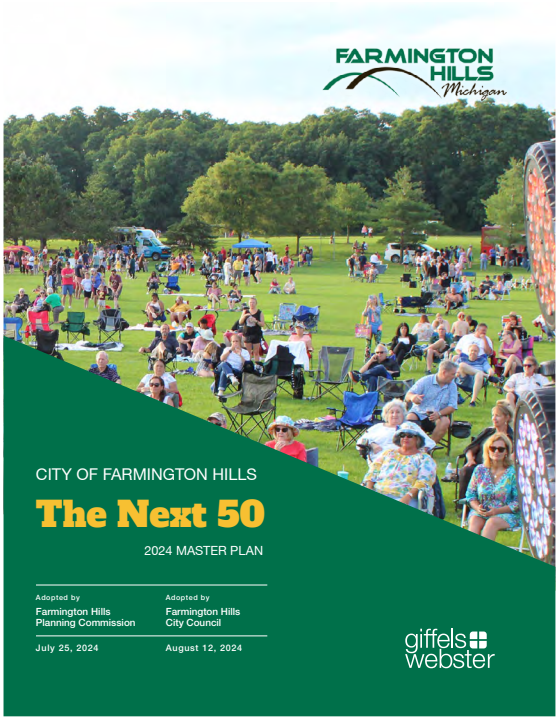
Implementing the New Master Plan

The Planning Commission continued work on zoning ordinance amendments to begin implementation of the Master Plan that was adopted in July, 2024. The amendments developed by the Planning Commission in 2025 fell into several categories: reductions to parking requirements, design standards, and the transformation of the OS-4 Office district into a mixed-use district.

Parking amendments focused on reducing overall requirements for many uses while also providing additional mechanisms for reducing or waiving requirements as part of the plan approval process. Bike parking standards were also developed, including provisions to permit artistic designs.

The Planning Commission also developed the city's first-ever set of design standards for non-residential buildings. The new standards included regulations for building materials, architectural scaling, roofs, window coverage, and building entrances.

Finally, the Planning Commission modified the OS-4 district from an office-only district to permit a much wider variety of uses, including multi-family residential uses, as stand-alone uses, or in mixed-use structures with commercial and office uses. Flexibility and simplicity were prioritized in order to promote traction on redevelopment.



2024/2025 – 2029/2030 Capital Improvements Plan

Act 33 of the Public Acts of 2008, the Michigan Planning Enabling Act, provides that the Planning Commission annually prepare a Capital Improvements Plan. Further, Sections 3.07 and 6.08 of the City Charter require the submission of a Capital Improvements Plan to City Council. The Planning Commission held a regular CIP meeting on January 23, 2025, to prepare the document for public review and adopted the plan after holding a public hearing at their March 20th, 2025 meeting.

Zoning Text Amendments

ZTA 1, 2025

An ordinance to amend the Farmington Hills Code of Ordinances, Chapter 34, "Zoning," Article 5.0, "Site Standards," to add Section 5.20, "Public Art Requirement" to include new requirements for public art in Special Planning Areas for projects that exceed a certain threshold. This also included giving the Arts Commission responsibility for reviewing and approving public art under this section. Approved by PC 9-18-2025. Approved by CC 10-27-2025.

ZTA 2, 2025

An ordinance to amend the Farmington Hills Code of Ordinances, Chapter 34, "Zoning," Section 3.1.25, "B-3 General Business District" and Section 3.1.29, "LI-1 Light Industrial". This ordinance also amends Section 4.28 - "Gasoline Service Stations", Section 4.31- "Retail Business and Fabrication, Repair, and Processing of Goods", Section 4.35 - "Drive-In Restaurants", Section 4.36 - "Outdoor Space for Sale or Rental of New or Used Motor Vehicles, Trailers, Mobile Homes, Boats, Recreational Vehicles and Other Similar Products,", and Section 4.40 - "Vehicle Wash" to change where and how automobile-oriented uses are permitted in the city.

ZTA 3, 2025

An ordinance to amend the Farmington Hills Code of Ordinances, Chapter 34, "Zoning," Section 3.1.22, "OS-4 Office Research District" to permit additional uses, including multi-family, artisan manufacturing and live/work units, to permit mixed use development, and to raise the height limits and modify setbacks to encourage concentrated development; Section 5.2 "Off-Street Parking Requirements" was amended to provide greater flexibility and lower base requirements for office and multi-family uses.

ZTA 4, 2025

An ordinance to amend the Farmington Hills Code of Ordinances, Chapter 34, "Zoning," Section 2.2, "Definitions" added definitions for a "restaurant, drive-in" and "commercial outdoor recreation space".

ZTA 5, 2025

An ordinance to amend the Farmington Hills Code of Ordinances, Chapter 34, "Zoning," Article 5.0, "Site Standards," to add Section 5.20, "Design Standards" to promote the harmonious use of design elements.





2025 Planning Commission Activity

Planning Commission Meetings

Table 3. Planning Commission Meetings, 2018 to 2025

Year	Number of Meetings
2018	14
2019	15
2020	13
2021	19
2022	17
2023	22
2024	20
2025	19

Figure 1. Planning Commission Meetings, 2018-2025

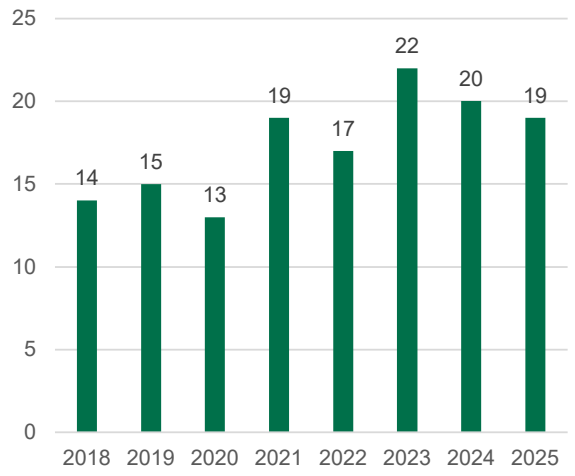
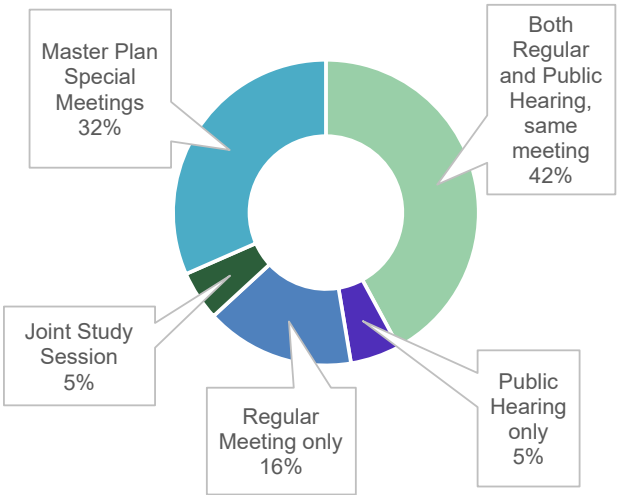


Table 4. Planning Commission Meetings by Type, 2025

Type of Meeting	Number of Meetings
Both Regular and Public Hearing, same meeting	8
Public Hearing only	1
Regular Meeting only	3
Joint Study Session	1
Special Meetings	6
Total	**19**

Figure 2. Planning Commission Meetings by Type, 2025



Site and Special Approval Plans

Table 5. Site and Special Approval Plans, 2025

Item	Parcel ID	Description	Zoning	Approved / Denied	Proponent
SA 50-1-2025	35-226-003	29615 W. Nine Mile, new commercial building drive through restaurant	B-3	PC Approved 5-15-2025	Pinnacle Car Wash, Sheela Selvaraj
SA 51-2-2025	10-101-002	29150 Farmington, staging area for City watermain replacement	RA-2	PC Approved 3-20-2025	Bidigare Contracting
SP 52-3-2025	10-227-019	31539 W. 13 Mile, cooler addition to existing restaurant	B-3	PC Approved 4-17-2025	Jim Jewett
SP 65-12-2024 (PUD 4, 2021)	02-102-014	32905 Northwestern, Emerson, South side of Northwestern Hwy, between Greening and Highview One 4-story, 250-unit apartment building and one 3-story 66-unit walk-up multiple family building	B-3/ RA-4/ OS-1/P-1	PC Approved 10-16-2025	Atwell Alden Development, Tom Herbst
Cluster Site Plan 54-4-2025	34-252-019	South side of Folsom, btw Parker Ave & Lundy, 18 parcels for construction of 33 one-family homes	RA-3	PC Approved 9-18-2025	Forest at Riverwalk
SA 55-4-2025	21-351-032	24300 Drake, staging area for Consumers Energy	B-3	PC Approved 9-18-2025	Consumers Energy
SP 62-12-2024	26-486-014	29450 W. 9 Mile Rd, renovate existing gas station	B-3	PC Approved 10-16-2025	Riham Sarout
SP 63-12-2024	33-376-040	34680 Eight Mile Rd, renovate existing car wash	B-3	PC Approved 10-16-2025	Krieger Klatt
Cluster Site Plan 57-4-2025	25-401-001	52 units, Lutheran residential project, Wellspring	RA-1	PC Approved 10-16-2025	Eureka Dev Group
SA 57-5-2025	35-101-005	31015 Grand River, auto dealer, new or used	B-3	PC Approved 8-21-2025	Designhaus Architeccture
SP 58-9-2025	02-351-005	29510 Orchard Lake Rd, redevelop gasoline service station	B-3	PC Approved 5-15-2025	Fadi Naserdean
SP 59-7-2025	33-477-022	33474 Eight Mile Rd, new commercial building, dental office	B-3	PC Approved 8-21-2025	Iden Kalabat
SP 60-7-2025 (PUD 12, 2014)	10-476-067	Vacant lot on North side of 12 Mile, just west of Orchard Lake Rd, new quick service restaurant	B-4	PC Approved 11-20-2025	Ronald J. Sesi
Revised SP 60-10-2024	17-201-013	South side of 12 Mile, east of Investment Dr., childcare facility	OS-4	PC Approved 11-20-2025	Farmington Hills VI Corp Inv., LLC
SP 61-8-2025 (PUD 4, 2000)	02-176-068	32555 Northwestern Hwy, Existing building as catering kitchen, storage, and private event space with new addition	RA-4/B-3	PC Approved 11-20-2025	Zack Sklar
SP 62-8-2025	26-482-001	29820 Nine Mile Rd, proposed warehouse	LI-1	PC Approved 10-16-2025	Joseph Novitsky
SP 65-10-2025 (PUD 1-2025)	12-376-035	29150 Twelve Mile Rd, Towns of Woodcreek	RA-1A	PC Approved 11-20-2025	Schafer Development
SA 66-10-2025	32-326-057	36336 W 8 Mile Rd, utility building and pump station	RA-1	PC Approved 12-18-2025	Great Lakes Water Authority

Item	Parcel ID	Description	Zoning	Approved / Denied	Proponent
SA 67-10-2025	11-351-013	27900 Orchard Lake Rd, fast food restaurant	B-3	PC Denied 12-18-2025	Brewtopia Michigan, LLC (John Iski)
SP 68-11-2025	19-426-035	24535 Hallwood Rd, addition to an existing granite and cabinet shop	LI-1	PC Approved 12-18-2025	A R Samona Construction

Table 6. Site Plan and Special Approval Plans, 2018 to 2025

Year	Number of Site and Special Approval Plans
2018	23
2019	22
2020	14
2021	19
2022	13
2023	10
2024	14
2025	20

Table 7. Site Plans by Decision Type, 2025

Decision	Number
Approved by PC	7
Recommended to City Council	7
Denied by PC	0
Total	**14**

Table 8. Special Approval Plans by Decision Type, 2025

Decision	Number
Approved by PC	5
Denied by PC	1
Total	**6**

Figure 3. Site and Special Approval Plans by Decision Type, 2025

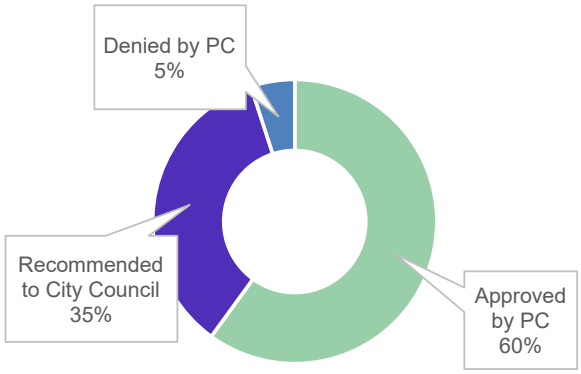
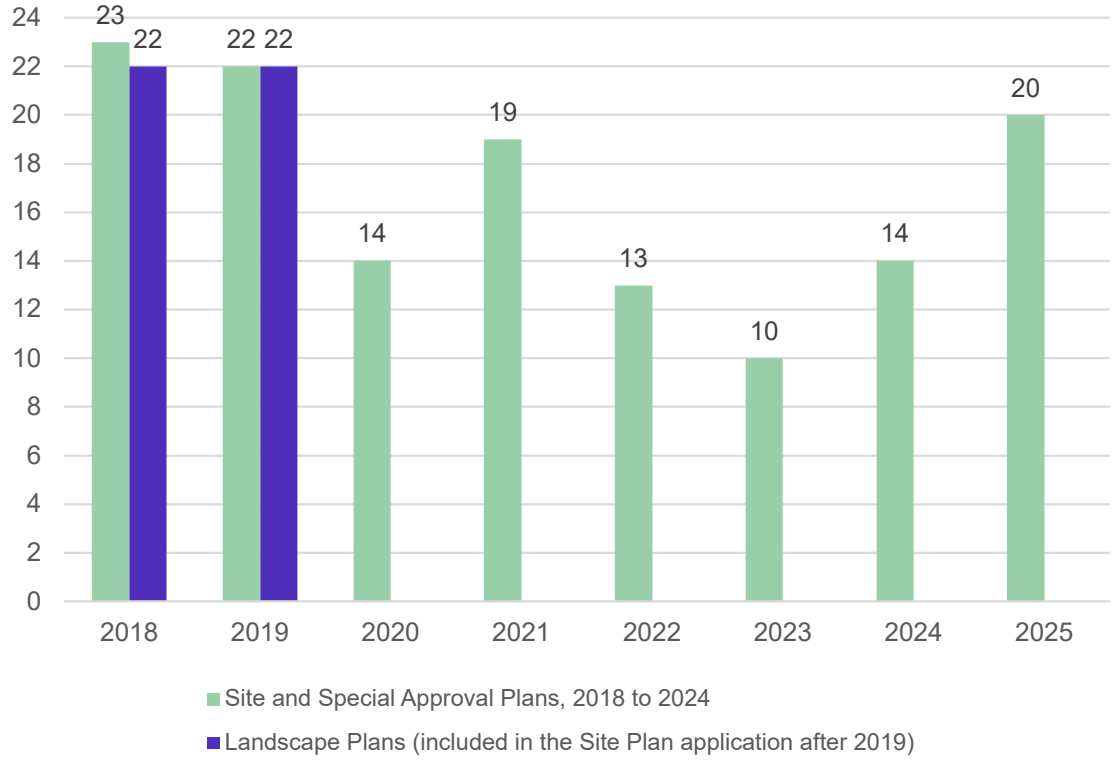


Figure 4. Site and Special Approval Plans, 2018 to 2025



Lot Splits, Land Transfers, Rezonings, and Zoning Text Amendments

Table 9. Lot Splits, 2025

Lot Split #	Parcel ID	Description	Petitioner	PC Approval Date	Assessing Approval
Lot Split 1, 2025	35-105-027	Split one parcel into 2. 30749 Grand River, Fun Way	Ali Sobh	PC Approved 5-15-2025	
Lot Split 2, 2025 (Final) (PUD 6, 1993)	13-101-003	Split one lot into two, OS-1,Merchants Marketplace	Jabcob Khotoveli	PC Approved 5-15-2025	
Lot Split 3, 2025	01-177-025	28500 Oakcrest, split into two	Jason Curis	PC Denied 10-16-2025	
Lot Split 4, 2025	01-177-027	Vacant Lot, split into 2	Jason Curis	PC Denied 10-16-2025	

Table 10. Zoning Text Amendments, 2025

Zoning Text Amendment #	Results	Proposed Amendment
ZTA 1, 2025	PC Approved 9-18-2025	Public Art requirement and standards and adding review responsibility to Arts Commission.
ZTA 2, 2025	PC Approved 9-18-2025	Amended gasoline service stations, retail business and fabrication, repair, and processing of goods, drive-in restaurants, outdoor space for sale or rental of new or used motor vehicles, trailers, mobile homes, boats, recreational vehicles and other similar products, and vehicle wash.
ZTA 3, 2025	PC Approved 9-18-2025	Amended OS-4 Office Research District to permit additional uses, including multi-family, artisan manufacturing and live/work units, to permit mixed use development, and to raise the height limits and modify setbacks; off-street parking requirements were amended to provide greater flexibility and lower base requirements for office and multi-family uses.
ZTA 4, 2025	PC Approved 9-18-2025	Added standards for restaurant, drive-ins and commercial outdoor recreation spaces.
ZTA 5, 2025	PC Approved 9-18-2025	Added design standards to promote the harmonious use of design elements.
CC 2, 2025	CC Approved 6-9-2025	Updated regulations to allow consumption of alcoholic beverages in smoking lounges.

Table 11. Lot Splits, Rezonings, and Zoning Text Amendments, 2018 to 2025

Year	Lot Splits	Zoning Text Amendments	Rezonings
2018	4	0	3
2019	2	3	1
2020	3	0	3
2021	7	2	2
2022	5	1	0
2023	2	3	2
2024	5	4	3
2025	4	5	0

Table 12. Lot Splits by Decision Type, 2025

Decision	Number
Approved by PC	2
Denied by PC	2
Total	**4**

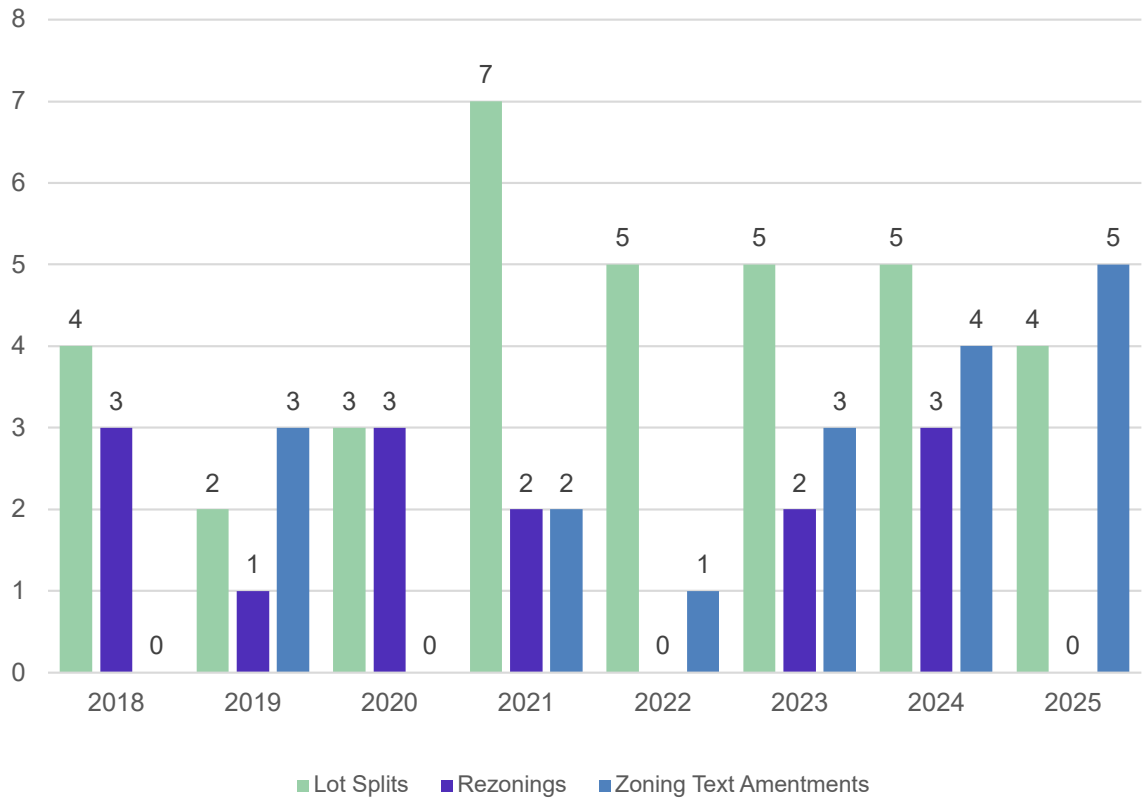
Table 13. Rezoning Requests by Decision Type, 2025

Decision	Number
Approved by PC	0
Denied by PC	0
Withdrawn prior to PC	0
Total	**0**

Table 14. Zoning Text Amendments by Decision Type, 2025

Decision	Number
Approved by PC/CC	5
Denied by PC/CC	0
Total	**5**

Figure 5. Lot Splits, Rezonings, and Zoning Text Amendments, 2018 to 2025



Planned Unit Development (PUD) Plans and Qualifications

Table 15. Planned Unit Development Plans, 2025

PUD Plan #	Section	Description	Zoning	Approved / Denied	Proponent
PUD 1, 2025	12-376-035	29150 Twelve Mile Rd, north side of 12 Mile, east of Middlebelt. For sale townhomes	RA-1A	PC Approved 5-15-2025	Schafer Development
Amend PUD 2, 2021, inc. SP 59-5-2022	12-476-008	27400 Twelve Mile Rd, construct site-built one-family detached dwelling units	RA-1B	PC Approved 5-15-2025	Robertson Brothers Homes
Amend PUD 2, 2023, inc SP 67-9-2023	03-226-027, 028	30825 and 31361 Orchard Lake Rd, redevelop Hunter's Square shopping center	B-2	PC Approved 9-18-2025	Frank Jarbou
Amend PUD 4, 2000	02-176-068	32555 Northwestern Highway, existing building as catering kitchen, storage, and private event space with new addition	B-3, RA-4	PC Approved 9-18-2025	Zack Sklar
Amend PUD 12, 2014, inc SP 60-7-2025	10-476-067	12 Mile, W. of Orchard Lake Rd, construct new fast-food restaurant with drive through on a vacant out lot	B-4	PC Approved 11-20-2025	Ronald J. Sesi

Table 16. Planned Unit Development Options or Qualifications, 2025

PUD Plan #	Section	Description	Zoning	Approved / Denied	Proponent
PUD Option 1, 2025	11-126-026, 027	30275 Thirteen Mile Rd., construct six new ranch-style, attached dwellings units in OS-1	OS-1	PC Approved 8-21-2025	Schafer Dev

Table 17. Planned Unit Development Plans and Qualifications, 2018 to 2025

Year	PUD Plans	PUD Qualifications
2018	5	2
2019	1	0
2020	1	4
2021	7	2
2022	4	0
2023	4	2
2024	5	3
2025	5	1

Figure 6. Planned Unit Development Plans and Qualifications Presented to the Planning Commission, 2018 to 2025

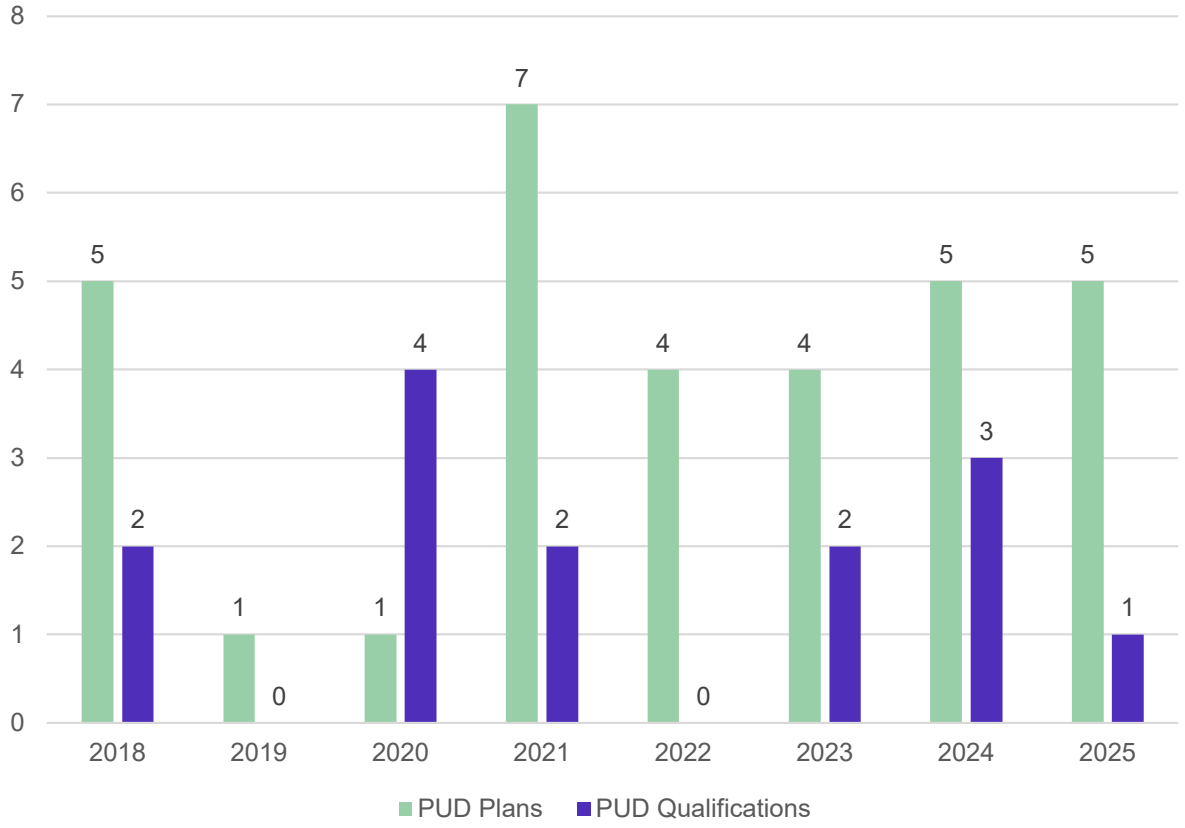
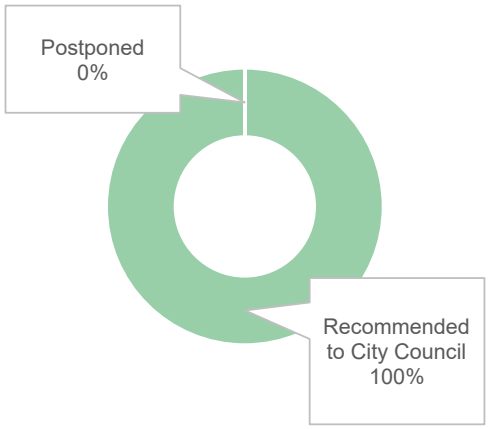


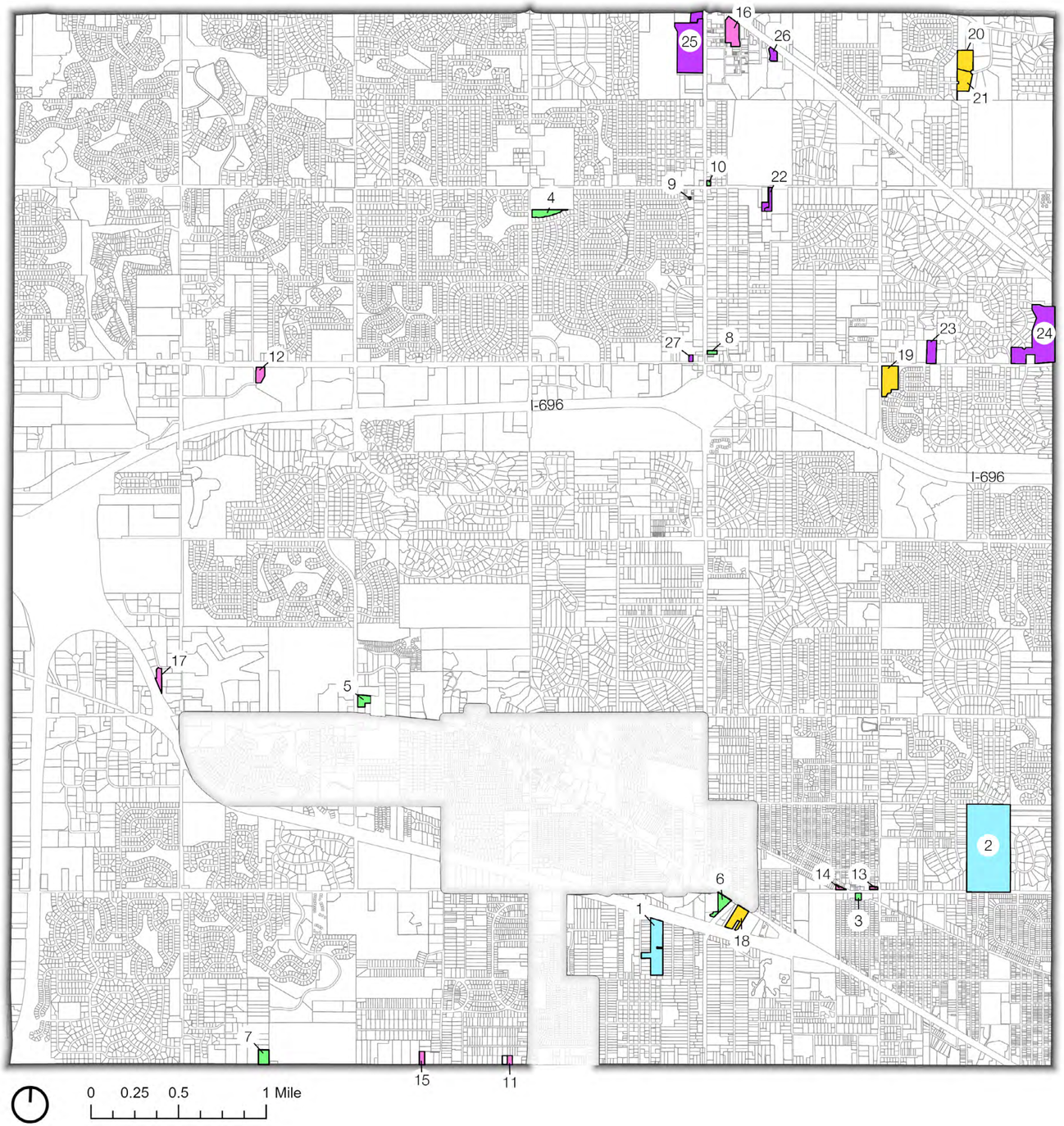
Table 18. Planned Unit Development Plans, 2025

Decision	Number
Recommended to City Council	5
Postponed	0
Total	**5**

Figure 7. Planned Unit Development Plans, 2025



Map 1. Map of Development Reviews in Farmington Hills, 2025



Map	Case #	Address	Description
1	CSP 54-4-2025	South side of Folsom, btw Parker & Lundy	The Forest at Riverwalks, 33 single-family units
2	CSP 57-4-2025	9 Mile Rd, west of Inkster	Wellspring Lutheran Services, 52 attached units
3	SA 50-1-2025	29615 W. Nine Mile	New drive through restaurant
4	SA 51-2-2025	29150 Farmington Rd	Staging area for City watermain replacement
5	SA 55-4-2025	24300 Drake Rd	Staging area for Consumers Energy
6	SA 57-5-2025	31015 Grand River Ave	Auto dealer
7	SA 66-10-2025	36336 W 8 Mile Rd	Utility building and pump station
8	SA 67-10-2025	27900 Orchard Lake Rd	Drive-thru only coffee shop
9	SP 52-3-2025	31539 W. 13 Mile	Cooler addition to existing restaurant
10	SP 58-9-2025	29510 Orchard Lake Rd	Renovate existing gas station
11	SP 59-7-2025	33474 Eight Mile Rd	New dental office building
12	SP 60-10-2024	South side of 12 Mile, east of Investment Dr	Childcare facility
13	SP 62-12-2024	29450 W. 9 Mile Rd	Renovate existing gas station
14	SP 62-8-2025	29820 Nine Mile Rd	Proposed warehouse
15	SP 63-12-2024	34680 Eight Mile Rd	Renovate existing car wash
16	SP 65-12-2024	32905 Northwestern Hwy	The Emerson, 316 multi-family units
17	SP 68-11-2025	24535 Hallwood Rd	Addition to an existing granite and cabinet shop
18	Lot Split 1, 2025	30749 Grand River Ave	2 parcels (split day care from Fun Way)
19	Lot Split 2, 2025	27614 Middlebelt Rd	2 parcels (split outlot from shipping center in PUD 6, 1993)
20	Lot Split 3, 2025	28500 Oakcrest Ct	2 parcels for residential
21	Lot Split 4, 2025	0 Rockridge	2 parcels for residential
22	PUD Option 1, 2025	30275 Thirteen Mile Rd	6 units at Baptist Manor
23	PUD 1, 2025	29150 Twelve Mile Rd	Townes of Woodcreek, 28 townhomes
24	Amend PUD 2, 2021, inc. SP 59-5-2022	27400 Twelve Mile Rd	Amend plan for single-family homes
25	Amend PUD 2, 2023, inc SP 67-9-2023	30825 and 31361 Orchard Lake Rd	Redevelop Hunter's Square shopping center
26	Amend PUD 4, 2000	32555 Northwestern Hwy	Existing building as catering kitchen, storage, and private event space with new addition
27	Amend PUD 12, 2014, inc SP 60-7-2025	12 Mile, W. of Orchard Lake Rd	New Culver's on outlot

giffels webster

- Site Plan
- Special Approval
- Cluster Development
- Lot Split
- Planned Unit Development (PUD)

STATE OF MICHIGAN
COUNTY OF OAKLAND
CITY OF FARMINGTON HILLS

RESOLUTION ESTABLISHING THE FARMINGTON HILLS ACTIVITIES CENTER AD-HOC ADVISORY COMMITTEE

RESOLUTION NO. _____

At a regular meeting of the City Council of the City of Farmington Hills, County of Oakland, State of Michigan, held on _____, 2026, at 7:30 o'clock p.m., Eastern Daylight Savings Time, with those present and absent being,

PRESENT:_____
ABSENT:_____

the following preamble and resolution were offered by Councilperson _____ and supported by Councilperson _____:

WHEREAS, at its November 24, 2025, meeting, the Farmington Hills City Council has authorized and directed the City administration to procure the services of the necessary engineering, architectural, design, and other professionals for purposes of preparing architectural and site plans for the development and improvement of portions of the City's property at The Hawk Community Center as a new activities center (referred to in this Resolution as the "Activities Center") based on the options and materials presented to Council; and

WHEREAS, the City will be issuing a Request for Proposals from qualified professional service companies to provide the services generally described above and expects to award the contract for those services in April, 2026; and

WHEREAS, upon award of the contract, it is anticipated that the chosen company will promptly commence its efforts to prepare the plans for development and construction of the Activities Center at a location on The Hawk Community Center property, as directed; and

WHEREAS, City Council desires to establish a temporary ad-hoc committee of community stakeholder representatives for purposes of discussing and providing input and information relative to the design elements and options for the Activities Center.

NOW, THEREFORE, IT IS RESOLVED, by the City Council of the City of Farmington Hills, as follows:

1. The Farmington Hills Activities Center Ad-Hoc Advisory Committee ("Advisory Committee") is established as a temporary committee for the purposes of discussing and providing the City with input and information relative to the design elements and options for a new activities center on The Hawk Community Center property, taking into consideration community needs and wants, while understanding and recognizing engineering, architectural, budgetary, and site constraints.

2. The Advisory Committee shall consist of the following members, to be appointed by the Mayor with the consent of City Council: up to two members of City Council, one member of the City's Commission on Aging, one member of the City's Parks and Recreation Commission, one Farmington Hills resident aged 50 or better, and one Farmington Hills resident aged under 50.

3. The following representatives of the City Administration, or their designee, shall serve as liaisons and participants at the Advisory Committee meetings, as needed or as directed by the City Manager or Acting City Manager: the City Manager or Acting City Manager, the Special Services Director, the Public Services Director, the Finance Director, and a member of the Costick Center staff to be designated by the City Manager or Acting City Manager. On an as needed basis, the City Manager shall also designate members of City staff with knowledge and information relevant to the above-stated purpose and objectives to attend meetings of the Advisory Committee and otherwise assist in its efforts. The City Clerk or her designee shall also attend meetings, keep records, and, upon request, provide information and other assistance to the Advisory Committee.

4. The Advisory Committee shall hold an initial orientation meeting within thirty (30) days after its members have been appointed under paragraph 2 above, and at least two subsequent meetings within sixty days of the orientation meeting. Thereafter, meetings of the Advisory Committee shall be held monthly or as advice and input is deemed necessary by the City Manager or as directed by City Council.

5. The Advisory Committee is not authorized to expend funds, enter into contracts, direct City Staff or City contractors and service providers, render decisions, or vote on matters. It is an advisory only committee.

6. Upon its expiration and at any other time City Council requests, the Advisory Committee shall report its progress and activities to City Council.

7. The Advisory Committee shall, with the assistance of the City Administration, keep a record of its meetings, information, and efforts.

8. The Advisory Committee shall expire upon award of the construction manager contract for the Activities Center or one (1) year from the date of adoption of this Resolution, whichever is first to occur, unless its term is extended by City Council.

9. Pursuant to City Code Section 2-128, the provisions of City Code, Chapter 2, Article IV, Division 1 shall not apply to the Advisory Committee.

AYES:
NAYES:
ABSENT:
ABSTENTIONS:

RESOLUTION DECLARED ADOPTED _____, 2026.

STATE OF MICHIGAN)
) ss.
COUNTY OF OAKLAND)

I, the undersigned, the duly qualified and acting City Clerk of the City of Farmington Hills, County of Oakland, State of Michigan, do hereby certify that the foregoing is a true and complete copy of a Resolution adopted by the City Council of the City of Farmington Hills at a regular meeting held on _____, 2026, the original of which resolution is on file in my office.

IN WITNESS WHEREOF, I have hereunto set my official signature, this __ day of _____, 2026.

_____
CARLY LINDAHL, City Clerk
City of Farmington Hills

DRAFT

CITY MANAGER'S REPORT TO MAYOR AND COUNCIL

DATE: FEBRUARY 23, 2026

RE: CONSIDERATION OF APPROVAL FOR THE SECOND AMENDMENT TO THE USE AND PARTICIPATION AGREEMENT BETWEEN THE CITY AND COMPREHENSIVE GI SOLUTIONS AT THE HAWK

ADMINISTRATIVE SUMMARY

- This is a proposed second amendment to the existing use and participation agreement to extend the lease terms for January 1, 2026, through December 31, 2026, with a $65.00 increase per the first amendment.
- On December 9, 2024, the first amendment to the use and participation agreement was approved by City Council.
- Under the 2023 agreement, Dr. Amir Damadi, Lead Partner for Comprehensive GI Solutions became the first user of the incubator space located on the third floor of The Hawk. This space was agreed to be used for a fee of $1,950 per month with an increase of $65 per month for any extended terms.
- The company has occupied approximately 1,000 square feet of lab space, alone with the shared space, on the third floor of The Hawk (formerly part of lab classroom #347).
- City Staff and City Attorney have worked together to prepare the Second Amendment for Council consideration.

RECOMMENDATION

IT IS RESOLVED, that the City Council of Farmington Hills hereby approves the Second Amendment to the Agreement for Participation and Use of Space in The Hatchery Business Incubator and authorize the Acting City Manager to execute said Amendment on behalf of the City, subject to City Attorney and Acting City Manager approval of necessary adjustments, to the contract language to finalize its terms with the Incubator Participant company.

Prepared by: Cristia Brockway, Economic Development Director
Reviewed by: Karen Mondora, Acting City Manager
Approved by: Karen Mondora, Acting City Manager

STATE OF MICHIGAN
COUNTY OF OAKLAND
CITY OF FARMINGTON HILLS

SECOND AMENDMENT TO AGREEMENT FOR PARTICIPATION AND USE OF SPACE IN THE HATCHERY BUSINESS INCUBATOR

THIS SECOND AMENDMENT TO AGREEMENT FOR PARTICIPATION AND USE OF SPACE IN THE HATCHERY BUSINESS INCUBATOR (the "Second Amendment"), dated ***_____, 2026***, is between the City of Farmington Hills ("City") and Comprehensive GI Solutions, PLLC ("Participant").

RECITALS:

WHEREAS, City and Participant entered into the Agreement for Participation and Use of Space in the Hatchery Business Incubator," dated July 5, 2023 (the "Agreement").

WHEREAS, City and Participant entered into a First Amendment to Agreement for Participation and Use of Space in the Hatchery Business Incubator to extend the term of the Agreement for an additional one (1) year term, as well as to amend the time required for notice of early termination, to allow the City to modify the Incubator Area, and to acknowledge that the City has the right, but not the obligation to hire a separate Incubator Manager.

WHEREAS, the Agreement has expired because Participant has failed to give the required 6 month prior written notice to extend the term. Participant has requested that the City extend the Agreement for an additional one (1) year term.

NOW, THEREFORE, IT IS AGREED AS FOLLOWS:

1. City and Participant agree to one additional one (1) year Extended Term, beginning January 1, 2026 and terminating on December 31, 2026, with a $65.00 increase in Participant's monthly payments to City. City hereby waives the six (6) month advance written notice and request requirement under Section 3.02 of the Agreement for the foregoing one (1) year Extended Term only. The six (6) month advance written notice and request under Section 3.02 of the Agreement shall apply to any future Extended Term.

2. All words and phrases that are defined or given meaning in the Agreement shall retain and have the same definition and meaning in this First Amendment.

3. All recitals in and exhibits attached to the Agreement shall remain unchanged, unless the provisions of this First Amendment amend or are in direct conflict with all or any portion of such recitals and exhibits, and in such cases, the provisions of this First Amendment shall apply.

4. Except as expressly set forth in this First Amendment, all of terms, conditions and obligations contained in the Agreement remain unchanged and are in full force and effect.

IN WITNESS WHEREOF, City and Participant, by and through their duly authorized officers and representatives, have executed this Agreement as of the date first above written.

*

[Intentionally blank. Signatures on Next Page.]

*

WITNESS:

COMPREHENSIVE GI SOLUTIONS, PLLC, a Michigan limited liability company

BY: _____
_____, Its _____

_____

STATE OF MICHIGAN)
) SS
COUNTY OF OAKLAND)

The foregoing instrument was acknowledged before me this ____ day of _____, 2026, by _____, the _____ of Comprehensive GI Solutions, PLLC, a Michigan professional limited liability company, on its behalf.

_____

Notary Public: _____
Notary Public, State of Michigan, County of Oakland
Acting in the County of _____
My Commission Expires: _____

Attested by:

CITY OF FARMINGTON HILLS, a Michigan municipal corporation

_____
CARLY LINDAHL, Its City Clerk

BY: _____
KAREN MONDORA, Its Acting City Manager

STATE OF MICHIGAN)
) SS
COUNTY OF OAKLAND)

The foregoing instrument was acknowledged before me this ____ day of _____, 2026, by Karen Mondora, Acting City Manager, and attested to by Carly Lindahl, Clerk, on behalf of the City of Farmington Hills.

_____

Notary Public: _____
Notary Public, State of Michigan, County of Oakland
Acting in the County of _____
My Commission Expires: _____

CITY CLERK'S REPORT TO MAYOR AND COUNCIL

DATE: February 23, 2026

DEPT: City Clerk

RE: Adoption of Resolution Recognizing American Aces Foundation as a Non-Profit Organization for the Purpose of Obtaining a Charitable Gaming License Through the State of Michigan.

ADMINISTRATIVE SUMMARY

- The City has received a request from Donna McLean requesting City Council to adopt a formal resolution recognizing American Aces Foundation as a non-profit organization operating in the community. The organization is registered at 22517 Gill Road, Farmington Hills, MI.

- American Aces Foundation helps to fund children who need assistance to stay in the sport that they love due to a family hardship (death of parent, loss of income, etc.).

- The organization wishes to conduct a 50/50 raffle drawing at the American Aces Foundation Hockey Tournament event to be held at the Buffalo Wild Wings Arena in Troy, MI.

- To be eligible for such a license, the organization must be recognized as a non-profit organization by the community in which they are registered.

- The organization has provided verification of their status as a tax-exempt organization as described in Section 501(c)(3) of the Internal Revenue Code and has been classified as a public charity.

RECOMMENDATION

IT IS RESOLVED, that City Council hereby approves the Local Governing Body Resolution for Gaming Licenses Issued by the Bureau of State Lottery, recognizing American Aces Foundation as a non-profit organization operating in the community for the purpose of obtaining a Charitable Gaming License.

Respectfully submitted,

Carly Lindahl, City Clerk

Charitable Gaming Division
Box 30023, Lansing, MI 48909
OVERNIGHT DELIVERY:
101 E. Hillsdale, Lansing MI 48933
(517) 335-5780
www.michigan.gov/cg

LOCAL GOVERNING BODY RESOLUTION FOR CHARITABLE GAMING LICENSES

(Required by MCL.432.103(K)(ii))

At a _____ meeting of the _____
REGULAR OR SPECIAL — TOWNSHIP, CITY, OR VILLAGE COUNCIL/BOARD

called to order by _____ on _____
DATE

at _____ a.m./p.m. the following resolution was offered:
TIME

Moved by _____ and supported by _____

that the request from _____ of _____,
NAME OF ORGANIZATION — CITY

county of _____, asking that they be recognized as a
COUNTY NAME

nonprofit organization operating in the community for the purpose of obtaining charitable

gaming licenses, be considered for _____.
APPROVAL/DISAPPROVAL

APPROVAL		DISAPPROVAL	
Yeas:	_____	Yeas:	_____
Nays:	_____	Nays:	_____
Absent:	_____	Absent:	_____

I hereby certify that the foregoing is a true and complete copy of a resolution offered and adopted by the _____ at a _____
TOWNSHIP, CITY, OR VILLAGE COUNCIL/BOARD — REGULAR OR SPECIAL

meeting held on _____.
DATE

SIGNED: _____
TOWNSHIP, CITY, OR VILLAGE CLERK

_____
PRINTED NAME AND TITLE

_____
ADDRESS

COMPLETION: Required.
PENALTY: Possible denial of application.

AMERICAN ACES FOUNDATION

February 6, 2026

Farmington Hills City Clerk
31555 W 11 Mile Road
Farmington Hills, MI 48336

Re: Legal Governing Body Resolution for Charitable Gaming Licenses

Gentlemen:

I am on the Board of Directors for American Aces Foundation, registered in the City of Farmington Hills, Michigan.

We are applying for a raffle license with the State of Michigan for an upcoming event to be held:

Buffalo Wild Wing Arena
1819 E. Big Beaver Road
Troy, MI 48083
Event date: April 18, 2025 from 2:00 p.m. to 7:00 p.m.

We are holding a Learn to Skate along with the American Aces Foundation Hockey Tournament to raise awareness and funds for our foundation.

We are planning on having a raffle and 50/50 drawing at the event. Proceeds will go toward our efforts to help fund children who need assistance to stay in the sport that they love due to a family hardship. (Death of parent, loss of income, etc.)

We are firm believers that keeping kids in sports helps grow strong, stable adults who feel they have a community of people to help them along the way, particularly when a life changing event threatens their athletic path.

We request approval of our application for this resolution.

Sincerely,

Donna McLean

Donna McLean
Secretary
American Aces Foundation
donna@americanacesfoundation.org

CITY MANAGER'S REPORT TO MAYOR AND COUNCIL

DATE: 2/23/2026

DEPT: Department of Public Services

RE: Approval of Agreement with Michigan Department of Transportation (MDOT) for the Halsted Road construction project from 12 Mile Road to 14 Mile Road

ADMINISTRATIVE SUMMARY

- In February 2023, the City of Farmington Hills was awarded a Resurfacing, Restoration and Rehabilitation Grant (RRR) through the Oakland County Federal Aid Committee/Federal Highway Administration (FHWA) Sufrace Transportation Program for the rehabilitation of Halsted Road between 12 Mile Road and 14 Mile Road.

- The scope of this project includes reconstruction and rehabilitation of the pavement and concrete curb as well as geometric improvements, drainage improvements, and ADA sidewalk ramp improvements at some intersections.

- The design was recently completed, and bids were received through the MDOT bid letting process on February 6, 2026. We anticipate that the State will award the contract by early March with construction starting shortly thereafter. The project is expected to be substantially completed in November of 2026.

- An Open House meeting will be scheduled prior to the start of construction. Individual letters will be sent to all abutting property owners with contact information including the City Engineering representative's name, phone number, and e-mail address. The letter will also offer the property owners the opportunity to sign up for a listserv that will provide timely updates of progress on this project.

- Grant funding will be applied in the amount of $2,346,557 with the total estimated project cost at $2,882,400. The City is responsible for the remaining $535,843.

- The City's share of the road construction costs covered under this contract will be paid for from the City's Major Road Fund. The City costs are currently identified in the current 2025-2026 budget

- In-order to move forward with this federal grant project, MDOT requires that a formal agreement be approved by City Council. This is consistent with previous federal grant projects.

- The Engineering Division has reviewed the standard language of the agreement and recommends that the City enter into this Agreement with MDOT.

RECOMMENDATION

- IT IS RESOLVED, that the City Council of the City of Farmington Hills authorize the City Manager and City Clerk to enter into Agreement #25-5685 on behalf of the City with the Michigan Department of Transportation for the pavement rehabilitation/reconstruction of Halsted Road between 12 Mile Road and 14 Mile Road.

Prepared by: ShonQuase Dawkins, Civil Engineer I
Reviewed by: Mark Saksewski, P.E., City Engineer
Department Authorization: Jacob Rushlow, P.E., Director of Public Services Approved by: Karen Mondora, P.E., Acting City Manager

STP DA

Control Section	STU 63000
Job Number	215093CON
Project	26A0178
CFDA No.	20.205 (Highway Research Planning & Construction)
Contract No.	25-5685

PART I

THIS CONTRACT, consisting of PART I and PART II (Standard Agreement Provisions), is made by and between the MICHIGAN DEPARTMENT OF TRANSPORTATION, hereinafter referred to as the "DEPARTMENT"; and the CITY OF FARMINGTON HILLS, a Michigan municipal corporation, hereinafter referred to as the "REQUESTING PARTY"; for the purpose of fixing the rights and obligations of the parties in agreeing to the following improvements, in Farmington Hills, Michigan, hereinafter referred to as the "PROJECT" and estimated in detail on EXHIBIT "I", dated January 13, 2026, attached hereto and made a part hereof:

PART A – FEDERAL PARTICIPATION
Concrete pavement reconstruction and pavement repairs along Halsted Road from 12 Mile Road to approximately 1500 feet south of 14 Mile Road, including earthwork, aggregate base, drainage improvements, underdrain and subbase, concrete curb and gutter repairs, curb ramps and permanent pavement markings; and all together with necessary related work.

PART B – NO FEDERAL PARTICIPATION
Video inspection and irrigation along the limits as described in PART A; and all together with necessary related work.

WITNESSETH:

WHEREAS, pursuant to Federal law, monies have been provided for the performance of certain improvements on public roads; and

WHEREAS, the reference "FHWA" in PART I and PART II refers to the United States Department of Transportation, Federal Highway Administration; and

WHEREAS, the PROJECT, or portions of the PROJECT, at the request of the REQUESTING PARTY, are being programmed with the FHWA, for implementation with the use of Federal Funds under the following Federal program(s) or funding:

WHEREAS, the parties hereto have reached an understanding with each other regarding the performance of the PROJECT work and desire to set forth this understanding in the form of a written contract.

NOW, THEREFORE, in consideration of the premises and of the mutual undertakings of the parties and in conformity with applicable law, it is agreed:

1. The parties hereto shall undertake and complete the PROJECT in accordance with the terms of this contract.

2. The term "PROJECT COST", as herein used, is hereby defined as the cost of the physical construction necessary for the completion of the PROJECT, including any other costs incurred by the DEPARTMENT as a result of this contract, except construction engineering and inspection.

No charges will be made by the DEPARTMENT to the PROJECT for any inspection work or construction engineering.

The costs incurred by the REQUESTING PARTY for preliminary engineering, construction engineering, construction materials testing, inspection, and right-of-way are excluded from the PROJECT COST as defined by this contract.

The Michigan Department of Environment, Great Lakes, and Energy, hereinafter referred to as “EGLE”, has informed the DEPARTMENT that it adopted new administrative rules (R 325.10101, et. seq.) which prohibit any governmental agency from connecting and/or reconnecting lead and/or galvanized service lines to existing and/or new water main. Questions regarding these administrative rules should be directed to EGLE. The cost associated with replacement of any lead and/or galvanized service lines, including but not limited to contractor claims, will be the sole responsibility of the REQUESTING PARTY.

3. The DEPARTMENT is authorized by the REQUESTING PARTY to administer on behalf of the REQUESTING PARTY all phases of the PROJECT, including advertising and awarding the construction contract for the PROJECT or portions of the PROJECT. Such administration shall be in accordance with PART II, Section II of this contract.

Any items of the PROJECT COST incurred by the DEPARTMENT may be charged to the PROJECT.

4. The REQUESTING PARTY, at no cost to the PROJECT or to the DEPARTMENT, shall:

A. Design or cause to be designed the plans for the PROJECT.

B. Appoint a project engineer who shall be in responsible charge of the PROJECT and ensure that the plans and specifications are followed.

C. Perform or cause to be performed the construction engineering, construction materials testing, and inspection services necessary for the completion of the PROJECT.

The REQUESTING PARTY will furnish the DEPARTMENT proposed timing sequences for trunkline signals that, if any, are being made part of the improvement. No timing adjustments shall be made by the REQUESTING PARTY at any trunkline intersection, without prior issuances by the DEPARTMENT of Standard Traffic Signal Timing Permits.

5. The PROJECT COST shall be met in accordance with the following:

PART A
Federal Surface Transportation Funds shall be applied to the eligible items of the PART A portion of the PROJECT COST at the established Federal participation ratio equal to 81.85 percent. The balance of the PART A portion of the PROJECT COST, after deduction of Federal Funds, shall be charged to and paid by the REQUESTING PARTY in the manner and at the times hereinafter set forth.

PART B
The PART B portion of the PROJECT COST is not eligible for Federal participation and shall be charged to and paid 100 percent by the REQUESTING PARTY in the manner and at the times hereinafter set forth.

Any items of PROJECT COST not reimbursed by Federal Funds will be the sole responsibility of the REQUESTING PARTY.

6. No working capital deposit will be required for this PROJECT.

In order to fulfill the obligations assumed by the REQUESTING PARTY under the provisions of this contract, the REQUESTING PARTY shall make prompt payments of its share of the PROJECT COST upon receipt of progress billings from the DEPARTMENT as herein provided. All payments will be made within 30 days of receipt of billings from the DEPARTMENT. Billings to the REQUESTING PARTY will be based upon the REQUESTING PARTY'S share of the actual costs incurred less Federal Funds earned as the PROJECT progresses.

7. Upon completion of construction of the PROJECT, the REQUESTING PARTY will promptly cause to be enacted and enforced such ordinances or regulations as may be necessary to prohibit parking in the roadway right-of-way throughout the limits of the PROJECT.

8. The performance of the entire PROJECT under this contract, whether Federally funded or not, will be subject to the provisions and requirements of PART II that are applicable to a Federally funded project.

In the event of any discrepancies between PART I and PART II of this contract, the provisions of PART I shall prevail.

Build America, Buy America Requirements (2 CFR Part 184 and 2 CFR 200.322) and Buy America Requirements (23 CFR 635.410) shall apply to the PROJECT and will be adhered to, as applicable, by the parties hereto.

9. The REQUESTING PARTY certifies that it is not aware if and has no reason to believe that the property on which the work is to be performed under this agreement is a facility, as defined by the Michigan Natural Resources and Environmental Protection Act [(NREPA), PA 451, 1994, as amended 2012]; MCL 324.20101(1)(s). The REQUESTING PARTY also certifies that it is not a liable party pursuant to either Part 201 or Part 213 of NREPA, MCL 324.20126 et seq. and MCL 324.21323a et seq. The REQUESTING PARTY is a local unit of government that has acquired or will acquire property for the use of either a transportation corridor or public right-of-way and was not responsible for any activities causing a release or threat of release of any hazardous materials at or on the property. The REQUESTING PARTY is not a person who is liable for response activity costs, pursuant to MCL 324.20101 (vv) and (ww).

10. If, subsequent to execution of this contract, previously unknown hazardous substances are discovered within the PROJECT limits, which require environmental remediation pursuant to either state or federal law, the REQUESTING PARTY, in addition to reporting that fact to EGLE, shall immediately notify the DEPARTMENT, both orally and in writing of such discovery. The DEPARTMENT shall consult with the REQUESTING PARTY to determine if it is willing to pay for the cost of remediation and, with the FHWA, to determine the eligibility, for reimbursement, of the remediation costs. The REQUESTING PARTY shall be charged for and shall pay all costs associated with such remediation, including all delay costs of the contractor for the PROJECT, in the event that remediation and delay costs are not deemed eligible by the FHWA. If the REQUESTING PARTY refuses to participate in the cost of remediation, the DEPARTMENT shall terminate the PROJECT. The parties agree that any costs or damages that the DEPARTMENT incurs as a result of such termination shall be considered a PROJECT COST.

11. If federal and/or state funds administered by the DEPARTMENT are used to pay the cost of remediating any hazardous substances discovered after the execution of this contract and if there is a reasonable likelihood of recovery, the REQUESTING PARTY, in cooperation with EGLE and the DEPARTMENT, shall make a diligent effort to recover such costs from all other possible entities. If recovery is made, the DEPARTMENT shall be reimbursed from such recovery for the proportionate share of the amount paid by the FHWA and/or the DEPARTMENT and the DEPARTMENT shall credit such sums to the appropriate funding source.

12. The DEPARTMENT'S sole reason for entering into this contract is to enable the REQUESTING PARTY to obtain and use funds provided by the FHWA pursuant to Title 23 of the United States Code.

Any and all approvals of, reviews of, and recommendations regarding contracts, agreements, permits, plans, specifications, or documents, of any nature, or any inspections of work by the DEPARTMENT or its agents pursuant to the terms of this contract are done to assist the REQUESTING PARTY in meeting program guidelines in order to qualify for available funds. Such approvals, reviews, inspections and recommendations by the DEPARTMENT or its agents shall not relieve the REQUESTING PARTY and the local agencies, as applicable, of their ultimate control and shall not be construed as a warranty of their propriety or that the DEPARTMENT or its agents is assuming any liability, control or jurisdiction.

The providing of recommendations or advice by the DEPARTMENT or its agents does not relieve the REQUESTING PARTY and the local agencies, as applicable of their exclusive jurisdiction of the highway and responsibility under MCL 691.1402 et seq., as amended.

When providing approvals, reviews and recommendations under this contract, the DEPARTMENT or its agents is performing a governmental function, as that term is defined in MCL 691.1401 et seq., as amended, which is incidental to the completion of the PROJECT.

Upon completion of the PROJECT, the REQUESTING PARTY shall accept the facilities constructed as built to specifications within the contract documents. It is understood that the REQUESTING PARTY shall own the facilities and shall operate and maintain the facilities in accordance with all applicable Federal and State laws and regulations, including, but not limited to, Title II of the Americans with Disabilities Act (ADA), 42 USC 12131 et seq., and its associated regulations and standards, and DEPARTMENT Road and Bridge Standard Plans and the Standard Specifications for Construction.

13. The DEPARTMENT, by executing this contract, and rendering services pursuant to this contract, has not and does not assume jurisdiction of the highway, described as the PROJECT for purposes of MCL 691.1402 et seq., as amended. Exclusive jurisdiction of such highway for the purposes of MCL 691.1402 et seq., as amended, rests with the REQUESTING PARTY and other local agencies having respective jurisdiction.

14. The REQUESTING PARTY shall approve all of the plans and specifications to be used on the PROJECT and shall be deemed to have approved all changes to the plans and specifications when put into effect. It is agreed that ultimate responsibility and control over the PROJECT rests with the REQUESTING PARTY and local agencies, as applicable.

15. The REQUESTING PARTY agrees that the costs reported to the DEPARTMENT for this contract will represent only those items that are properly chargeable in accordance with this contract. The REQUESTING PARTY also certifies that it has read the contract terms and has made itself aware of the applicable laws, regulations, and terms of this contract that apply to the reporting of costs incurred under the terms of this contract.

16. Each party to this contract will remain responsible for any and all claims arising out of its own acts and/or omissions during the performance of the contract, as provided by this contract or by law. In addition, this is not intended to increase or decrease either party's liability for or immunity from tort claims. This contract is also not intended to nor will it be interpreted as giving either party a right of indemnification, either by contract or by law, for claims arising out of the performance of this contract.

17. The parties shall promptly provide comprehensive assistance and cooperation in defending and resolving any claims brought against the DEPARTMENT by the contractor, vendors or suppliers as a result of the DEPARTMENT'S award of the construction contract for the PROJECT. Costs incurred by the DEPARTMENT in defending or resolving such claims shall be considered PROJECT COSTS.

18. The DEPARTMENT shall require the contractor who is awarded the contract for the construction of the PROJECT to provide insurance in the amounts specified and in accordance with the DEPARTMENT'S current Standard Specifications for Construction and to:

A. Maintain bodily injury and property damage insurance for the duration of the PROJECT.

B. Provide owner's protective liability insurance naming as insureds the State of Michigan, the Michigan State Transportation Commission, the DEPARTMENT and its officials, agents and employees, the REQUESTING PARTY and any other county, county road commission, or municipality in whose jurisdiction the PROJECT is located, and their employees, for the duration of the PROJECT and to provide, upon request, copies of certificates of insurance to the insureds. It is understood that the DEPARTMENT does not assume jurisdiction of the highway described as the PROJECT as a result of being named as an insured on the owner's protective liability insurance policy.

C. Comply with the requirements of notice of cancellation and reduction of insurance set forth in the current standard specifications for construction and to provide, upon request, copies of notices and reports prepared to those insured.

19. This contract shall become binding on the parties hereto and of full force and effect upon the signing thereof by the duly authorized officials for the parties hereto and upon the adoption of the necessary resolutions approving said contract and authorizing the signatures thereto of the respective officials of the REQUESTING PARTY, a certified copy of which resolution shall be attached to this contract.

IN WITNESS WHEREOF, the parties hereto have caused this contract to be executed as written below.

CITY OF FARMINGTON HILLS

By_____
Title:

By_____
Title:

MICHIGAN DEPARTMENT
OF TRANSPORTATION

By_____
for Department Director MDOT



January 13, 2026

EXHIBIT I

CONTROL SECTION	STU 63000
JOB NUMBER	215093CON
PROJECT	26A0178

ESTIMATED COST

CONTRACTED WORK

	PART A	PART B	TOTAL
Estimated Cost	$2,866,900	$ 15,500	$2,882,400

COST PARTICIPATION

GRAND TOTAL ESTIMATED COST	$2,866,900	$ 15,500	$2,882,400
Less Federal Funds	$2,346,557	$ 0	$2,346,557
BALANCE (REQUESTING PARTY'S SHARE)	$ 520,343	$ 15,500	$ 535,843

NO DEPOSIT

PART II

STANDARD AGREEMENT PROVISIONS

SECTION I COMPLIANCE WITH REGULATIONS AND DIRECTIVES

SECTION II PROJECT ADMINISTRATION AND SUPERVISION

SECTION III ACCOUNTING AND BILLING

SECTION IV MAINTENANCE AND OPERATION

SECTION V SPECIAL PROGRAM AND PROJECT CONDITIONS

SECTION I

COMPLIANCE WITH REGULATIONS AND DIRECTIVES

A. To qualify for eligible cost, all work shall be documented in accordance with the requirements and procedures of the DEPARTMENT.

B. All work on projects for which reimbursement with Federal funds is requested shall be performed in accordance with the requirements and guidelines set forth in the following Directives of the Federal-Aid Policy Guide (FAPG) of the FHWA, as applicable, and as referenced in pertinent sections of Title 23 and Title 49 of the Code of Federal Regulations (CFR), and all supplements and amendments thereto.

1. Engineering

   a. FAPG (6012.1): Preliminary Engineering

   b. FAPG (23 CFR 172): Administration of Engineering and Design Related Service Contracts

   c. FAPG (23 CFR 635A): Contract Procedures

   d. FAPG (49 CFR 18.22): Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments–Allowable Costs

2. Construction

   a. FAPG (23 CFR 140E): Administrative Settlement Costs-Contract Claims

   b. FAPG (23 CFR 140B): Construction Engineering Costs

   c. FAPG (23 CFR 17): Recordkeeping and Retention Requirements for Federal-Aid Highway Records of State Highway Agencies

   d. FAPG (23 CFR 635A): Contract Procedures

   e. FAPG (23 CFR 635B): Force Account Construction

   f. FAPG (23 CFR 645A): Utility Relocations, Adjustments and Reimbursement

g. FAPG (23 CFR 645B): Accommodation of Utilities (PPM 30-4.1)

h. FAPG (23 CFR 655F): Traffic Control Devices on Federal-Aid and other Streets and Highways

i. FAPG (49 CFR 18.22): Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments–Allowable Costs

3. Modification Or Construction Of Railroad Facilities

a. FAPG (23 CFR 140I): Reimbursement for Railroad Work

b. FAPG (23 CFR 646B): Railroad Highway Projects

C. In conformance with FAPG (23 CFR 630C) Project Agreements, the political subdivisions party to this contract, on those Federally funded projects which exceed a total cost of $100,000.00 stipulate the following with respect to their specific jurisdictions:

1. That any facility to be utilized in performance under or to benefit from this contract is not listed on the Environmental Protection Agency (EPA) List of Violating Facilities issued pursuant to the requirements of the Federal Clean Air Act, as amended, and the Federal Water Pollution Control Act, as amended.

2. That they each agree to comply with all of the requirements of Section 114 of the Federal Clean Air Act and Section 308 of the Federal Water Pollution Control Act, and all regulations and guidelines issued thereunder.

3. That as a condition of Federal aid pursuant to this contract they shall notify the DEPARTMENT of the receipt of any advice indicating that a facility to be utilized in performance under or to benefit from this contract is under consideration to be listed on the EPA List of Violating Facilities.

D. Ensure that the PROJECT is constructed in accordance with and incorporates all committed environmental impact mitigation measures listed in approved environmental documents unless modified or deleted by approval of the FHWA.

E. All the requirements, guidelines, conditions and restrictions noted in all other pertinent Directives and Instructional Memoranda of the FHWA will apply to this contract and will be adhered to, as applicable, by the parties hereto.

SECTION II

PROJECT ADMINISTRATION AND SUPERVISION

A. The DEPARTMENT shall provide such administrative guidance as it determines is required by the PROJECT in order to facilitate the obtaining of available federal and/or state funds.

B. The DEPARTMENT will advertise and award all contracted portions of the PROJECT work. Prior to advertising of the PROJECT for receipt of bids, the REQUESTING PARTY may delete any portion or all of the PROJECT work. After receipt of bids for the PROJECT, the REQUESTING PARTY shall have the right to reject the amount bid for the PROJECT prior to the award of the contract for the PROJECT only if such amount exceeds by ten percent (10%) the final engineer's estimate therefor. If such rejection of the bids is not received in writing within two (2) weeks after letting, the DEPARTMENT will assume concurrence. The DEPARTMENT may, upon request, readvertise the PROJECT. Should the REQUESTING PARTY so request in writing within the aforesaid two (2) week period after letting, the PROJECT will be cancelled and the DEPARTMENT will refund the unused balance of the deposit less all costs incurred by the DEPARTMENT.

C. The DEPARTMENT will perform such inspection services on PROJECT work performed by the REQUESTING PARTY with its own forces as is required to ensure compliance with the approved plans & specifications.

D. On those projects funded with Federal monies, the DEPARTMENT shall as may be required secure from the FHWA approval of plans and specifications, and such cost estimates for FHWA participation in the PROJECT COST.

E. All work in connection with the PROJECT shall be performed in conformance with the Michigan Department of Transportation Standard Specifications for Construction, and the supplemental specifications, Special Provisions and plans pertaining to the PROJECT and all materials furnished and used in the construction of the PROJECT shall conform to the aforesaid specifications. No extra work shall be performed nor changes in plans and specifications made until said work or changes are approved by the project engineer and authorized by the DEPARTMENT.

F. Should it be necessary or desirable that portions of the work covered by this contract be accomplished by a consulting firm, a railway company, or governmental agency, firm, person, or corporation, under a subcontract with the REQUESTING PARTY at PROJECT expense, such subcontracted arrangements will be covered by formal written agreement between the REQUESTING PARTY and that party.

This formal written agreement shall: include a reference to the specific prime contract to which it pertains; include provisions which clearly set forth the maximum reimbursable and the basis of payment; provide for the maintenance of accounting records in accordance with generally accepted accounting principles, which clearly document the actual cost of the services provided; provide that costs eligible for reimbursement shall be in accordance with clearly defined cost criteria such as 49 CFR Part 18, 48 CFR Part 31, 23 CFR Part 140, OMB Circular A-87, etc. as applicable; provide for access to the department or its representatives to inspect and audit all data and records related to the agreement for a minimum of three years after the department's final payment to the local unit.

All such agreements will be submitted for approval by the DEPARTMENT and, if applicable, by the FHWA prior to execution thereof, except for agreements for amounts less than $100,000 for preliminary engineering and testing services executed under and in accordance with the provisions of the "Small Purchase Procedures" FAPG (23 CFR 172), which do not require prior approval of the DEPARTMENT or the FHWA.

Any such approval by the DEPARTMENT shall in no way be construed as a warranty of the subcontractor's qualifications, financial integrity, or ability to perform the work being subcontracted.

G. The REQUESTING PARTY, at no cost to the PROJECT or the DEPARTMENT, shall make such arrangements with railway companies, utilities, etc., as may be necessary for the performance of work required for the PROJECT but for which Federal or other reimbursement will not be requested.

H. The REQUESTING PARTY, at no cost to the PROJECT, or the DEPARTMENT, shall secure, as necessary, all agreements and approvals of the PROJECT with railway companies, the Railroad Safety & Tariffs Division of the DEPARTMENT and other concerned governmental agencies other than the FHWA, and will forward same to the DEPARTMENT for such reviews and approvals as may be required.

I. No PROJECT work for which reimbursement will be requested by the REQUESTING PARTY is to be subcontracted or performed until the DEPARTMENT gives written notification that such work may commence.

J. The REQUESTING PARTY shall be responsible for the payment of all costs and expenses incurred in the performance of the work it agrees to undertake and perform.

K. The REQUESTING PARTY shall pay directly to the party performing the work all billings for the services performed on the PROJECT which are authorized by or through the REQUESTING PARTY.

L. The REQUESTING PARTY shall submit to the DEPARTMENT all paid billings for which reimbursement is desired in accordance with DEPARTMENT procedures.

M. All work by a consulting firm will be performed in compliance with the applicable provisions of 1980 PA 299, Subsection 2001, MCL 339.2001; MSA 18.425(2001), as well as in accordance with the provisions of all previously cited Directives of the FHWA.

N. The project engineer shall be subject to such administrative guidance as may be deemed necessary to ensure compliance with program requirement and, in those instances where a consultant firm is retained to provide engineering and inspection services, the personnel performing those services shall be subject to the same conditions.

O. The DEPARTMENT, in administering the PROJECT in accordance with applicable Federal and State requirements and regulations, neither assumes nor becomes liable for any obligations undertaken or arising between the REQUESTING PARTY and any other party with respect to the PROJECT.

P. In the event it is determined by the DEPARTMENT that there will be either insufficient Federal funds or insufficient time to properly administer such funds for the entire PROJECT or portions thereof, the DEPARTMENT, prior to advertising or issuing authorization for work performance, may cancel the PROJECT, or any portion thereof, and upon written notice to the parties this contract shall be void and of no effect with respect to that cancelled portion of the PROJECT. Any PROJECT deposits previously made by the parties on the cancelled portions of the PROJECT will be promptly refunded.

Q. Those projects funded with Federal monies will be subject to inspection at all times by the DEPARTMENT and the FHWA.

SECTION III

ACCOUNTING AND BILLING

A. Procedures for billing for work undertaken by the REQUESTING PARTY:

1. The REQUESTING PARTY shall establish and maintain accurate records, in accordance with generally accepted accounting principles, of all expenses incurred for which payment is sought or made under this contract, said records to be hereinafter referred to as the "RECORDS". Separate accounts shall be established and maintained for all costs incurred under this contract.

The REQUESTING PARTY shall maintain the RECORDS for at least three (3) years from the date of final payment of Federal Aid made by the DEPARTMENT under this contract. In the event of a dispute with regard to the allowable expenses or any other issue under this contract, the REQUESTING PARTY shall thereafter continue to maintain the RECORDS at least until that dispute has been finally decided and the time for all available challenges or appeals of that decision has expired.

The DEPARTMENT, or its representative, may inspect, copy, or audit the RECORDS at any reasonable time after giving reasonable notice.

If any part of the work is subcontracted, the REQUESTING PARTY shall assure compliance with the above for all subcontracted work.

In the event that an audit performed by or on behalf of the DEPARTMENT indicates an adjustment to the costs reported under this contract, or questions the allowability of an item of expense, the DEPARTMENT shall promptly submit to the REQUESTING PARTY, a Notice of Audit Results and a copy of the audit report which may supplement or modify any tentative findings verbally communicated to the REQUESTING PARTY at the completion of an audit.

Within sixty (60) days after the date of the Notice of Audit Results, the REQUESTING PARTY shall: (a) respond in writing to the responsible Bureau or the DEPARTMENT indicating whether or not it concurs with the audit report, (b) clearly explain the nature and basis for any disagreement as to a disallowed item of expense and, (c) submit to the DEPARTMENT a written explanation as to any questioned or no opinion expressed item of expense, hereinafter referred to as the "RESPONSE". The RESPONSE shall be clearly stated and provide any supporting documentation necessary to resolve any disagreement or questioned or no opinion expressed item of expense. Where the documentation is voluminous, the REQUESTING PARTY may supply appropriate excerpts and make alternate

arrangements to conveniently and reasonably make that documentation available for review by the DEPARTMENT. The RESPONSE shall refer to and apply the language of the contract. The REQUESTING PARTY agrees that failure to submit a RESPONSE within the sixty (60) day period constitutes agreement with any disallowance of an item of expense and authorizes the DEPARTMENT to finally disallow any items of questioned or no opinion expressed cost.

The DEPARTMENT shall make its decision with regard to any Notice of Audit Results and RESPONSE within one hundred twenty (120) days after the date of the Notice of Audit Results. If the DEPARTMENT determines that an overpayment has been made to the REQUESTING PARTY, the REQUESTING PARTY shall repay that amount to the DEPARTMENT or reach agreement with the DEPARTMENT on a repayment schedule within thirty (30) days after the date of an invoice from the DEPARTMENT. If the REQUESTING PARTY fails to repay the overpayment or reach agreement with the DEPARTMENT on a repayment schedule within the thirty (30) day period, the REQUESTING PARTY agrees that the DEPARTMENT shall deduct all or a portion of the overpayment from any funds then or thereafter payable by the DEPARTMENT to the REQUESTING PARTY under this contract or any other agreement, or payable to the REQUESTING PARTY under the terms of 1951 PA 51, as applicable. Interest will be assessed on any partial payments or repayment schedules based on the unpaid balance at the end of each month until the balance is paid in full. The assessment of interest will begin thirty (30) days from the date of the invoice. The rate of interest will be based on the Michigan Department of Treasury common cash funds interest earnings. The rate of interest will be reviewed annually by the DEPARTMENT and adjusted as necessary based on the Michigan Department of Treasury common cash funds interest earnings. The REQUESTING PARTY expressly consents to this withholding or offsetting of funds under those circumstances, reserving the right to file a lawsuit in the Court of Claims to contest the DEPARTMENT'S decision only as to any item of expense the disallowance of which was disputed by the REQUESTING PARTY in a timely filed RESPONSE.

The REQUESTING PARTY shall comply with the Single Audit Act of 1984, as amended, including, but not limited to, the Single Audit Amendments of 1996 (31 USC 7501-7507).

The REQUESTING PARTY shall adhere to the following requirements associated with audits of accounts and records:

a. Agencies expending a total of $500,000 or more in federal funds, from one or more funding sources in its fiscal year, shall comply with the requirements of the federal Office of Management and Budget (OMB) Circular A-133, as revised or amended.

The agency shall submit two copies of:

The Reporting Package
The Data Collection Form
The management letter to the agency, if one issued by the audit firm

The OMB Circular A-133 audit must be submitted to the address below in accordance with the time frame established in the circular, as revised or amended.

b. Agencies expending less than $500,000 in federal funds must submit a letter to the Department advising that a circular audit was not required. The letter shall indicate the applicable fiscal year, the amount of federal funds spent, the name(s) of the Department federal programs, and the CFDA grant number(s). This information must also be submitted to the address below.

c. Address: Michigan Department of Education
Accounting Service Center
Hannah Building
608 Allegan Street
Lansing, MI 48909

d. Agencies must also comply with applicable State laws and regulations relative to audit requirements.

e. Agencies shall not charge audit costs to Department's federal programs which are not in accordance with the OMB Circular A-133 requirements.

f. All agencies are subject to the federally required monitoring activities, which may include limited scope reviews and other on-site monitoring.

2. Agreed Unit Prices Work - All billings for work undertaken by the REQUESTING PARTY on an agreed unit price basis will be submitted in accordance with the Michigan Department of Transportation Standard Specifications for Construction and pertinent FAPG Directives and Guidelines of the FHWA.

3. Force Account Work and Subcontracted Work - All billings submitted to the DEPARTMENT for Federal reimbursement for items of work performed on a force account basis or by any subcontract with a consulting firm, railway company, governmental agency or other party, under the terms of this contract, shall be prepared in accordance with the provisions of the pertinent FHPM Directives and the procedures of the DEPARTMENT. Progress billings may be submitted monthly during the time work is being performed provided, however, that no bill of a lesser amount than $1,000.00 shall be submitted unless it is a final

or end of fiscal year billing. All billings shall be labeled either "Progress Bill Number _____", or "Final Billing".

4. Final billing under this contract shall be submitted in a timely manner but not later than six months after completion of the work. Billings for work submitted later than six months after completion of the work will not be paid.

5. Upon receipt of billings for reimbursement for work undertaken by the REQUESTING PARTY on projects funded with Federal monies, the DEPARTMENT will act as billing agent for the REQUESTING PARTY, consolidating said billings with those for its own force account work and presenting these consolidated billings to the FHWA for payment. Upon receipt of reimbursement from the FHWA, the DEPARTMENT will promptly forward to the REQUESTING PARTY its share of said reimbursement.

6. Upon receipt of billings for reimbursement for work undertaken by the REQUESTING PARTY on projects funded with non-Federal monies, the DEPARTMENT will promptly forward to the REQUESTING PARTY reimbursement of eligible costs.

B. Payment of Contracted and DEPARTMENT Costs:

1. As work on the PROJECT commences, the initial payments for contracted work and/or costs incurred by the DEPARTMENT will be made from the working capital deposit. Receipt of progress payments of Federal funds, and where applicable, State Critical Bridge funds, will be used to replenish the working capital deposit. The REQUESTING PARTY shall make prompt payments of its share of the contracted and/or DEPARTMENT incurred portion of the PROJECT COST upon receipt of progress billings from the DEPARTMENT. Progress billings will be based upon the REQUESTING PARTY'S share of the actual costs incurred as work on the PROJECT progresses and will be submitted, as required, until it is determined by the DEPARTMENT that there is sufficient available working capital to meet the remaining anticipated PROJECT COSTS. All progress payments will be made within thirty (30) days of receipt of billings. No monthly billing of a lesser amount than $1,000.00 will be made unless it is a final or end of fiscal year billing. Should the DEPARTMENT determine that the available working capital exceeds the remaining anticipated PROJECT COSTS, the DEPARTMENT may reimburse the REQUESTING PARTY such excess. Upon completion of the PROJECT, payment of all PROJECT COSTS, receipt of all applicable monies from the FHWA, and completion of necessary audits, the REQUESTING PARTY will be reimbursed the balance of its deposit.

2. In the event that the bid, plus contingencies, for the contracted, and/or the DEPARTMENT incurred portion of the PROJECT work exceeds the estimated cost therefor as established by this contract, the REQUESTING PARTY may be advised and billed for the additional amount of its share.

C. General Conditions:

1. The DEPARTMENT, in accordance with its procedures in existence and covering the time period involved, shall make payment for interest earned on the balance of working capital deposits for all projects on account with the DEPARTMENT. The REQUESTING PARTY in accordance with DEPARTMENT procedures in existence and covering the time period involved, shall make payment for interest owed on any deficit balance of working capital deposits for all projects on account with the DEPARTMENT. This payment or billing is processed on an annual basis corresponding to the State of Michigan fiscal year. Upon receipt of billing for interest incurred, the REQUESTING PARTY promises and shall promptly pay the DEPARTMENT said amount.

2. Pursuant to the authority granted by law, the REQUESTING PARTY hereby irrevocably pledges a sufficient amount of funds received by it from the Michigan Transportation Fund to meet its obligations as specified in PART I and PART II. If the REQUESTING PARTY shall fail to make any of its required payments when due, as specified herein, the DEPARTMENT shall immediately notify the REQUESTING PARTY and the State Treasurer of the State of Michigan or such other state officer or agency having charge and control over disbursement of the Michigan Transportation Fund, pursuant to law, of the fact of such default and the amount thereof, and, if such default is not cured by payment within ten (10) days, said State Treasurer or other state officer or agency is then authorized and directed to withhold from the first of such monies thereafter allocated by law to the REQUESTING PARTY from the Michigan Transportation Fund sufficient monies to remove the default, and to credit the REQUESTING PARTY with payment thereof, and to notify the REQUESTING PARTY in writing of such fact.

3. Upon completion of all work under this contract and final audit by the DEPARTMENT or the FHWA, the REQUESTING PARTY promises to promptly repay the DEPARTMENT for any disallowed items of costs previously disbursed by the DEPARTMENT. The REQUESTING PARTY pledges its future receipts from the Michigan Transportation Fund for repayment of all disallowed items and, upon failure to make repayment for any disallowed items within ninety (90) days of demand made by the DEPARTMENT, the DEPARTMENT is hereby authorized to withhold an equal amount from the REQUESTING PARTY'S share of any future distribution of Michigan Transportation Funds in settlement of said claim.

4. The DEPARTMENT shall maintain and keep accurate records and accounts relative to the cost of the PROJECT and upon completion of the PROJECT, payment of all items of PROJECT COST, receipt of all Federal Aid, if any, and completion of final audit by the DEPARTMENT and if applicable, by the FHWA, shall make final accounting to the REQUESTING PARTY. The final PROJECT accounting will not include interest earned or charged on working capital deposited for the PROJECT which will be accounted for separately at the close of the State of Michigan fiscal year and as set forth in Section C(1).

5. The costs of engineering and other services performed on those projects involving specific program funds and one hundred percent (100%) local funds will be apportioned to the respective portions of that project in the same ratio as the actual direct construction costs unless otherwise specified in PART I.

SECTION IV

MAINTENANCE AND OPERATION

A. Upon completion of construction of each part of the PROJECT, at no cost to the DEPARTMENT or the PROJECT, each of the parties hereto, within their respective jurisdictions, will make the following provisions for the maintenance and operation of the completed PROJECT:

1. All Projects:

Properly maintain and operate each part of the project, making ample provisions each year for the performance of such maintenance work as may be required, except as qualified in paragraph 2b of this section.

2. Projects Financed in Part with Federal Monies:

a. Sign and mark each part of the PROJECT, in accordance with the current Michigan Manual of Uniform Traffic control Devices, and will not install, or permit to be installed, any signs, signals or markings not in conformance with the standards approved by the FHWA, pursuant to 23 USC 109(d).

b. Remove, prior to completion of the PROJECT, all encroachments from the roadway right-of-way within the limits of each part of the PROJECT.

With respect to new or existing utility installations within the right-of-way of Federal Aid projects and pursuant to FAPG (23 CFR 645B): Occupancy of non-limited access right-of-way may be allowed based on consideration for traffic safety and necessary preservation of roadside space and aesthetic quality. Longitudinal occupancy of non-limited access right-of-way by private lines will require a finding of significant economic hardship, the unavailability of practicable alternatives or other extenuating circumstances.

c. Cause to be enacted, maintained and enforced, ordinances and regulations for proper traffic operations in accordance with the plans of the PROJECT.

d. Make no changes to ordinances or regulations enacted, or traffic controls installed in conjunction with the PROJECT work without prior review by the DEPARTMENT and approval of the FHWA, if required.

B. On projects for the removal of roadside obstacles, the parties, upon completion of construction of each part of the PROJECT, at no cost to the PROJECT or the DEPARTMENT, will, within their respective jurisdictions, take such action as is necessary to assure that the roadway right-of-way, cleared as the PROJECT, will be maintained free of such obstacles.

C. On projects for the construction of bikeways, the parties will enact no ordinances or regulations prohibiting the use of bicycles on the facility hereinbefore described as the PROJECT, and will amend any existing restrictive ordinances in this regard so as to allow use of this facility by bicycles. No motorized vehicles shall be permitted on such bikeways or walkways constructed as the PROJECT except those for maintenance purposes.

D. Failure of the parties hereto to fulfill their respective responsibilities as outlined herein may disqualify that party from future Federal-aid participation in projects on roads or streets for which it has maintenance responsibility. Federal Aid may be withheld until such time as deficiencies in regulations have been corrected, and the improvements constructed as the PROJECT are brought to a satisfactory condition of maintenance.

SECTION V

SPECIAL PROGRAM AND PROJECT CONDITIONS

A. Those projects for which the REQUESTING PARTY has been reimbursed with Federal monies for the acquisition of right-of-way must be under construction by the close of the twentieth (20th) fiscal year following the fiscal year in which the FHWA and the DEPARTMENT projects agreement covering that work is executed, or the REQUESTING PARTY may be required to repay to the DEPARTMENT, for forwarding to the FHWA, all monies distributed as the FHWA'S contribution to that right-of-way.

B. Those projects for which the REQUESTING PARTY has been reimbursed with Federal monies for the performance of preliminary engineering must be under construction by the close of the tenth (10th) fiscal year following the fiscal year in which the FHWA and the DEPARTMENT projects agreement covering that work is executed, or the REQUESTING PARTY may be required to repay to the DEPARTMENT, for forwarding to the FHWA, all monies distributed as the FHWA'S contribution to that preliminary engineering.

C. On those projects funded with Federal monies, the REQUESTING PARTY, at no cost to the PROJECT or the DEPARTMENT, will provide such accident information as is available and such other information as may be required under the program in order to make the proper assessment of the safety benefits derived from the work performed as the PROJECT. The REQUESTING PARTY will cooperate with the DEPARTMENT in the development of reports and such analysis as may be required and will, when requested by the DEPARTMENT, forward to the DEPARTMENT, in such form as is necessary, the required information.

D. In connection with the performance of PROJECT work under this contract the parties hereto (hereinafter in Appendix "A" referred to as the "contractor") agree to comply with the State of Michigan provisions for "Prohibition of Discrimination in State Contracts", as set forth in Appendix A, attached hereto and made a part hereof. The parties further covenant that they will comply with the Civil Rights Acts of 1964, being P.L. 88-352, 78 Stat. 241, as amended, being Title 42 U.S.C. Sections 1971, 1975a-1975d, and 2000a-2000h-6 and the Regulations of the United States Department of Transportation (49 C.F.R. Part 21) issued pursuant to said Act, including Appendix "B", attached hereto and made a part hereof, and will require similar covenants on the part of any contractor or subcontractor employed in the performance of this contract.

E. The parties will carry out the applicable requirements of the DEPARTMENT'S Disadvantaged Business Enterprise (DBE) program and 49 CFR, Part 26, including, but not limited to, those requirements set forth in Appendix C.

APPENDIX A
PROHIBITION OF DISCRIMINATION IN STATE CONTRACTS

In connection with the performance of work under this contract; the contractor agrees as follows:

1. In accordance with Public Act 453 of 1976 (Elliott-Larsen Civil Rights Act), the contractor shall not discriminate against an employee or applicant for employment with respect to hire, tenure, treatment, terms, conditions, or privileges of employment or a matter directly or indirectly related to employment because of race, color, religion, national origin, age, sex, height, weight, or marital status. A breach of this covenant will be regarded as a material breach of this contract. Further, in accordance with Public Act 220 of 1976 (Persons with Disabilities Civil Rights Act), as amended by Public Act 478 of 1980, the contractor shall not discriminate against any employee or applicant for employment with respect to hire, tenure, terms, conditions, or privileges of employment or a matter directly or indirectly related to employment because of a disability that is unrelated to the individual's ability to perform the duties of a particular job or position. A breach of the above covenants will be regarded as a material breach of this contract.

2. The contractor hereby agrees that any and all subcontracts to this contract, whereby a portion of the work set forth in this contract is to be performed, shall contain a covenant the same as hereinabove set forth in Section 1 of this Appendix.

3. The contractor will take affirmative action to ensure that applicants for employment and employees are treated without regard to their race, color, religion, national origin, age, sex, height, weight, marital status, or any disability that is unrelated to the individual's ability to perform the duties of a particular job or position. Such action shall include, but not be limited to, the following: employment; treatment; upgrading; demotion or transfer; recruitment; advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship.

4. The contractor shall, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, national origin, age, sex, height, weight, marital status, or disability that is unrelated to the individual's ability to perform the duties of a particular job or position.

5. The contractor or its collective bargaining representative shall send to each labor union or representative of workers with which the contractor has a collective bargaining agreement or other contract or understanding a notice advising such labor union or workers' representative of the contractor's commitments under this Appendix.

6. The contractor shall comply with all relevant published rules, regulations, directives, and orders of the Michigan Civil Rights Commission that may be in effect prior to the taking of bids for any individual state project.

7. The contractor shall furnish and file compliance reports within such time and upon such forms as provided by the Michigan Civil Rights Commission; said forms may also elicit information as to the practices, policies, program, and employment statistics of each subcontractor, as well as the contractor itself, and said contractor shall permit access to the contractor's books, records, and accounts by the Michigan Civil Rights Commission and/or its agent for the purposes of investigation to ascertain compliance under this contract and relevant rules, regulations, and orders of the Michigan Civil Rights Commission.

8. In the event that the Michigan Civil Rights Commission finds, after a hearing held pursuant to its rules, that a contractor has not complied with the contractual obligations under this contract, the Michigan Civil Rights Commission may, as a part of its order based upon such findings, certify said findings to the State Administrative Board of the State of Michigan, which State Administrative Board may order the cancellation of the contract found to have been violated and/or declare the contractor ineligible for future contracts with the state and its political and civil subdivisions, departments, and officers, including the governing boards of institutions of higher education, until the contractor complies with said order of the Michigan Civil Rights Commission. Notice of said declaration of future ineligibility may be given to any or all of the persons with whom the contractor is declared ineligible to contract as a contracting party in future contracts. In any case before the Michigan Civil Rights Commission in which cancellation of an existing contract is a possibility, the contracting agency shall be notified of such possible remedy and shall be given the option by the Michigan Civil Rights Commission to participate in such proceedings.

9. The contractor shall include or incorporate by reference, the provisions of the foregoing paragraphs (1) through (8) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Michigan Civil Rights Commission; all subcontracts and purchase orders will also state that said provisions will be binding upon each subcontractor or supplier.

APPENDIX B
TITLE VI ASSURANCE

During the performance of this contract, the contractor, for itself, its assignees, and its successors in interest (hereinafter referred to as the "contractor"), agrees as follows:

1. **Compliance with Regulations**: For all federally assisted programs, the contractor shall comply with the nondiscrimination regulations set forth in 49 CFR Part 21, as may be amended from time to time (hereinafter referred to as the Regulations). Such Regulations are incorporated herein by reference and made a part of this contract.

2. **Nondiscrimination**: The contractor, with regard to the work performed under the contract, shall not discriminate on the grounds of race, color, sex, or national origin in the selection, retention, and treatment of subcontractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices, when the contractor covers a program set forth in Appendix B of the Regulations.

3. **Solicitation for Subcontracts, Including Procurements of Materials and Equipment**: All solicitations made by the contractor, either by competitive bidding or by negotiation for subcontract work, including procurement of materials or leases of equipment, must include a notification to each potential subcontractor or supplier of the contractor's obligations under the contract and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin.

4. **Information and Reports**: The contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto and shall permit access to its books, records, accounts, other sources of information, and facilities as may be determined to be pertinent by the Department or the United States Department of Transportation (USDOT) in order to ascertain compliance with such Regulations or directives. If required information concerning the contractor is in the exclusive possession of another who fails or refuses to furnish the required information, the contractor shall certify to the Department or the USDOT, as appropriate, and shall set forth the efforts that it made to obtain the information.

5. **Sanctions for Noncompliance**: In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract, the Department shall impose such contract sanctions as it or the USDOT may determine to be appropriate, including, but not limited to, the following:

    a. Withholding payments to the contractor until the contractor complies; and/or

    b. Canceling, terminating, or suspending the contract, in whole or in part.

6. **Incorporation of Provisions**: The contractor shall include the provisions of Sections (1) through (6) in every subcontract, including procurement of material and leases of equipment, unless exempt by the Regulations or directives issued pursuant thereto. The contractor shall take such action with respect to any subcontract or procurement as the Department or the USDOT may direct as a means of enforcing such provisions, including sanctions for non-compliance, provided, however, that in the event a contractor becomes involved in or is threatened with litigation from a subcontractor or supplier as a result of such direction, the contractor may request the Department to enter into such litigation to protect the interests of the state. In addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

Revised June 2011

APPENDIX C

TO BE INCLUDED IN ALL FINANCIAL ASSISTANCE AGREEMENTS WITH LOCAL AGENCIES

Assurance that Recipients and Contractors Must Make (Excerpts from US DOT Regulation 49 CFR 26.13)

A. Each financial assistance agreement signed with a DOT operating administration (or a primary recipient) must include the following assurance:

> The recipient shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any US DOT-assisted contract or in the administration of its DBE program or the requirements of 49 CFR Part 26. The recipient shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure nondiscrimination in the award and administration of US DOT-assisted contracts. The recipient's DBE program, as required by 49 CFR Part 26 and as approved by US DOT, is incorporated by reference in this agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the recipient of its failure to carry out its approved program, the department may impose sanctions as provided for under Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.).

B. Each contract MDOT signs with a contractor (and each subcontract the prime contractor signs with a subcontractor) must include the following assurance:

> The contractor, sub recipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of US DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate.

CITY MANAGER'S REPORT TO MAYOR AND COUNCIL

DATE: 2/23/2026

DEPT: DEPARTMENT OF PUBLIC SERVICES

RE: AWARD OF SEWER INSPECTION, CLEANING, AND REPAIR SERVICES

ADMINISTRATIVE SUMMARY

- A request for bids (RFB) was issued through the Michigan Intergovernmental Trade Network (MITN) e-procurement system by the City of Livonia and opened on April 30, 2024. On June 17, 2024, Livonia City Council awarded a three-year contract to SAK Construction LLC, O'Fallon, MO with the option to extend an additional two years.

- SAK has provided a letter of offer to extend and honor the terms and conditions of the competitive bid and awarded agreement with Livonia to the City of Farmington Hills with service provided through their local offices in Taylor, Michigan.

- The Department of Public Services has been performing preventative maintenance along with repairs of the City's aging sewer system using a variety of methods. Through asset management we have been focusing on assessing the condition of our underground sewer system prior to investing into the reconstruction of the roadways above. Through these efforts we have found the most efficient means of repair is with cured-in-place pipe lining.

- SAK Construction is a company which specializes in the inspection, cleaning, and trenchless repair via cured-in-place pipelining of underground sewer pipe. They have a variety of similar contracts with other municipalities in Southeast Michigan and come highly recommended.

CITY MANAGER'S REPORT TO MAYOR AND COUNCIL

RECOMMENDATION

- IT IS RESOLVED, that City Council authorizes the City Manager to execute a contract for the purpose of sewer inspection, cleaning, and repair services to SAK Construction LLC, in an amount not-to-exceed the budgeted amount for the current fiscal year, through June 16, 2027, with extensions.

# # #

Prepared by: Jacob Rushlow, P.E., Director, Department of Public Services
Reviewed by: Jacob Rushlow, P.E., Director, Department of Public Services
Michelle Aranowski, Director, Department of Central Services
Approved by: Karen Mondora, P.E., Acting City Manager

SAK™
Pipeline Infrastructure. Solved.™

636.385.1000 tel
636.385.1100 fax
864 Hoff Road
O'Fallon, MO 63366
www.sakcon.com

January 6, 2026

City of Farmington Hills
31555 W. Eleven Mile Rd.
Farmington Hills, MI 48336

Attn: Mr. Jacob Rushlow
Re: Offer to Honor Agreement

Per our prior discussions, we purpose to honor the terms and conditions of the competitively bid and awarded Agreement with the City of Livonia for their Sewer Lining Program. In adopting this As Needed Agreement, the City of Farmington Hills obtains our full ability and resources to address any of your sanitary and/or storm sewer rehabilitation needs for a period of three (3) years with an extension option of up to two (2) additional years. Our offer includes maintaining the outlined unit prices listed in the attached for the full duration of the Agreement.

We hope this offer is acceptable to you and the City of Farmington Hills and look forward to working together to achieve your collection system goals.

If you have any questions or concerns please feel free to contact me directly.

Sincerely,

John Thompson
SAK Construction LLC

LETTER TO THE LIVONIA CITY COUNCIL

12.

DPW
May 17, 2024

MEETING DATE	PRESENTED BY
S060324/R061724	Don Rohraff, Director of Public Works

AGENDA ITEM

AWARD OF CONTRACT: Department of Public Works, re: for a maintenance service contract for water main and sanitary sewer rehabilitation for a period of three (3) years with an option to renew for an additional two (2) year period, from budgeted funds.

BACKGROUND DETAILS

Over the last twelve years, the Department of Public Works has been performing preventative maintenance along with emergency repairs of the sanitary sewer system. We have used a variety of different methods, including but not limited to open cutting, spot lining and full-length relining for pipe repairs. The aging infrastructure has become and will continue to be a major focus of this department. We have found one of the quickest and least intrusive means of repair is with pipe relining. The timeliness and cleanliness of these repairs, lack of restoration needed, and the preservation/extension of the pipe's useful life has made this the repair of choice. The relining of these pipes not only restores the pipes' structural integrity but also reduces the amount of maintenance needed on the pipe moving forward. The council awarded Liqui-Force Services a three-year contract in 2013 (#96-13) for this purpose and extended said contract another five years in 2018 (#407-17).

As this project has been extremely successful in relining and repairing required sanitary sewers, we would like to continue to address the City's sewer structure needs using this method.

On April 10, 2024, the Department of Public Works sought competitive bids through MITN for a three-year award, with optional two-year extension to provide sewer cleaning, CCTV inspection, relining identified sewers using resin impregnated fabric liner (CIPP), pipe joint testing and resealing and rehabilitation of existing man-hole structures. Submitted bids were opened at 2:00 p.m., Tuesday, April 30, 2024, in the presence of the Bid Committee. Three qualified bids were received. The final bid tab is attached for reference.

The Department of Public Works requests that Council award the three-year contract to SAK Construction, LLC., 864 Hoff Road, O'Fallon, MO 63366 with the option to extend another two-years upon mutual agreement with the vendor. Work will be completed from the line item pricing provided, not to exceed the annual budgeted amount. While SAK's headquarters is in Missouri, we will be dealing with their office in Taylor, Michigan.

PREFERRED COUNCIL RECOMMENDATION/RESOLUTION (Please complete this field. Attachments are not to be used in lieu of the recommendation)

Council does hereby accept the unit price bid of SAK Construction LLC, 864 Hoff Road, O'Fallon, MO 63366, for completing all work required in connection with sanitary sewer rehabilitation on an as needed basis for a three (3) year period (with an option to renew for an additional two-year period), the same having been in fact the lowest bid received. Work will be completed from the line item pricing provided, not to exceed the annual budgeted amount. Account No. 592-158-000 (Construction in Progress). The Director of Public Works is hereby authorized to approve any minor adjustments in the work as it becomes necessary; and the Mayor and City Clerk are hereby authorized to execute a contract for and on behalf of the City of Livonia with the aforesaid bidder and to do all other things necessary or incidental to the full performance of this resolution.

SPECIFIC NAME OF PRODUCT AND NUMBER TO BE PURCHASED (if more than one)

n/a

CONTRACT: Amount and/or purchase price and length of contract (with dates if applicable)

As needed

DETAILED WORK BEING PERFORMED

Sewer Maintenance Services

FISCAL CONSIDERATIONS (Amount requested and Account(s) used. If applicable, Grant Funding information)

Account # 592-158-000 for $1,000,000.00

ACCEPTANCE OF BID (Please detail the following: Why accepted, why not lowest bidder, company name, contact person, full address)

Lowest Bidder

REASON TO WAIVE BID PROCESS (Emergency, Professional services, No advantage to City and why, Consortium package, etc): n/a

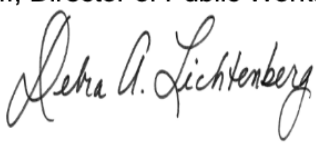
ATTACHMENTS

1. 2024 DPW Sewer Lining Program April 10 2024 FINAL
2. SEWER LINE PROGRAM BID SHEET APRIL 30 2024
3. City of Livonia RFP_Sanitary Sewer Maintenance Services Program_SAKConstruction Submittal

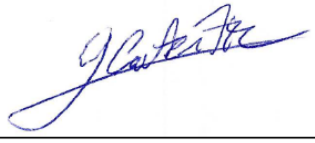
APPROVED BY



Don Rohraff, Director of Public Works — Date: May 20, 2024



Debra Peck Lichtenberg, CPA, Finance Director — Date: May 22, 2024



Carter Fisher, City Attorney — Date: May 22, 2024



Maureen Miller Brosnan, Mayor — Date: May 22, 2024

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

SPECIFICATIONS AND CONTRACT DOCUMENTS

FOR

SEWER LINING PROGRAM

CITY OF LIVONIA
DEPARTMENT OF PUBLIC WORKS
PUBLIC SERVICE DIVISION

April 2024

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

CITY OF LIVONIA
DEPARTMENT OF PUBLIC WORKS
PUBLIC SERVICE DIVISION

SEWER LINING PROGRAM

TABLE OF CONTENTS

CONTRACT DOCUMENTS	Pages
1. Request for Proposal	3 - 4
2. Executive Summary & Proposal Requirements	5 - 12
3. General Conditions	13 - 26
4. Form of Proposal	27 - 28
5. Contract	29
6. Extension of Award to the MITN Purchasing Co-op	30 - 31
7. Performance Bond	32
8. Labor and Materials Bond	33
9. Contractor's Declaration	34
10. Contractors Affidavit	35
11. Insurance Requirements	36 – 40

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

CITY OF LIVONIA
DEPARTMENT OF PUBLIC WORKS
PUBLIC SERVICE DIVISION

REQUEST FOR PROPOSAL

SEWER LINE SYSTEM MAINTENANCE PROGRAM

Sealed proposals for **Sewer Lining Program** will be received by the City of Livonia, Michigan, as owner, until 2:00 p.m. on Tuesday, April 30, 2024. At which time the bids will be recorded by the Purchasing Manager and the City Clerk. Bid opening results will be conducted via Zoom and posted on the MITN website. Physical bid submission will not be accepted. Late Bids will not be considered.

A mandatory pre-bid meeting will be held on APRIL 17, 2024, at 10:00 a.m. at the LIVONIA Department of Public Works, 12973 Farmington Rd, Livonia, 48150. Bids will not be considered from firms not in attendance at the mandatory pre-bid meeting.

Vendors may attend the bid opening virtually by using the following credentials:

Bid Opening Access

By Computer:
Website: https://us02web.zoom.us/j/82294127641
By Phone:
Phone #: (312) 626-6799
Meeting I.D.: 822 9412 7641

Instructions to bidders and specifications may be obtained by registering with the Michigan Inter-Governmental Trade Network (MITN) at www.MITN.info.

Proposals must be submitted on the forms furnished by the Director of Finance of the City of Livonia. Instructions to Bidders and Specifications for items required may be obtained at the Office of the Director of Finance, 33000 Civic Center Drive, Livonia, MI.

Bidders may submit questions in writing to the attention of Gus Kandah, Purchasing Manager at gkandah@Livonia.gov. No phone calls will be accepted.

The City of Livonia seeks proposals for the following:

Sewer Cleaning, including debris and grease removal, obstruction and root cutting, protrusion reaming in both main and lateral pipelines.

Internal video inspection via CCTV video recording in mp4 format. The Contractor must be able to provide this service for the recording of mainline and lateral sewers including recommendations of specific corrective measures. All inspections shall be completed using the most current version of NASSCO Pipeline Assessment and Certification Program (PACP) for identifying observations.

Deliverables will include a detailed report of the pipes surveyed per the specifications provided later in this document, as well as portable file storage device or other media acceptable to the City, which is clearly labeled and contains digital files named in accordance with the City's filing convention.

Sectional lining of sewer with the use of a resin impregnated fabric liner (CIPP).

Relining sewer sections from manhole to manhole with a resin impregnated fabric inversion liner (CIPP).

Relining service laterals from the mainline toward the premises with a resin impregnated fabric inversion liner (CIPP) including the installation of a cleanout at the right of way.

Pipe joint testing and sealing utilizing chemical grout.

Rehabilitation of existing manhole structures for the purposes of inflow/infiltration control and/or structural purposes. The material and process utilized for this rehabilitation shall have prior approval by the City.

Important Dates

- APRIL 10, 2024 - Proposal Documents Available
- APRIL 17,2024 10:00 a.m. – Mandatory Pre-proposal Meeting at City of Livonia DPW Office.
- APRIL 24, 2024 - Last Day to accept questions. All questions must be submitted in writing. No phone calls will be accepted. Email questions to Gus Kandah, Purchasing Manager at gkandah@livonia.gov.
- APRIL 30,2024 – Proposal Due Date. Proposals must be uploaded to the MITN website in Adobe Acrobat PDF Format.

No bidder may withdraw his proposal within one hundred twenty (120) calendar days after the date set for opening thereof. The right to accept any bid, to reject any or all proposals and to waive irregularities in bidding is reserved by the City of Livonia. Portions of this Contract may be deleted due to unforeseen circumstances without compensation. Acceptance of any bid does not constitute a binding agreement until a written Contract is signed by both parties.

Acceptance of any bid does not constitute a binding agreement until a written Contract is signed by both parties. The successful bidder will be required to furnish satisfactory Performance, Labor and Material, and Maintenance and Guarantee Bonds.

Don Rohraff
Director of Public Works

Maureen Miller Brosnan
Mayor

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

1. Executive Summary

1.1. The City of Livonia, as part of a comprehensive and proactive program to control and manage its aging water and sewer infrastructure and to maintain and extend the useful life of the system, is soliciting proposals from qualified Contractors able to perform maintenance and rehabilitation services on an as needed basis.

1.2. Each entity is responsible for its own payments and is to be considered individually for billing and collection purposes. Each entity will provide their own purchase order and delivery location(s) and must be invoiced separately to the address indicated on their purchase order.

1.3. This document will be used to select Contractors, to perform these services for a three (3) year period with the option to renew for an additional two (2) year period. The City reserves the right to waive any irregularities in the bid, and to award to other than the low Bidder, if these actions are deemed to be in the City's best interest.

1.4. The successful Bidder will be required to provide upon entering into an agreement with the City, for the two years following the original three-year Contract maintenance and guarantee bond with a value of $100,000.00; as well as proof of insurance in a manner that is acceptable to the City. Copies of the insurance requirements have been included for your review.

1.5. The City will withhold 10% of each invoice submitted by the contractor as retainage, up to an amount not to exceed $50,000 annually. The retainage monies will be returned to the contractor at the end of each calendar year during the length of the contract.

1.6. The services could be performed in all areas of the City of Livonia on all lengths and diameters of the existing storm and sanitary sewer systems as well as water main. The Contract will not be for a specific volume of work or dollar amount. Rather, the Contract will be for work on as needed basis.

2. Work Items Requested

2.1. Sewer Cleaning, including debris and grease removal, obstruction and root cutting, protrusion reaming in both main and lateral pipelines.

2.2. Internal video inspection via CCTV video recording in mp4 format. The Contractor must be able to provide this service for the recording of mainline and lateral sewers including recommendations of specific corrective measures. All inspections shall be completed using the most current version of NASSCO Pipeline Assessment and Certification Program (PACP) for identifying observations.

2.3. Deliverables will include a detailed report of the pipes surveyed per the specifications provided later in this document, as well as portable file storage device or other media acceptable to the City, which is clearly labeled and contains digital files named in accordance with the City's filing convention.

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

2.4. Sectional lining of sewer with the use of a resin impregnated fabric liner (CIPP)

2.5. Relining sewer sections from manhole to manhole with a resin impregnated fabric inversion liner (CIPP).

2.6. Relining service laterals from the mainline toward the premises with a resin impregnated fabric inversion liner (CIPP) including the installation of a cleanout at the right of way.

2.7. Pipe joint testing and sealing utilizing chemical grout.

2.8. Rehabilitation of existing manhole structures for the purposes of inflow/infiltration control and/or structural purposes. The material and process utilized for this rehabilitation shall have prior approval by the City.

3. Definitions Used Herein

3.1. Bidder – entity which is submitting a Document of Qualifications in response to this request. The Bidder must meet the minimum requirements set forth in the balance of this request. May also be referred to as Contractor, Firm, Company, Corporation, etc.

3.2. Owner – shall be considered the City of Livonia. May also be referred to as Livonia or the City.

4. Background

4.1. The City of Livonia, in a proactive program to maintain and extend the life of their sewer system, has from time-to-time bid projects for cleaning, inspecting, lining, etc. While these projects were successful, they did not provide the City with the flexibility to evaluate and rehabilitate the system on a continuous basis. As the system conditions are changing, a set project scope of a specific location and does not provide the City the option to adjust to these changing conditions. Therefore, it is the City's intent to form a long-term relationship with a qualified Contractor or Contractors to aid in, assist and supplement the City staff in performing the necessary services which are consistent with the goals and objectives of the City's program of maintenance, repair and management.

5. Purpose

5.1. It is the purpose of this request to provide a format, criteria and evaluation process to select a qualified Contractor who is able to perform the requested services and is in the City's best interest.

6. Disclaimer

6.1. This request or any Contract deriving from the evaluation of the documents does not reference, promise, provide or agree to set a quantity of work or a specific value of

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

Contract and a specific timeframe. Contractors should not assume any set of anticipated scheduling.

7. Quotes/Prices

7.1. The City, upon requiring the assistance of the Contractor, will request necessary services based on unit prices as submitted in the pricing pages.

8. Observation of Site

8.1 The Contractor shall personally inspect the site of the requested work to clearly understand the conditions on an as needed basis. The Contractor shall be responsible for restoring the project location to a condition which is equal to or better than the original condition. This will not be paid for separately but shall be included into the unit prices under the Contract bid.

9. Payment

9.1 Contractor payments will be in accordance with the unit prices listed in the Contract on an as needed basis. Once the work is approved by the City, final payment including retainage will be processed.

10. Sub-Contracting

10.1 Using a sub-Contractor (who must be clearly identified in the submittal) is only acceptable for up to 15% of the total scope of the services for the length of the Contract. This includes a joint submission by two Bidders having no formal corporate connections or linkage. However, in this case one of the Bidders must be prepared to take over all responsibility for successful performance of the Contract and this should be clearly defined in the proposal. (Prime Contractor).

10.2 Sub-Contracting any firm or individual whose current or past corporate or other interests may, in the City's; give rise to a conflict of interest in connection with this project will not be permitted.

10.3 Where applicable, the names of the sub-Contractors listed in the document will be included in the Contract. No additional sub-Contractors will be added, or other changes made to the list in the Contract without the written consent of the City.

Request for Proposal Requirements

11. Submittal Date

11.1 Bidders submitting a response must do so on or before the date and time specified in the Advertisement or as otherwise specified herein.

12. Format

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

12.1 Responses must be submitted in the format and order as indicated within this document. The cover letter, as discussed herein, should be part of the bound submittal.

13. Quantity

13.1 Bidders must submit four (4) complete copies and 1 digital copy of their Response. One (1) should be an original with all original signatures and documents. The remaining three (3) documents may be copies in addition to the digital copy in pdf format.

14. Inquiries

14.1 All inquiries related to the request are to be directed, in writing, to the person listed below. Information obtained from any other source shall not be deemed official and should not be relied upon. Inquiries and responses will be recorded and may be distributed to all Bidders at the City's option. Questions will be answered only if time permits.

Attn: Gus Kandah Purchasing manager.
Email: gkandah@livonia.gov

15. Bidder's Expenses

15.1 Bidders are solely responsible for their own expenses in preparing a response and for subsequent negotiations with the City, if any. If the City elects to reject any or all proposals, the City will not be liable to any Bidder for any claims, whether for costs or damages incurred by the Bidder in preparing the response, loss of anticipated profit in connection with any final contract, or any other matter whatsoever.

16. Liability of Error

16.1 While the City has made considerable efforts to ensure an accurate representation of information in this request, the information contained in this request is supplied solely as a guideline for Bidders. The information is not guaranteed or warranted to be accurate by the City, nor is it necessarily.

comprehensive or exhaustive. Nothing in this request is intended to relieve Bidders from forming their own opinions and conclusions with respect to the matter addressed in this request.

17. Limitation of Damages

17.1 Further to the preceding paragraph, the Bidder, by submitting a response, agrees that it will not claim damages, for whatever reason, relating to the Contract or in respect to the process, and waives any claim for loss of profit if no agreement is made with the proposer.

18. Response Format

18.1 The Bidder must include the Bidder's experience and address each of the Selection Criteria outlined in Section 18.2 through 18.11.

18.2 **Legal Status of Bidder**: The Bidder shall provide a letter, resolution, power of attorney or other similar document which verifies the representative submitting the response and signing the cover letter is an authorized agent of the firm or company submitting the response.

18.3 **Sub-Contractor List**: Indicate which sub-Contractors (including name, contact person, address, telephone number) the Bidder intends on including in their response and what items the sub-Contractor will be responsible for including overall service percentage anticipated to be performed by the sub-Contractors. The Bidder should include similar information as requested herein for each sub-Contractor for the City's review and consideration. Please note that sub-Contractors are limited to not more than 15% of the Contract services for the length of the Contract which the Bidder (prime Contractor) will provide.

18.4 **References**: The submittal of a response must include at least 3 (3) municipal references for similar work for consideration. References shall be for work successfully completed as Prime Contractor within the last 24 months within the State of Michigan and preferably within Wayne, Oakland, Macomb, Livingston, Washtenaw, Monroe or Genesee County. The references are to include the municipality, address, contact person, telephone number, Contract amount and a description of services provided.

18.5 **Local Presence**: As previously mentioned, the services requested will, at times, require immediate or emergency response. Therefore, a local presence is highly desirable. The Bidder should indicate their base of operations, communities in which field crews are stationed and current on-going contracts in and around the City of Livonia. It is the intention of the City to select a Contractor who has performed these services for more than five (5) years with at least 2,000,000 feet documented municipal sewer rehabilitated with the proposed of manhole-to-manhole CIPP materials and has field crews available within a 25-mile radius of the City of Livonia. Any Bidder who has restructured or changed names for any reason within the prior five (5) years shall indicate the name of the previous company and the date of the completion of the formation of the new company. Those Bidders that cannot meet or exceed these minimum requirements shall be considered non-responsive.

18.6 **Workplace Safety**

a. Evidence of OSHA-approved safety training program
As OSHA does not formally approve safety programs, bidders should submit their company's safety program, which will be evaluated by the City to ensure that it meets relevant OSHA standards for the expected work activities found in most common projects.

b. Worker's Compensation EMR rating
Attach a statement from bidder's Worker's Compensation carrier indicating their EMR rating for the years of 2024, 2023 and 2022. Bidders with a rating exceeding

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

an EMR of 1.0 or higher in any of the 3 years prior to submittal date will receive a score of 0 in this category.

b. OSHA 30-hour training program
Provide a list of all employees and any OSHA training completed (30-hour course preferred, also list any that have completed 10-hour course).

18.7 **Workforce Development**

a. Evidence of a recognized development program and/or submittal of their company's programs, which will be evaluated by the Evaluation Committee to ensure that it meets relevant needs for the scope of services required.

b. Department of Labor Apprenticeship Program
The proposer shall provide a description of their current apprenticeship program used for each trade. If the proposer has participated in a U.S. Department of Labor approved Industry-Registered Apprenticeship Program (IRAP), documentation to this effect should be submitted. If an alternative program is used, or if the bidder works directly through one or more trade unions for employees of that trade to utilize the program under that trade, a statement to this effect and description of the program and affected employees should be provided.

c. Skills assessment for other employees
Provide listing of employees (or general classification of employees) that do not fall under item b above and describe the skills assessment / interview / evaluation process used to determine fitness for duty and qualifications for their position.

d. Social Equity
Local Labor declaration, Statement of approximate percentage, if known, of employees that reside in Wayne County. As it is understood that employees may change throughout a 12-month period and may not be known, estimates and ranges are acceptable.

e. Evidence of Equal Opportunity Program
Any documentation of an Equal Employment Opportunity Program for minorities, women, veterans, returning citizens, and small businesses. If the company ownership structure includes any of the above categories or similar, this should be stated as well, as it may be considered to satisfy this requirement.

f. Equal Opportunity Employment Assurance
Provide written assurance that bidder is an equal opportunity employer and does not discriminate on the basis of race, sex, pregnancy, age, religion, national origin, marital status, sexual orientation, gender identity or expression, height, weight, or disability.

18.8 **Ability to Perform**: In addition to references submitted and verified by the City, the Bidder shall include with their response documentation which provides evidence that the Contractor has the ability to perform the requested services. This documentation must include, but is not limited to: equipment lists, certified or authenticated financial

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

response (dated within 12 months of the submittal), certifications of company and/or employees, special awards or merits, patents, etc.

Further, certifications, test results, or a response from the authorized representative shall be included which indicates the Bidder's ability to conform to the technical specifications herein.

Services Requested

1. Sewer Cleaning
2. Internal video inspection, including evaluation and repair recommendations.
3. Sectional or spot lining.
4. Manhole to manhole lining.
5. Lateral lining including cleanout installation.
6. Joint testing and sealing with chemical grout.

18.9 **Product Qualifications**: The City is focused on making purchasing decisions which will provide the greatest value, part of which will include the evaluation of the materials utilized on its projects. The Bidder shall include information with regard to the materials, manufacturer and any other supplier of items for these projects. The Bidder shall include certifications, test results, name, address of manufacturer and contact person.

18.10 **Price**: Price is a component of the evaluation of each response. **The included BID FORM must be completed in its entirety**. The unit prices shall be applied for all requested services unless otherwise authorized by the City prior to commencing the start of the work. The Contract unit price shall be payment in full for furnishing all materials, labor and equipment necessary to complete the work as specified.

18.11 **Alternate Solutions**: If alternate solutions are offered, please submit the information in the same format, as a separate proposal. The Bidder shall state in his returned Request for Qualifications the system they intend to use and current documented evidence of proven use in the State of Michigan in the last year. If the proposed alternate cannot meet the experience requirements listed in the technical specifications for each of the services, then the alternate will not be considered.

19. Evaluation Process

19.1 The City's intent is to select a Contractor who can perform all of the requested items of work as indicated in this document. Responses will be evaluated as to their responsiveness to the specifications, including:

- Acceptable Format
- Primary Contracts Listed
- Complete References
- Authorization Confirmation Included
- Sub-Contractor Information
- Minimum Experience Requirements – see section 18.5.
- Minimum Corporate Presence – see section 18.5.

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

Failure to include any of the information for the mandatory criteria listed above may be grounds for rejection.

20. Selection Criteria / Weights

21. Additional Information

21.1 At any time during the evaluation process, the City may request additional information to properly review and evaluate proposal responses. This information should be supplied expeditiously and, in a format, similar to the proponent's initial response. Further, if necessary, the City may request an oral interview / presentation to the evaluation committee with all or a select few proposers as desired. The City will not be obliged to receive further information, whether written or oral, from any company unless specifically requested by the City.

22. Contract

22.1 A Contract executed between the City and the selected Contractor or Contractors shall not be binding in terms of volume or work provided to the Contractor or of a specific dollar amount but will be for as needed or as requested services.

22.2 Contract will be for a three (3) year period beginning with the execution of a Contract. The City may, at its option, extend the Contract for two (2) additional years, upon the same terms and conditions as set forth herein.

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

CITY OF LIVONIA
DEPARTMENT OF PUBLIC WORKS
PUBLIC SERVICE DIVISION

GENERAL CONDITIONS

SECTION	TOPIC
1.	Contract Documents
2.	Definitions
3.	Intent of the Contract Documents
4.	Contract Drawings and Specifications
5.	Shop Drawings
6.	Soil Conditions
7.	"Or Equal" Clause
8.	Patents and Infringements
9.	Superintendence
10.	Workers
11.	Subcontracting
12.	Director's Status
13.	Inspector's Status
14.	Inspection
15.	Protection of Work
16.	Accident Protection
17.	Working Space
18.	Use of the Site
19.	Order of Completion – Use of Completed Portion GC-i
20.	Permits, Surveys and Compliance With Laws
21.	Laying Out Work
22.	Survey Monuments

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

23. Sanitary Regulations

24. Report of Errors and Discrepancies

25. Estimated Quantities

26. Contractor's and Subcontractor's Insurance

27. Proof of Carriage of Insurance

28. Performance Bond

29. Retainage

30. Labor and Materials Bond

31. Forfeiture of Contract

32. Definition of Notice

33. Additional or Omitted Work – Payment

34. Deduction for Uncorrected Work

35. Time Limit of Contract

36. Extension of Time

37. Estimates and Payments

38. Fair Employment Practices Act

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

GENERAL CONDITIONS

1. Contract Documents

The contract documents shall consist of the Notice to Bidder, Proposal, General Conditions, Specifications, Bonds, Plans, Drawings, Contract, and any additional documents which may be made a part of the contract.

2. Definitions

Certain terms, when used in the contract documents, shall be respectively defined as follows:

"City"	The City of Livonia.
"Owner"	The City of Livonia
"Contractor"	The person, firm or corporation to whom the within contract is awarded by the Owner and who is subject to the terms hereof.
"Subcontractor"	A person, firm or corporation, other than a Contractor, supplying labor and/or materials which contribute in any manner to performance of the within contract.
"Surety"	Any person, firm or corporation that has executed, as Surety, the Contractor's bonds securing the performance of the within contract.
"Director"	The Director of Public Works of the City of Livonia or his designated representative, as the case may be.

3. Intent of the Contract Documents

The respective contract documents are complementary, so that requirements of any particular document shall be applicable to all. The contract price, as such term is used in the contract documents, shall include the cost of all superintendence, labor and materials, and all other expense necessary for the proper execution of the work.

The specifications, schedules, plans and drawings herein referred to shall be taken together to explain each other and to make the whole consistent. Work shown on a plan and not mentioned in the specifications, or vice versa, shall be performed as if shown by both; and, in case of conflict, the Director will determine which will govern. In case of ambiguity in the plans or specifications, the Director will decide as to the correct interpretation thereof. Where errors or omissions are encountered in the contract

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

documents, the applicable sections of the current edition of the Wayne County's Road Commissioners General Specifications for Roads, Bridges, and Miscellaneous Construction shall prevail.

When not otherwise specifically defined in the contract documents, words therein which describe materials or work having a well-known technical or trade meaning, recognized by architects, engineers and the trade, shall be construed in accordance with such meaning.

4. **Contract Drawings and Specifications**

The contractor shall be held to have compared the premises with the contract drawings and specifications, prior to submitting a proposal, and to have fully informed himself as to the condition of the premises, existing structures, and any other condition affecting the carrying out of the work. No additional consideration or compensation will be allowed for reasons of obvious errors or omissions in the contract drawings or specifications.

Unless otherwise provided in the contract documents, the Owner will furnish the contractor, free of charge, copies of all contract drawings and specifications reasonably necessary to carry out the work.

All work shall strictly conform with the contract drawings and specifications, and the contractor shall not proceed without reference thereto.

Approved or conformed copies of the contract drawings and specifications shall be maintained at the work site by the contractor and be made available to the Owner at all times.

5. **Shop Drawings**

The contractor shall submit to the Director all shop or setting drawings and schedules required for the work, make any corrections therein required by the Director, and resubmit same without delay.

Approved or conformed copies of all shop or setting drawings shall be maintained at the work site by the contractor and be made available to the Owner at all times.

6. **Soil Conditions**

The contractor shall be held to have made his own determination of soil conditions on the premises, prior to submitting a proposal, and shall complete the work in whatever soil materials and under whatever conditions he may encounter or create, without additional cost to the owner. This shall apply whether or not borings are shown on the drawings.

7. **"Or Equal" Clause**

Whenever an article, material, or item of equipment is specified in any of the contract documents by describing a proprietary product, or by using the name of a manufacturer or vendor, the term "or equal," if not inserted, shall be implied.

The specified article, material, or equipment shall be understood as indicating the type,

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

function, minimum standard of design, efficiency and quality desired and shall not be construed in such a manner as to exclude manufacturers' products of comparable quality, design and efficiency. The contractor shall comply with requirements in the contract documents relative to the City's approval of materials and equipment before they are incorporated in the work.

8. **Patents and Infringements**

The contractor agrees to indemnify and save the City, their servants and agents, harmless against any and all claims for royalties or infringements of patent rights in respect to tools, appliances, equipment, processes, or systems of construction and materials made, furnished or used under this contract, and to defend at his own expense any and all suits at law or in equity which may be brought against the City, their servants or agents, for such claims; provided, however, that the City, their servants or agents, gives the contractor immediate notice in writing of the institution of such suit and authorizes him to defend the same, furnishing him with such reasonable assistance and available information as will enable him to so defend. The provisions of this paragraph shall be binding upon the parties hereto, notwithstanding anything to the contrary implied or expressed elsewhere in any of the contract documents.

9. **Superintendence**

The contractor shall give his personal superintendence to the work or have at the site of the work at all times a competent foreman, superintendent, or other representative who is satisfactory to the City and who has authority to act for the contractor.

10. **Workers**

The contractor shall employ only competent, efficient workers who are skilled in the work assigned to them and shall at all times enforce strict discipline and good order among his employees. Whenever the City shall notify the contractor, in writing, that in its opinion any worker so employed is careless, incompetent, disorderly, or otherwise unsatisfactory, such worker shall be relieved from the job and shall not again be employed thereon except with the written consent of the City.

11. **Subcontracting**

The contractor shall not subcontract any work to be performed or any materials to be furnished in the performance of this contract without the written consent of the City. If the contractor sublets any part of this contract, he shall be as fully responsible to the City for the acts and omissions of his subcontractors, and of the persons they directly or indirectly employed, as he is for the acts and omissions of his own employees.

12. **Director's Status**

The Director shall have general supervision and direction of the work, and authority to stop such work whenever necessary to ensure proper performance of this contract. He shall also have authority to reject all work and materials which do not conform with the contract, to direct the application of forces to any portion of the work, as in his judgment is

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

required, and to decide questions which arise in the course of such work.

13. **Inspector's Status**

The City may appoint on-the-job inspectors who shall be under the direction of the Director. Such inspectors will inform the Director as to the work progress, the manner in which it is being done, and the quality of materials being used. They will call the contractor's attention to any observed failure to follow the plans and specifications. They shall have the authority to reject materials or workmanship which are defective and to suspend the work until any questions concerning compliance with the contract can be referred to and decided by the Director; but they shall have no authority to direct the contractor's work or workers, to supervise the contractor's operations or to change the contract plans or specifications.

In no instance should any action or omission on the part of an inspector release the contractor from his responsibility to complete the work in accordance with the plans and specifications.

14. **Inspection**

The City and their representatives shall at all times have access to the work wherever it is in preparation or progress, and the contractor shall provide proper facilities for such access and for inspection.

The City shall have the right to reject materials and workmanship which are defective or to require their correction. Rejected workmanship shall be satisfactorily corrected, and rejected materials shall be promptly removed from the premises without charge to the City. If the contractor does not correct such condemned work and remove rejected materials within a reasonable time, fixed by written notice, the City may remove them and charge the expense to the contractor.

Should it be considered necessary or advisable by the City at any time before final acceptance of the entire work to make an examination of work already completed, by removing or tearing out same, the contractor shall, on request, promptly furnish any necessary facilities, labor and materials. If such work is found to be defective in any material respect, due to the fault of the contractor, or his subcontractors, he shall defray all the expenses of such examination and of satisfactory reconstruction. If, however, such work is found to meet the requirements of the contract, the actual cost of labor and material necessarily involved in the examination and replacement, plus 15%, shall be allowed the contractor.

15. **Protection of Work**

The contractor shall continuously maintain adequate protection of all his work from damage and shall protect the City's and adjacent property from injury arising in connection with this contract.

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

The work under this contract shall be at the risk of the contractor in every respect until finished and accepted by the City.

The contractor shall furnish and maintain necessary passageways, guard fences, lights and such other facilities and means of protection as may be needed.

16. **Accident Prevention**

Precautions shall be observed at all times for the protection of persons including employees and property. The safety provisions of applicable laws, as well as building and construction codes, shall be observed. Machinery and equipment shall be guarded, and all hazards guarded or eliminated, in accordance with the safety provisions of the Manual of Accident Prevention in Construction, published by the Associated General Contractors of America, to the extent that such provisions are not in contravention of applicable laws.

Substantial barricades shall be erected as deemed necessary to prevent accidents to vehicular or pedestrian traffic, and safety orange flags by day and safety orange lights by night shall be diligently posted by the contractor at all points of possible danger. In case detours or other traffic instructions are necessary, suitable warning or direction devices shall be installed and maintained by the contractor.

Should the contractor fail to comply with any provisions of this contract, affecting the public welfare or safety, the City may, with or without notice, cause the necessary precaution to be taken and will deduct the cost of such work from any money due or to become due the contractor under this contract; but the performance of such work by the City, or at its direction, shall not release the contractor from his general or particular liability for the safety of persons or property.

17. **Working Space**

The contractor shall confine his equipment, apparatus, materials storage and operations to limits indicated by applicable laws, permits or directions of the City and shall not unnecessarily encumber the premises with his materials.

Should the contractor require space on privately owned property, he shall obtain such space at his own expense by agreement with the owner thereof.

18. **Use of Site**

In his operations, the contractor shall interfere as little as possible with traffic and shall in no case unduly obstruct traveled ways.

The contractor shall at no time interfere with surface or underground drainage. Free access shall be provided at all times to hydrants and water and gas valves.

The contractor shall enforce the City's instructions regarding signs, advertisements, fires and smoke.

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

19. **Order of Completion – Use of Completion Portion**

The contractor shall cooperate with the City, when reasonably possible, to complete any portion or portions of the work in such order of time as will be beneficial to the City without prejudice to the contractor's interests.

Use of a completion portion of the work by the City shall not be deemed as acceptance of the work so used or any part thereof.

20. **Permits, Surveys and Compliance With Laws**

The contractor shall secure and pay for all permits, fees and licenses (including such fees that may be assigned to the City as permit holder) necessary for the performance of the work unless otherwise specifically provided in the contract documents.

The City shall furnish all surveys unless otherwise provided in like manner.

The contractor shall give all notices, pay all fees, and comply with all applicable laws, as well as rules and regulations bearing on the conduct of the work.

21. **Laying Out Work**

Principal reference lines or points and benchmarks shall be given by the Director when he deems necessary; or he shall be given twenty-four (24) hours advance notice if the contractor requires such information.

The Director will set suitable stakes and marks showing the locations and elevations of the various parts of the work and will furnish the contractor with cut sheets referred to the reference points. No work shall be undertaken until such stakes and marks shall have been set. The contractor shall ensure that the work at all times proceeds in accordance with the stakes and marks and shall provide all labor and materials to set required batter boards and locate the work accurately with respect to the reference points.

The contractor shall carefully preserve reference points and stakes; and, in case of willful or careless destruction thereof, he will be charged with the resulting expense and shall be responsible for any errors that may be caused by their loss or disturbance.

22. **Survey Monuments**

The contractor shall protect and preserve all land survey monuments or property corners along the line of his work. Where monuments or irons are unavoidably disturbed or removed due to operations under this contract, the contractor, at his own expense, shall employ the services of a registered land surveyor to establish, reset or replace such monuments or irons.

23. **Sanitary Regulations**

Necessary sanitary conveniences for the use of laborers on the work, properly secluded from public observation, shall be constructed and maintained in sanitary condition by the contractor; and their use shall be strictly regulated.

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

24. **Report of Errors and Discrepancies**

If, in the course of the work, the contractor finds any discrepancies between the plans and physical conditions encountered, or any errors or omissions in the plans or layout, it shall be his duty to immediately inform the Director in writing. Any work done after such a discovery, until authorized by the Director, will be at the contractor's risk.

25. **Estimated Quantities**

The quantities of the various classes of work to be done and materials to be furnished under this contract, which have been estimated as stated elsewhere herein, are approximate and only for the purpose of comparing on a uniform basis the bids offered for the work under this contract; and neither the City, nor their agents are to be held responsible should any of the estimated quantities be found incorrect during the performance of the work; and the contractor shall make no claim for anticipated profit, nor for the loss of profit, because of a difference between the quantities of the various classes of work actually done or materials actually delivered, and the estimated quantities as herein stated.

26. **Contractor's and Subcontractor's Insurance**

The contractor shall not commence work under this contract until he has obtained the insurance required under this paragraph, nor shall the contractor permit any subcontractor to commence work on his subcontract until he has obtained the insurance herein required.

a. Worker's Compensation Insurance. The contractor shall procure and maintain during the life of this contract, Worker's Compensation Insurance for all of his employees who engage in the work to be performed; and, in any case any such work is sublet, the contractor shall require the subcontractor to provide similar insurance for all of the latter's employees who engage in the work.

b. Contractor's Public Liability and Property Damage Insurance. The contractor shall procure and maintain during the life of this contract, Contractor's Public Liability and Property Damage Insurance in an amount not less than $1,000,000 for injuries, including accidental death, to each person; and, subject to the same limit for each person, in an amount not less than $1,000,000 on account for each accident; and in an amount not less than $1,000,000 on account for each accident for damage to property.

c. Owner's and Contractor's Protective Public Liability and Property Damage Insurance. The contractor shall procure and maintain during the life of this contract, Owner's and Contractor's Protective Public Liability and Property Damage Insurance, in the name of the City in an amount not less than $1,000,000 for injuries, including accidental death, to each person; and, subject to the same limits for each person, in an amount not less than $1,000,000 for damage to property. Such insurance shall include motor vehicle exposure and specific coverage, by endorsement, which shall be described in the following manner:

"It is understood and agreed that such insurance as if afforded shall include specific coverage for the so-called Explosion, Collapse and

Underground Hazards, which covers damage to property arising directly or indirectly from explosion, damage or structural injury to buildings or adjacent structures arising from operations under this contract, including excavation or tunneling and damage sustained by wires, conduits, mains, sewers and the like, occasioned by the contractor's subsurface operations."

d. Subcontractor's Public Liability and Property Damage Insurance. The contractor shall require each of his subcontractors to procure and maintain during the life of their subcontract, Subcontractor's Public Liability and Property Damage Insurance in an amount not less than $1,000,000 for injuries, including accidental death, to each person; and, subject to the same limit for each person, in an amount not less than $1,000,000 on account for each accident; and in an amount not less than $1,000,000 on account for each accident for damage to property.

e. Contractor's Motor Vehicle Bodily Injury and Property Damage Insurance.

(1) The contractor shall procure and maintain during the life of this contract, Motor Vehicle Bodily Injury Insurance (Comprehensive Form) in an amount not less than $1,000,000 for injuries, including accidental death, to each person; and, subject to the same limit for each person, in an amount not less than $1,000,000 on account for each accident; and in an amount not less than $1,000,000 on account for each accident for damage to property.

(2) The contractor shall procure and maintain during the life of this contract, Hired and Non-Ownership Motor Vehicle Bodily Injury and Property Damage Insurance in an amount not less than $1,000,000 for injuries, including accidental death, to each person; and, subject to the same limit for each person, in an amount not less than $1,000,000 for each accident; and in an amount not less than $1,000,000 on account for each accident for damage to property.

27. **Proof of Carriage of Insurance**

The contractor shall provide the City, at the time this contract is returned by him for execution, the certificates listed below. A guarantee that thirty (30) days' notice will be given to the City prior to cancellation of, or change in, any insurance coverage shall be endorsed on each certificate:

a. Four (4) copies of Certificate of Coverage of Contractor's Worker's Compensation Insurance.

b. Four (4) copies of Certificate of Coverage of Contractor's Public Liability and Property Damage Insurance.

c. Four (4) copies of Certificate of Coverage of Contractor's Motor Vehicle Bodily Injury and Property Damage Insurance covering owned, hired, and non-owned vehicles.

d. Four (4) copies of Certificate of Coverage of Contractor's Protective Public Liability and Property Damage Insurance.

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

28. **Performance Bond**

The contractor, within fifteen (15) days from the date of acceptance of his proposal, shall execute in favor of the City a surety bond form in an amount at least equal to 100% of the contract price, as security for the faithful performance of this contract. Should the contract price not exceed $50,000.00, the contractor may deposit with the City Clerk, as the case may be, cash, a certified check or irrevocable bank letter of credit, or a surety bond, whichever the contractor selects, acceptable in form and content to the City Attorney, as applicable in the full amount of the contract.

29. **Retainage**

The City will withhold 10% of each invoice submitted by the contractor as retainage, up to an amount not to exceed $50,000 annually. The retainage monies will be returned to the contractor at the end of each calendar year during the length of the contract.

30. **Labor and Materials Bond**

The contractor, within fifteen (15) days from the date of acceptance of his proposal, shall execute in favor of the City a surety bond form in an amount at least equal to 100% of the contract price, as security for the payment of all persons performing labor and furnishing materials in connection with this contract. Should the contract price not exceed $50,000.00, the contractor may deposit with the City Clerk, as the case may be, cash, a certified check or irrevocable bank letter of credit, or a surety bond, whichever the contractor selects, acceptable in form and content to the City Attorney, as applicable, in the full amount of the contract.

31. **Forfeiture of Contract**

If the work to be done under the contract shall be abandoned by the contractor, or, if at any time in the judgment of the City, the contractor shall fail to perform the work at a reasonable rate of progress, or to comply with all or any of the terms and requirements herein set forth, then the City shall have the right to take possession of the work, including contractor's plant, supplies, and materials, at any time after having notified the contractor in writing to discontinue the work under this contract for said cause or causes, and such action shall not affect the right of the City to recover damages resulting from such abandonment or failure to perform. Upon receiving such notice, the contractor shall, upon demand, immediately give the City safe and peaceable possession of the work, including the plant, and shall then cease to have control over any portion thereof or the workers employed thereon.

The City may then proceed to complete the work herein specified, by contract or otherwise, and the entire cost incurred shall be charged to the contractor and deducted from any sum or sums due or to become due under the contract; the excess cost, if any, shall be paid to the City by the contractor or his sureties.

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

32. **Definition of Notice**

Where the contract documents provide for the giving of any notice, it shall be deemed to have been given:

a. As to the City, when written notice shall have been delivered to the Director or the City Clerk or shall have been placed in the U. S. mail, addressed to the City Clerk at the place where the bids or proposals for the contract were opened.

b. As to the contractor, when written notice shall have been delivered to his chief representative then present at the site of the work, or shall have been placed in the U. S. mail, addressed to the contractor at his permanent place of business, as stated in the papers prepared by him to accompany his proposal; and

c. As to the surety on a Performance Bond or Labor and Materials Bond, when a written notice shall have been placed in the U. S. mail, addressed to the surety at his home office or to the agents who executed such Performance Bond or Labor and Materials Bond on the surety's behalf.

33. **Additional or Omitted Work – Payment**

The City may authorize changes in, additions to, or deductions from the work to be performed or the materials to be furnished pursuant to the provisions of this contract.

Adjustments, if any, in the amounts to be paid to the contractor by reason of any such change, addition or deduction, shall be determined by one or more of the following methods:

a. By unit prices contained in the contractor's original bid and incorporated in the contract.

b. By a supplemental schedule of prices contained in the contractor's original bid and incorporated in the contract.

c. By an acceptable lump sum proposal from the contractor.

34. **Deduction for Uncorrected Work**

If the City deems it expedient to accept work which has been damaged or not done in accordance with the contract, an equitable adjustment will be made so as to deduct from the contract price the cost of repairing or properly performing such work.

35. **Time Limit of Contract**

The parties hereto distinctly understand and agree that the time specified for completion

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

of the work is the essence of this contract, and the contractor shall not be entitled to claim performance of this agreement unless the work is satisfactorily completed, in every respect, within the time herein specified.

36. **Extension of Time**

An extension of time may be granted by the City in the event of the work being delayed, beyond the prescribed time for completion, by carriers, the elements, general strikes, accidents or other causes not under the contractor's reasonable control.

Such an extension of time shall be deemed to be in full compensation for any loss or injury sustained by the contractor by reasons of delays caused as aforesaid, and the contract shall not thereby be invalidated in any respect.

37. **Estimates and Payments**

The City shall pay to the contractor amounts bid in the proposal, or as modified by subsequent agreement, less deduction for any unsatisfactory or incomplete work, based upon measurements by the Director or as otherwise herein stipulated, and such measurements shall be final and conclusive.

The contractor shall submit to the City an application for each payment and shall submit a Contractor's Declaration stating that he has not performed any work, furnished any material, sustained any loss, damage or delay, for any reasons, including soil conditions encountered or created, or otherwise done anything for which he will ask, demand, sue for, or claim compensation from the City and, if required, shall submit receipts or other vouchers showing his payments for materials and labor, including payments to subcontractors.

Payments, based on progress estimates, will be made bi-weekly for ninety-five percent (95%) of the work completed, less any deductions or reservations which may be made in accordance with the terms of this contract, provided that the work is progressing satisfactorily, all orders of the Director have been complied with, and the time of completion shall not have expired. No allowance will be made for materials furnished which have not been incorporated in the completed work, unless otherwise stated in the contract documents.

The City may withhold payment of any progress estimate, or portion thereof, until the contractor shall have furnished satisfactory evidence that he has paid all claims of every nature.

No payment shall be considered as acceptance of work completed, or any portion thereof, prior to completion of all work required by this contract and payment of the final estimate.

Within thirty (30) days after completion of all work required by this contract to the satisfaction of the City and the Director, in accordance with all and singular terms and stipulations herein contained, the City shall make final payment based upon a final estimate made by the Director. Before such payment is made, the contractor shall, as directed by the City, execute a Contractor's Affidavit that he has paid all claims of every nature, or secured a release from the surety or sureties approving payment. The final payment shall be considered as full approval and

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

acceptance of the completed work herein specified.

Acceptance by the contractor of the final payment aforesaid shall operate as, and shall be, a release of the City and their agents, from all claims by and liability to the contractor for anything done, furnished for, or relating to the work, as well as any act or neglect of the City, or of any person relating to or affecting the work.

City of Livonia **Form of Proposal** **Sewer Maintenance Program**

Honorable Members of the
Council 33000 Civic Center
Drive
Livonia, Michigan 48154

SUBMIT THREE (3) hard copies and ONE (1) electronic copy

Dear Council Members:

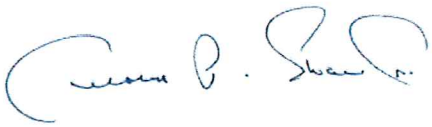
The undersigned, by the submission of this proposal, represents that they are familiar with and has determined for the nature and extent of the proposal work and the conditions under which it must be performed and completed, and agrees that they will contract with the City of Livonia to furnish at and for the following monies all materials, labor, equipment, insurance, supervision and all other things necessary or incidental to complete the entire work in accordance with the appended specifications, general conditions, and related contract documents. By the submission of this proposal, the undersigned represents that he is familiar with and understands all the above-referenced contract documents. **Contract is for three (3) years with provision to extend an additional two (2) years effective through an amendment in the Contract, provided that City notifies Contractor at least thirty (30) days prior to Contract expiration date.**

Sewer System Maintenance Services

ITEM	DESCRIPTION	UNIT	UNIT PRICE
Section 1	**SANITARY SEWER CLEANING**		
1	Sanitary sewer cleaning, light, 8-inch to 72-inch diameter	linear foot	$ 2.00
2	Sanitary sewer cleaning, heavy, 8-inch to 72-inch diameter	linear foot	$ 5.00
3	Sanitary Sewer reaming, 8-inch to 72-inch diameter	linear foot	$ 5.00
4	Removal of protruding lateral	each	$ 100.00
Section 2	**SANITARY SEWER VIDEO INSPECTION**		
5	Sanitary sewer video inspection, 8-inch to 72-inch diameter	linear foot	$ 8.00
Section 3	**SANITARY SEWER SPOT LINER REPAIR**		
6	Structural spot liner, 8-inch diameter - 3 feet to 10 feet length	each	$ 3,000.00
7	Structural spot liner, 8-inch diameter - 10 feet to 20 feet length	each	$ 4,000.00
9	Structural spot liner, 10-inch diameter - 3 feet to 10 feet length	each	$ 3,500.00
10	Structural spot liner, 10-inch diameter - 10 feet to 20 feet length	each	$ 4,500.00
12	Structural spot liner, 12-inch diameter - 3 feet to 10 feet length	each	$ 4,000.00
13	Structural spot liner, 12-inch diameter - 10 feet to 20 feet length	each	$ 5,000.00
15	Structural spot liner, 15-inch diameter - 3 feet to 10 feet length	each	$ 4,500.00
16	Structural spot liner, 15-inch diameter - 10 feet to 20 feet length	each	$ 5,500.00
18	Structural spot liner, 18-inch diameter - 3 feet to 10 feet length	each	$ 5,200.00
19	Structural spot liner, 18-inch diameter - 10 feet to 20 feet length	each	$ 6,000.00
21	Structural spot liner, 21-inch diameter - 3 feet to 10 feet length	each	$ 6,000.00
22	Structural spot liner, 21-inch diameter - 10 feet to 20 feet length	each	$ 7,000.00
24	Structural spot liner, 24-inch diameter - 3 feet to 10 feet length	each	$ 6,500.00

25	Structural spot liner, 24-inch diameter - 10 feet to 20 feet length	each	$ 7,500.00
Section 4	**SANITARY SEWER LATERAL CLEANING AND REPAIR**		
27	Lateral sewer video inspection	each	$ 1,000.00
28	CIPP lateral liner, 6-inch diameter, up to 60 feet length	each	$ 3,500.00
29	Installation of cleanout	each	$ 1,500.00
Section 5	**SANITARY SEWER JOINT TESTING AND SEALING**		
29	Sanitary sewer pipe joint testing and sealing, 8-inch to 24-inch diameter	joint	$ 500.00
Section 6	**CIPP SEWER PIPE LINING**		
30	CIPP Sewer Lining, 8-inch diameter	linear foot	$ 35.00
31	CIPP Sewer Lining, 10-inch diameter	linear foot	$ 40.00
32	CIPP Sewer Lining, 12-inch diameter	linear foot	$ 48.00
33	CIPP Sewer Lining, 15-inch diameter	linear foot	$ 60.00
34	CIPP Sewer Lining, 18-inch diameter	linear foot	$ 75.00
35	CIPP Sewer Lining, 21-inch diameter	linear foot	$ 95.00
36	CIPP Sewer Lining, 24-inch diameter	linear foot	$ 120.00
37	CIPP Sewer Lining, 30-inch diameter	linear foot	$ 200.00
38	Reinstate lateral service connections	each	$ 250.00
Section 7	**MANHOLE REHABILITATION**		
38	Calcium aluminate lining	vertical foot	$ 225.00
39	Epoxy	vertical foot	$ 300.00
40	CIP lining	vertical foot	$ 350.00
41	Seal spot leak in structure	each	$ 300.00
42	Seal adjustment rings	each	$ 1,500.00
43	Replace corbel	each	$ 1,000.00

Executed by Jerome Shaw, Jr.,
President, SAK Construction, LLC



Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

CONTRACT

THIS CONTRACT, entered into this_____day of_____ A.D. 20____, between the City of Livonia, hereinafter referred to as the Owner, party of the first part, and_____ hereinafter referred to as the Contractor, party of the second part.

WITNESSETH, that the said Contractor, for the consideration mentioned in the various items set forth below, by these presents does agree that he will furnish all labor, materials, machinery, tools and equipment and do all things necessary for and incidental to the_____

_____

_____

together with appurtenances thereto, as set forth in certain Instructions to Bidders, Proposal, General Conditions, Specifications, Bonds, Plans, Drawings, and the following documents, all of which are attached hereto and made a part of this agreement:

_____

_____

_____

_____

IN CONSIDERATION WHEREOF, said Owner does agree to pay to said Contractor the sum of_____Dollars ($_____), based upon the amounts and sum listed in the Proposal; which is subject, however, to adjustment by reason of any change in, addition to, or deduction from the work, as provided in the General Conditions. For the faithful performance of all and singular terms and stipulations contained in this agreement, said parties respectively bind themselves, their heirs, executors, administrators, successors and assigns.

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

Extension of Award to the MITN Purchasing Cooperative or Other Governmental Agencies.

All vendors awarded contracts from this Quotation may, upon mutual agreement, extend pricing to the Michigan Intergovernmental Trade Network (MITN) Purchasing Cooperative or other governmental agencies.

Each entity is responsible for its own payments and is to be considered individually for billing and collection purposes. Each entity will provide their own purchase order and delivery location(s) and must be invoiced separately to the address indicated on their purchase order.

The City of Livonia are members of the MITN Purchasing Cooperative. If your company is awarded item(s) referenced in the Request for Quotation, the cooperative governmental entities or other governmental agencies may wish to use this contract and will issue a purchase order for the item(s) awarded in the quotation. Each entity is responsible for its own payments and is to be considered individually for billing and collection purposes. Each entity will provide its own purchase order and delivery location(s) and must be invoiced separately to the address indicated on their purchase order.

_____ If an award if made by the City of Livonia, it is agreed that the contract will be extended to the MITN Purchasing Cooperative or other governmental agencies, under the same prices, terms and conditions.

_____ Our company is NOT interested in extending the contract.

IN WITNESS WHEREOF, said parties have this day hereunto set their hands and seals, in triplicate.

Witness: CITY OF LIVONIA, Owner

_____ By_____
Maureen Miller Brosnan, Mayor

_____ _____
Lori Miller, City Clerk

Witness:

_____ _____
Contractor

_____

Approved:

_____
Director of Public Works

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

_____
Director of Finance

Approved as to form:

_____
Department of Law

Pursuant to Resolution #_____
Adopted by City Council on_____

Witness:

_____ _____
Contractor

_____

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

PERFORMANCE BOND

KNOW ALL MEN BY THESE PRESENTS, that we, _____
_____
as Principal, and_____
as Surety or Sureties, are held and firmly bound unto the City of Livonia, Wayne County, Michigan, in the sum of_____
Dollars ($_____) for the payment of which, well and truly to be made, we hereby jointly and severally bind ourselves, our heirs, executors, administrators, successors and assigns.

THE CONDITION of the foregoing obligation is such that, whereas the said_____
_____did on the _____day of_____, 20_____, by articles of that date, enter into a contract with the said City of Livonia for the construction of_____
_____

NOW, THEREFORE, if the said_____
shall well and faithfully do and perform all things agreed to be done and performed by said contract, according to the terms thereof, then this obligation shall be void, but otherwise it shall remain in full force and effect.

PROVIDED, that any alterations which may be made in the terms of the contract or in the work to be done under it, or the granting by the said City of Livonia of any extension of time for the performance of the contract or any other forbearance on either the part of said City of Livonia or the Principal, to the other, shall not in any way release the Principal and the Surety or Sureties, or either, or any of them, their heirs, executors, administrators, successors, or assigns, from their liability thereunder, notice to the Surety or Sureties of any such alteration, extension or forbearance being hereby waived.

WITNESS, our hands and seals, this_____day of_____20_____.

Signed, sealed and delivered
In the presence of:

_____ _____

_____ By_____

_____

_____ By_____

PB-1

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

LABOR AND MATERIALS BOND

KNOW ALL MEN BY THESE PRESENTS, that we, _____
_____
as Principal, and_____
as Surety or Sureties, are held and firmly bound unto the City of Livonia, Wayne County, Michigan, in the sum of_____ Dollars ($_____) for the payment of which, well and truly to be made, we hereby jointly and severally bind ourselves, our heirs, executors, administrators, successors and assigns.

THE CONDITION of the foregoing obligation is such that, whereas the said_____
_____did on the _____day of_____, 20_____, by articles of that date, enter into a contract with the said City of Livonia for the construction of_____
_____
and the payment for all labor and materials used therein.

NOW, THEREFORE, if the said_____
shall pay for all labor and materials used in the fulfillment of the said contract, and shall pay all subcontractors doing work thereon, and shall indemnify and save harmless the said City of Livonia from and against all damages by reason of liens for labor and materials furnished therefor, then this obligation shall be void, but otherwise it shall remain in full force and effect.

PROVIDED, that any alterations which may be made in the terms of the contract, or in the work to be done under it, or the granting by the said City of Livonia of any extension of time for the performance of the contract or any other forbearance on either the part of said City of Livonia or the Principal, to the other, shall not in any way release the Principal and the Surety or Sureties, or either, or any of them, their heirs, executors, administrators, successors, or assigns, from their liability hereunder, notice to the Surety or Sureties of any such alteration, extension or forbearance being hereby waived.

WITNESS, our hands and seals, this_____day of_____, 20____.

Signed, sealed and delivered
in the presence of: _____

_____ By_____

_____

_____ By_____

LMB-1

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

CONTRACTOR'S DECLARATION

I hereby declare that I have not, during the period_____ to_____A.D. 20_____, performed any work, furnished any material, sustained any loss, damage or delay for any reason, including soil conditions encountered or created, or otherwise done anything for which I shall ask, demand, sue for, or claim compensation from the City of Livonia, as Owner, or its agents, in addition to the regular items set forth in the contract numbered_____, and dated _____, A.D. 20_____,

for_____

_____

executed between myself and the City of Livonia, and in the Change Orders for work issued by the City of in writing as provided thereunder, except as I hereby make claim for additional compensation and/or extension of time, as set forth on the itemized statement attached hereto.

There is/is not an itemized statement attached.

The Contractor further certifies that all his indebtedness for labor and materials incorporated in the work covered by this estimate has been fully paid and/or satisfactory arrangements with materials suppliers have been made.

_____ Contractor

By_____

Title_____

Date_____

CD-1

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

CONTRACTOR'S AFFIDAVIT

State of Michigan)
) ss.
County of_____)

The undersigned Contractor, _____,
hereby represents that on_____he (it) was awarded a contract by the City of Livonia, Wayne County, Michigan, to_____
_____
in accordance with the terms and conditions of Contract No._____, and the said contract has now been completed.

The undersigned hereby warrants and certifies that all of his (its) indebtedness arising by reason of the said contract has been fully paid or satisfactorily secured; and that all claims from subcontractors and others for labor and material used in accomplishing the said project, as well as all other claims arising from the performance of the said contract, have been fully paid or satisfactorily settled. The undersigned further agrees that, if any such claim should hereafter arise, he (it) shall assume responsibility for the same immediately upon request to do so by the said City of Livonia.

The undersigned, for a valuable consideration, the receipt of which is hereby acknowledged, does waive, release and relinquish any and all claims or right of lien which he (it) now has or may hereafter acquire upon the subject premises for labor and material used in accomplishing said project owned by the said City of Livonia.

This affidavit is freely and voluntarily given with full knowledge of the facts, on this_____ day of_____, 20_____.

_____
Contractor

By_____

Title_____

Subscribed and sworn to before me on this.
_____day of_____, 20_____

_____

Notary Public, State of Michigan, County of_____

My commission expires: _____

Acting in the County of_____

CA-1

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

PROOF OF LIABILITY INSURANCE REQUIREMENT
CITY OF LIVONIA PROJECTS

THIS ENDORSEMENT CHANGES THE POLICY, PLEASE READ IT CAREFULLY

EARLIER NOTICE OF CANCELLATION PROVIDED BY US

Ref: ***Name of Company (vendor)***
Carrier: ***Name of Insurance Carrier***
Policy No: ***number***
Policy Term: ***START and END dates***

Number of days' notice: **30**

For any statutorily permitted reason, the number of days required for notice of cancellation is increased to the number of days shown in the schedule above.

If this policy is cancelled by us we will send the named insured and any party listed in the following schedule, notice of cancellation based on the number of days' notice shown above.

SCHEDULE

Name of Person or Organization

The name of Person or Organization is any person or organization holding a certificate of insurance issued for you, provided the certificate:

1. Refers to this policy;
2. States that notice of:
   a. Cancellation;
   b. Nonrenewal, or
   c. Material change reducing or restricting coverage;

   Will be provided to that person or organization;

3. Is in effect at the time of the:
   a. Cancellation
   b. Nonrenewal; or
   c. Material change reducing or restricting coverage; and
4. Is on file at your agent or broker's office for this policy.

Mailing Address

The mailing address is the address shown for that person or organization in that certificate of insurance.

IN5-2

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

PROOF OF LIABILITY INSURANCE REQUIREMENT
CITY OF LIVONIA PROJECTS

Insurance* Carrier *letterhead
(NOT agent or agency letterhead)

SAMPLE

Date

City of Livonia
12973 Farmington Road
Livonia, MI 48150

Ref: ***Name of Company (vendor)***
Carrier: ***Name of Insurance Carrier***
Policy No: ***number***
Policy Term: ***START and END dates***

To Whom It May Concern:

Refer to attached certificate issued ***(date)*** and the following:

Notwithstanding the disclaimers on the referenced certificate, the coverages, coverage amounts, and expiration dates stated on the certificate are true and correct in all particulars, and the attached endorsement describes the notice the city of Livonia will receive prior to any change or cessation of coverage.

Sincerely,

_____

Name
Title
Company

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

City of Livonia
1304A (03/15)

PROOF OF INSURANCE FOR CITY OF LIVONIA

Information required by the Federal specifications for Highway construction and/or Act 327, P.A. of 1945 to verify insurance.

The subscribing insurance company certifies that insurance of the types and for limits of liability covering the work under contract with City of Livonia has been obtained by the contractor named below.

Such insurance, here certified, is written in accordance with the company's regular policies and endorsements subject to the company's applicable manuals of rules and rates, except (1) the insurance shall not be subject to the usual "x" – explosion, "c" – collapse or "u" – underground property.

NAME OF INSURED			
ADDRESS	CITY	STATE	ZIP CODE
TELEPHONE NO.	FAX NO.		

TYPE OF INSURANCE	POLICY NUMBER & NAME OF INSURANCE COMPANY (if more than one)	POLICY DATES EFFECTIVE	POLICY DATES EXPIRATION	LIMITS: Each Occurrence: $1,000,000 Aggregate: $2,000,000 BODILY INJURY AND PROPERTY DAMAGE LIABILITY	
☐ General Liability				General Aggregate	$
☐ Professional Liability					
☐ Commercial General Liability				Prods. comp/ops Aggregate	$
☐ Claims Made ☐ Occurrence				Personal &Advertising Inj.	$
☐ $_____ P.D. Deductible				Each Occurrence	$
☐ XCU Exclusion				Fire Damage (any one fire)	$
☐ Owners/Contractors Protective				Medical Exp. (any one person)	$
AUTOMOTIVE LIABILITY				Combined Single Limit (Minimum $2,000,000.00)	$
☐ Any Auto					
☐ All Owned Autos				Bodily Injury (per person) (Minimum $500,000.00)	$
☐ Scheduled Autos					
☐ Hired Autos				Bodily Injury (per accident) (Minimum $1,000,000.00)	$
☐ Non-Owned Autos					
☐ Garage Liability				(Minimum $1,000,000.00)	$
☐ Umbrella				Each Occurrence	$
				Aggregate	$
☐ Excess Liability Other Than Umbrella				Each Occurrence	$
				Aggregate	$
WORKERS COMPENSATION AND EMPLOYERS LIABILITY				STATUTORY	
				$ (Each Accident)	
				$ (Disease-Policy Limit)	
				$ (Disease- Each Emply.)	
☐ Other					

NAME OF AGENCY	NAME OF INSURANCE COMPANY (If only one for all policies)		
ADDRESS	CITY	STATE	ZIP CODE
TELEPHONE NO	FAX NO.		

M:\ALL OTHER MATTERS\Contract Administration\2024\Water Main Replacement Program - Westfield and Harrison\Contract Documents\Word Documents\08-Certificate of Insurance 1304A.doc
03/15

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADVANCE NOTICE OF CANCELLATION, NONRENEWAL OR COVERAGE REDUCTION OR RESTRICTION PROVIDED BY US

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

Person(s) or Organization(s)	Address
CITY OF LIVONIA	12973 FARMINGTON ROAD LIVONIA, MI 48150

Number of Days Notice 30

If this policy is cancelled (other than nonpayment of premium) or nonrenewed or if the coverage provided by this policy is reduced or restricted (except for any reduction in the Limits of Insurance due to claims payments), we will provide written notice to the person(s) or organization(s) listed in the Schedule.

We will provide this notice by mail 30 days in advance of any policy cancellation, nonrenewal or coverage reduction or restriction or as indicated in the Number of Days Notice in the Schedule.

All terms and conditions of this policy apply unless modified by this endorsement.

Includes copyrighted material of Insurance Services Office, Inc., with its permission.

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

POLICY NUMBER:

COMMERCIAL GENERAL LIABILITY
CG 20 35 04 13

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED – STATE OR GOVERNMENTAL AGENCY OR SUBDIVISION OR POLITICAL SUBDIVISION – PERMITS OR AUTHORIZATIONS

This endorsement modifies insurance provided under the following:

OWNERS AND CONTRACTORS PROTECTIVE LIABILITY COVERAGE PART

SCHEDULE

State Or Governmental Agency Or Subdivision Or Political Subdivision:
CITY OF LIVONIA 12973 FARMINGTON ROAD LIVONIA, MI 48150
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.

A. Section II – Who Is An Insured is amended to include as an additional insured any state or governmental agency or subdivision or political subdivision shown in the Schedule, subject to the following provisions:

1. This insurance applies only with respect to operations performed by you or on your behalf for which the state or governmental agency or subdivision or political subdivision has issued a permit or authorization.

   However:

   a. The insurance afforded to such additional insured only applies to the extent permitted by law; and

   b. If coverage provided to the additional insured is required by a contract or agreement, the insurance afforded to such additional insured will not be broader than that which you are required by the contract or agreement to provide for such additional insured.

2. This insurance does not apply to:

   a. "Bodily injury" or "property damage" arising out of operations performed for the federal government, state or municipality; or

   b. "Bodily injury" or "property damage" included within the "products-completed operations hazard".

B. With respect to the insurance afforded to these additional insureds, the following is added to **Section III – Limits Of Insurance:**

If coverage provided to the additional insured is required by a contract or agreement, the most we will pay on behalf of the additional insured is the amount of insurance:

1. Required by the contract or agreement; or
2. Available under the applicable Limits of Insurance shown in the Declarations;

whichever is less.

This endorsement shall not increase the applicable Limits of Insurance shown in the Declarations.

All terms and conditions apply unless modified by this endorsement.

© Insurance Services Office, Inc., 2012

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

City of Livonia
1304A (03/15)

PROOF OF INSURANCE FOR CITY OF LIVONIA

Information required by the Federal specifications for Highway construction and/or Act 327, P.A. of 1945 to verify insurance.

The subscribing insurance company certifies that insurance of the types and for limits of liability covering the work under contract with City of Livonia has been obtained by the contractor named below.

Such insurance, here certified, is written in accordance with the company's regular policies and endorsements subject to the company's applicable manuals of rules and rates, except (1) the insurance shall not be subject to the usual "x" – explosion, "c" – collapse or "u" – underground property.

NAME OF INSURED SAK CONSTRUCTION LLC			
ADDRESS 864 HOFF ROAD	CITY O'FALLON	STATE MO	ZIP CODE 63366
TELEPHONE NO.636-379-2350	FAX NO.636-379-2461		

TYPE OF INSURANCE	POLICY NUMBER & NAME OF INSURANCE COMPANY (If more than one)	POLICY DATES EFFECTIVE	POLICY DATES EXPIRATION	LIMITS: Each Occurrence: $1,000,000 Aggregate: $2,000,000 BODILY INJURY AND PROPERTY DAMAGE LIABILITY	
☐x General Liability	CPP20635771502 Amerisure Mutual Ins Co	8/2/2024	8/2/2025	General Aggregate	$4,000,000
☐ Professional Liability					
☐ Commercial General Liability				Prods. comp/ops Aggregate	$4,000,000
☐ Claims Made x☐ Occurrence				Personal &Advertising Inj.	$2,000,000
☐ $_____ P.D. Deductible				Each Occurrence	$2,000,000
☐ XCU Exclusion				Fire Damage (any one fire)	$1,000,000
☐ Owners/Contractors Protective				Medical Exp. (any one person)	$10,000
AUTOMOTIVE LIABILITY	CA20635761502 Amerisure Mutual Ins Co	8/2/2024	8/2/2025	Combined Single Limit (Minimum $2,000,000.00)	$2,000,000
x☐ Any Auto					
☐ All Owned Autos				Bodily Injury (per person) (Minimum $500,000.00)	$
☐ Scheduled Autos					
x☐ Hired Autos				Bodily Injury (per accident) (Minimum $1,000,000.00)	$
x☐ Non-Owned Autos					
☐ Garage Liability				(Minimum $1,000,000.00)	$
☐ Umbrella				Each Occurrence	$
				Aggregate	$
x☐ Excess Liability Other Than Umbrella	1000585238241 Starr Indemnity & Liability Company	8/2/2024	8/2/2025	Each Occurrence	$5,000,000
				Aggregate	$5,000,000
WORKERS COMPENSATION AND EMPLOYERS LIABILITY	WC20635781602 Amerisure Mutual Ins Co	8/2/2024	8/2/2025	STATUTORY	
				$1,000,000	(Each Accident)
				$1,000,000	(Disease- Policy Limit)
				$1,000,000	(Disease- Each Emply.)
☐ Other Leased/Rented Equipment	5086483224 Continental Casualty Company	8/2/2024	8/2/2025	Per Item/Occurrence $1,000,000 $5,000 Deductible	

NAME OF AGENCY Marsh & McLennan Agency LLC	NAME OF INSURANCE COMPANY (If only one for all policies)		
ADDRESS 825 Maryville Centre Drive, Suite 200	CITY Chesterfield	STATE MO	ZIP CODE 63017
TELEPHONE NO 314-594-2719	FAX NO 888-307-1561		

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

City of Livonia
1304A (03/15)

PROOF OF INSURANCE FOR CITY OF LIVONIA

Information required by the Federal specifications for Highway construction and/or Act 327, P.A. of 1945 to verify insurance.

The subscribing insurance company certifies that insurance of the types and for limits of liability covering the work under contract with City of Livonia has been obtained by the contractor named below.

Such insurance, here certified, is written in accordance with the company's regular policies and endorsements subject to the company's applicable manuals of rules and rates, except (1) the insurance shall not be subject to the usual "x" – explosion, "c" – collapse or "u" – underground property.

NAME OF INSURED SAK CONSTRUCTION LLC			
ADDRESS 864 HOFF ROAD	CITY O'FALLON	STATE MO	ZIP CODE 63366
TELEPHONE NO.636-379-2350	FAX NO.636-379-2461		

TYPE OF INSURANCE	POLICY NUMBER & NAME OF INSURANCE COMPANY (If more than one)	POLICY DATES EFFECTIVE	POLICY DATES EXPIRATION	LIMITS: Each Occurrence: $1,000,000 Aggregate: $2,000,000 BODILY INJURY AND PROPERTY DAMAGE LIABILITY	
☐ General Liability				General Aggregate	$
☐ Professional Liability				Prods. comp/ops Aggregate	$
☐ Commercial General Liability				Personal &Advertising Inj.	$
☐ Claims Made ☐ Occurrence				Each Occurrence	$
☐ $_____ P.D. Deductible				Fire Damage (any one fire)	$
☐ XCU Exclusion				Medical Exp. (any one person)	$
☐ Owners/Contractors Protective					
AUTOMOTIVE LIABILITY				Combined Single Limit (Minimum $2,000,000.00)	$
☐ Any Auto				Bodily Injury (per person) (Minimum $500,000.00)	$
☐ All Owned Autos					
☐ Scheduled Autos				Bodily Injury (per accident) (Minimum $1,000,000.00)	$
☐ Hired Autos					
☐ Non-Owned Autos				(Minimum $1,000,000.00)	$
☐ Garage Liability					
☐ Umbrella				Each Occurrence	$
				Aggregate	$
☐ Excess Liability Other Than Umbrella				Each Occurrence	$
				Aggregate	$
WORKERS COMPENSATION AND EMPLOYERS LIABILITY				STATUTORY	
				(Each Accident)	
				(Disease- Policy Limit)	
				(Disease- Each Emply.)	
☐ Other Owners Contractors Protective Liability – Designated Contractor SAK Construction LLC	GL21263760002 Amerisure Mutual Ins Co	8/5/2024	8/5/2025	Each Occurrence $1,000,000 / Aggregate $2,000,000	

✓

NAME OF AGENCY Marsh & McLennan Agency LLC	NAME OF INSURANCE COMPANY (If only one for all policies)		
ADDRESS 825 Maryville Centre Drive, Suite 200	CITY Chesterfield	STATE MO	ZIP CODE 63017
TELEPHONE NO 314-594-2719	FAX NO 888-307-1561		

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

NOTICE OF CANCELLATION, NONRENEWAL OR MATERIAL CHANGE - THIRD PARTY

This endorsement modifies insurance provided under the following:

AUTO DEALERS COVERAGE FORM
BUSINESS AUTO COVERAGE FORM
BUSINESS AUTO PHYSICAL DAMAGE COVERAGE FORM
COMMERCIAL GENERAL LIABILITY COVERAGE FORM
COMMERCIAL UMBRELLA LIABILITY COVERAGE FORM
GARAGE COVERAGE FORM
MOTOR CARRIER COVERAGE FORM
PRODUCTS/COMPLETED OPERATIONS LIABILITY COVERAGE FORM
TRUCKERS COVERAGE FORM

Subject to the cancellation provisions of the Coverage Form to which this endorsement is attached, we will not:

1. Cancel;
2. Nonrenew; or
3. Materially change (reduce or restrict)

this Coverage Form until we provide at least 60 days written notice of such cancellation, nonrenewal or material change. Written notice will be to the person or organization named in the Schedule. Such notice will be by certified mail with return receipt requested.

This notification of cancellation, nonrenewal or material change to the person or organization named in the Schedule is intended as a courtesy only. Our failure to provide such notification will not:

1. Extend any Coverage Form cancellation date;
2. Negate the cancellation as to any insured or any certificate holder;
3. Provide any additional insurance that would not have been provided in the absence of this endorsement; or
4. Impose liability of any kind upon us.

This endorsement does not entitle the person or organization named in the Schedule to any benefits, rights or protection under this Coverage Form.

SCHEDULE

Name Of Person Or Organization	**Mailing Address**
City of Livonia, MI	33000 Civic Center Cr Livonia, MI 48154

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

Forms and Endorsements Schedule

Policy Number: CPP20635771502 **Effective Date:** 08/02/2024

Named Insured: SAK CONSTRUCTION, LLC

Form Number	Description
COMMON FORMS	
IL 70 68 07 14	NOTICE OF CANCELLATION, NONRENEWAL OR MATERIAL CHANGE - THIRD PARTY

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

POLICY NUMBER: CPP20635771502

COMMERCIAL GENERAL LIABILITY
CG 20 370413

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED - OWNERS, LESSEES OR CONTRACTORS - COMPLETED OPERATIONS

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART
PRODUCTS/COMPLETED OPERATIONS LIABILITY COVERAGE PART

SCHEDULE

Name Of Additional Insured Person(s) Or Organization(s)	Location And Description Of Completed Operations
City of Livonia, MI 33000 Civic Center Dr Livonia, MI 48154	Sewer System Maintenance Services, Livonia, MI
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.	

A. **Section** II - **Who Is An Insured** is amended to include as an additional insured the person(s) or organization(s) shown in the Schedule, but only with respect to liability for "bodily injury" or "property damage" caused, in whole or in part, by "your work" at the location designated and described in the Schedule of this endorsement performed for that additional insured and included in the "products-completed operations hazard".

However:

1. The insurance afforded to such additional insured only applies to the extent permitted by law; and
2. If coverage provided to the additional insured is required by a contract or agreement, the insurance afforded to such additional insured will not be broader than that which you are required by the contract or agreement to provide for such additional insured.

B. With respect to the insurance afforded to these additional insureds, the following is added to **Section** III - **Limits Of Insurance:**

If coverage provided to the additional insured is required by a contract or agreement, the most we will pay on behalf of the additional insured is the amount of insurance:

1. Required by the contract or agreement; or
2. Available under the applicable Limits of Insurance shown in the Declarations;

whichever is less.

This endorsement shall not increase the applicable Limits of Insurance shown in the Declarations.

© Insurance Services Office, Inc.,2012

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

BOND #108080698

PERFORMANCE BOND

KNOW ALL MEN BY THESE PRESENTS, that we, SAK Construction, LLC
864 Hoff Road, O'Fallon, MO 63366
as Principal, and Travelers Casualty and Surety Company of America, One Tower Square, Hartford, CT 06183
as Surety or Sureties, are held and firmly bound unto the City of Livonia, Wayne County, Michigan, in the sum of One Million Dollars and No/100
Dollars ($1,000,000.00) for the payment of which, well and truly to be made, we hereby jointly and severally bind ourselves, our heirs, executors, administrators, successors and assigns.

THE CONDITION of the foregoing obligation is such that, whereas the said SAK Construction, LLC did on the 17th day of June, 20 24, by articles of that date, enter into a contract with the said City of Livonia for the construction of Sewer System Maintenance Services
First Term June 17th, 2024 - June 17, 2025

NOW, THEREFORE, if the said SAK Construction, LLC shall well and faithfully do and perform all things agreed to be done and performed by said contract, according to the terms thereof, then this obligation shall be void, but otherwise it shall remain in full force and effect.

PROVIDED, that any alterations which may be made in the terms of the contract or in the work to be done under it, or the granting by the said City of Livonia of any extension of time for the performance of the contract or any other forbearance on either the part of said City of Livonia or the Principal, to the other, shall not in any way release the Principal and the Surety or Sureties, or either, or any of them, their heirs, executors, administrators, successors, or assigns, from their liability thereunder, notice to the Surety or Sureties of any such alteration, extension or forbearance being hereby waived.

WITNESS, our hands and seals, this 15th day of July 20 24.

Signed, sealed and delivered
In the presence of:

Barb Marler

Amanda L. Williams

Amanda L. Williams, Witness

SAK Construction, LLC

By
Boyd Hicks, Vice President

Travelers Casualty and Surety Company of America

By Braden Askew
Braden Askew, Attorney-in-Fact

SEAL

PB-1

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

BOND #108080698

LABOR AND MATERIALS BOND

KNOW ALL MEN BY THESE PRESENTS, that we, SAK Construction, LLC 864 Hoff Road, O'Fallon, MO 63366 as Principal, and Travelers Casualty and Surety Company of America, One Tower Square, Hartford, CT 06183 as Surety or Sureties, are held and firmly bound unto the City of Livonia, Wayne County, Michigan, in the sum of One Million Dollars and No/100 Dollars ($1,000,000.00) for the payment of which, well and truly to be made, we hereby jointly and severally bind ourselves, our heirs, executors, administrators, successors and assigns.

THE CONDITION of the foregoing obligation is such that, whereas the said SAK Construction, LLC did on the 17th day of June, 20 24, by articles of that date, enter into a contract with the said City of Livonia for the construction of Sewer System Maintenance Services - First Term June 17th, 2024 - June 17th, 2025 and the payment for all labor and materials used therein.

NOW, THEREFORE, if the said SAK Construction, LLC shall pay for all labor and materials used in the fulfillment of the said contract, and shall pay all subcontractors doing work thereon, and shall indemnify and save harmless the said City of Livonia from and against all damages by reason of liens for labor and materials furnished therefor, then this obligation shall be void, but otherwise it shall remain in full force and effect.

PROVIDED, that any alterations which may be made in the terms of the contract, or in the work to be done under it, or the granting by the said City of Livonia of any extension of time for the performance of the contract or any other forbearance on either the part of said City of Livonia or the Principal, to the other, shall not in any way release the Principal and the Surety or Sureties, or either, or any of them, their heirs, executors, administrators, successors, or assigns, from their liability hereunder, notice to the Surety or Sureties of any such alteration, extension or forbearance being hereby waived.

WITNESS, our hands and seals, this 15th day of July, 2024.

Signed, sealed and delivered
in the presence of:

Barb Marler

Amanda L. Williams

Amanda L. Williams, Witness

SAK Construction, LLC

By _____
Board Director & Vice President

Travelers Casualty and Surety Company of America

By _____
Braden Askew, Attorney-In-Fact

LMB-1

SEAL

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

ACKNOWLEDGEMENT FOR CONTRACTOR

ACKNOWLEDGEMENT FOR CONTRACTOR, IF LIMITED LIABILITY COMPANY

STATE OF **Missouri** }

COUNTY OF **St. Charles** }

ON THE 15 DAY OF July, **2024**, BEFORE ME PERSONALLY APPEARED Boyd Hirtz TO ME KNOWN AND KNOWN TO ME TO BE THE Vice President OF **SAK Construction, LLC**, A LIMITED LIABILITY COMPANY, DESCRIBED IN AND WHO EXECUTED THE FOREGOING INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE EXECUTED THE FOREGOING INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE EXECUTED THE SAME AS AND FOR THE ACT AND DEED OF SAID LIMITED LIABILITY COMPANY.

Barbara Marler
Notary Public

BARBARA MARLER
Notary Public - Notary Seal
State of Missouri
Commissioned for St. Charles County
My Commission Expires: December 19, 2026
Commission Number: 14126252

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

State of **Missouri**
County of **St. Louis**

On 7/15/2024, before me, a Notary Public in and for said County and State, residing therein, duly commissioned and sworn, personally appeared Braden Askew known to me to be Attorney-in-Fact of

Travelers Casualty and Surety Company of America

the corporation described in and that executed the within and foregoing instrument, and known to me to be the person who executed the said instrument in behalf of said corporation, and he duly acknowledged to me that such corporation executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal, the day and year stated in this certificate above.

Amanda L. Williams

Amanda L. Williams, Notary Public

My Commission Expires:

AMANDA L. WILLIAMS
Notary Public - Notary Seal
STATE OF MISSOURI
St. Louis County
My Commission Expires: Jul. 24, 2025
Commission # 15907207

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

TRAVELERS

Travelers Casualty and Surety Company of America
Travelers Casualty and Surety Company
St. Paul Fire and Marine Insurance Company

POWER OF ATTORNEY

Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company are corporations duly organized under the laws of the State of Connecticut (herein collectively called the "Companies"), and the Companies do hereby make, constitute and appoint **Braden Askew** of **CHESTERFIELD** , **Missouri** , their true and lawful Attorney(s)-in-Fact to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed, and their corporate seals to be hereto affixed, this **16th** day of **February, 2024.**

SEAL SEAL SEAL

State of Connecticut

By: _____
Bryce Grissom, Senior Vice President

City of Hartford ss.

On this the **16th** day of **February, 2024**, before me personally appeared **Bryce Grissom**, who acknowledged himself to be the Senior Vice President of each of the Companies, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of said Companies by himself as a duly authorized officer.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

My Commission expires the **30th** day of **June, 2026**

NOTARY PUBLIC CONNECTICUT

_____
Anna P. Nowik, Notary Public

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of each of the Companies, which resolutions are now in full force and effect, reading as follows:

RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary may appoint Attorneys-in-Fact and Agents to act for and on behalf of the Company and may give such appointee such authority as his or her certificate of authority may prescribe to sign with the Company's name and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any of said officers or the Board of Directors at any time may remove any such appointee and revoke the power given him or her; and it is

FURTHER RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing and a copy thereof is filed in the office of the Secretary; and it is

FURTHER RESOLVED, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary and duly attested and sealed with the Company's seal by a Secretary or Assistant Secretary; or (b) duly executed (under seal, if required) by one or more Attorneys-in-Fact and Agents pursuant to the power prescribed in his or her certificate or their certificates of authority or by one or more Company officers pursuant to a written delegation of authority; and it is

FURTHER RESOLVED, that the signature of each of the following officers: President, any Executive Vice President, any Senior Vice President, any Vice President, any Assistant Vice President, any Secretary, any Assistant Secretary, and the seal of the Company may be affixed by facsimile to any Power of Attorney or to any certificate relating thereto appointing Resident Vice Presidents, Resident Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such Power of Attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding on the Company in the future with respect to any bond or understanding to which it is attached.

I, **Kevin E. Hughes,** the undersigned, Assistant Secretary of each of the Companies, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which remains in full force and effect.

Dated this **15th** day of **July** , **2024** .

SEAL SEAL SEAL

_____
Kevin E. Hughes, Assistant Secretary

To verify the authenticity of this Power of Attorney, please call us at 1-800-421-3880.
Please refer to the above-named Attorney(s)-in-Fact and the details of the bond to which this Power of Attorney is attached.

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

TRAVELERS CASUALTY AND SURETY COMPANY OF AMERICA

HARTFORD, CONNECTICUT 06183

FINANCIAL STATEMENT AS OF DECEMBER 31, 2023

CAPITAL STOCK $ 6,460,000

ASSETS		LIABILITIES & SURPLUS	
BONDS	$ 5,104,395,801	LOSSES	$ 1,495,036,900
STOCKS	119,333,643	LOSS ADJUSTMENT EXPENSES	146,791,770
CASH AND INVESTED CASH	30,541,608	COMMISSIONS	55,734,579
OTHER INVESTED ASSETS	8,355,939	OTHER EXPENSES	55,646,489
SECURITIES LENDING REINVESTED COLLATERAL ASSETS	13,350,613	TAXES, LICENSES AND FEES	15,857,431
INVESTMENT INCOME DUE AND ACCRUED	43,617,243	CURRENT FEDERAL AND FOREIGN INCOME TAXES	5,300,838
PREMIUM BALANCES	325,304,977	UNEARNED PREMIUMS	1,515,112,686
REINSURANCE RECOVERABLE	27,997,684	ADVANCE PREMIUM	4,091,249
NET DEFERRED TAX ASSET	72,421,341	POLICYHOLDER DIVIDENDS	21,388,522
GUARANTY FUNDS RECEIVABLE OR ON DEPOSIT	1,798,901	CEDED REINSURANCE NET PREMIUMS PAYABLE	62,914,516
OTHER ASSETS	818,309	AMOUNTS WITHHELD / RETAINED BY COMPANY FOR OTHERS	21,072,858
		REMITTANCES AND ITEMS NOT ALLOCATED	7,201,721
		PROVISION FOR REINSURANCE	9,891,763
		PAYABLE FOR SECURITIES LENDING	13,350,613
		OTHER ACCRUED EXPENSES AND LIABILITIES	409,380
		TOTAL LIABILITIES	$ 3,429,701,342
		CAPITAL STOCK	$ 6,460,000
		PAID IN SURPLUS	433,803,760
		OTHER SURPLUS	1,877,950,956
		TOTAL SURPLUS TO POLICYHOLDERS	$ 2,318,234,716
TOTAL ASSETS	$ 5,747,936,058	TOTAL LIABILITIES & SURPLUS	$ 5,747,936,058

STATE OF CONNECTICUT)

COUNTY OF HARTFORD) SS.

CITY OF HARTFORD)

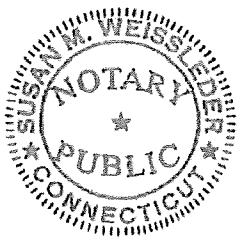
MICHAEL J. DOODY, BEING DULY SWORN, SAYS THAT HE IS VICE PRESIDENT – FINANCE, OF TRAVELERS CASUALTY AND SURETY COMPANY OF AMERICA, AND THAT TO THE BEST OF HIS KNOWLEDGE AND BELIEF, THE FOREGOING IS A TRUE AND CORRECT STATEMENT OF THE FINANCIAL CONDITION OF SAID COMPANY AS OF THE 31ST DAY OF DECEMBER, 2023.

Michael J. Doody
VICE PRESIDENT – FINANCE

NOTARY PUBLIC

SUSAN M. WEISSLEDER
Notary Public
My Commission Expires November 30, 2027

SUBSCRIBED AND SWORN TO BEFORE ME THIS
15TH DAY OF MARCH, 2024



Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

MAINTENANCE AND GUARANTEE BOND

BOND #108080698

KNOW ALL MEN BY THESE PRESENTS, that we SAK Construction, LLC 864 Hoff Road, O'Fallon, MO 63366 as Principal and Travelers Casualty and Surety Company of America, One Tower Square, Hartford, CT 06183 as Surety or Sureties, are held and firmly bound unto the CITY OF LIVONIA, Wayne County, Michigan, in the sum of One Million Dollars and No/100 Dollars ($1,000,000.00), for the payment of which, well and truly to be made, we hereby jointly and severally bind ourselves, our heirs, executors, administrators, successors and assigns.

THE CONDITION of the foregoing obligation is such that, whereas the Principal did on the 17th day of June, 20 24, by articles of that date, enter into a Contract with the said CITY OF LIVONIA for the construction of Sewer System Maintenance Services First Term June 17th, 2024 - June 17th, 2025. and, as a condition precedent to receiving final payment on said Contract, to execute the Bond herein described.

NOW THEREFORE, the Principal guarantees that for a period of one (1) year from the date of the final estimate he will, without cost to the City, keep in good order and repair any defect in the work done under said Contract by his employees, agents, subcontractors, or material suppliers, that may develop during said time due to improper materials, defective equipment, workmanship or arrangements, and that he will likewise restore to good condition any work disturbed while correcting such defects, excepting only such part or parts of said work which may have been disturbed without his consent or approval after acceptance thereof by the CITY; and that whenever directed to do so by the CITY, through written notice served personally or by mail upon the Principal at SAK Construction, LLC, 864 Hoff Road, O'Fallon, MO 63366 or upon the Surety or Sureties at Travelers, Attn: Surety Claim Dept, One Tower Square 2S1A Hartford, CT 06183, he will proceed at once to make the repairs specified, and in case of failure to do so, within one (1) week from the date of service of said notice or such additional time as may be fixed therein, the CITY shall have the right to purchase such materials and employ such labor and equipment as may be necessary; to undertake, do and make such repairs, and to be reimbursed by the Principal, Surety or Sureties for the full expense thereof. If it is necessary to make any repair or

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

MAINTENANCE AND GUARANTEE BOND

set a barricade at once to protect life and property, the CITY may take such action immediately, without notice to the Principal, Surety or Sureties. The CITY shall not be obliged to obtain the lowest bids for doing the work, or any part thereof, but the sums actually therefore shall be reimbursed by either the Principal, Surety or Sureties. In this connection, the judgment of the CITY shall be final and conclusive. If the Principal, for a period of one (1) year from the date of the final payment, shall keep the work done under the aforesaid Contract in good order and repair, excepting only such part or parts of said work which may have been disturbed without his consent or approval after acceptance there by the CITY, and shall, whenever given notice as herein provided, immediately proceed to make specified repairs, or, in default thereof, shall reimburse the CITY for expenses incurred in making such repairs, and shall fully indemnify, defend and save the CITY harmless from all suits and actions for damages of every name and description brought or claimed against it, for or on account of any injury or damage to person or property received or sustained by any party or parties, by or from any of the acts or omissions or through the negligence of the Principal's employees, agents, subcontractors or material suppliers in the performance of the work required by said Contract, and from any and all claims arising under the Workman's Compensation Act of the State of Michigan, as amended, then the above obligation shall be void, otherwise to remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto have caused this instrument to be executed by their respective authorized officers this 15th day of July, A.D. 20 24.

Signed, Sealed and Delivered in the Presence of:

SAK Construction, LLC

Barb Mahler

By: _____ (L.S.)

Barb Mahler, Contract Mgr.

Boyd Hirtz, V.P. (L.S.)

Travelers Casualty and Surety Company of America

By: _____ (L.S.)

Andrea McCarthy, Witness

Dana A. Johnessee, Attorney-in-Fact

SEAL

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

ACKNOWLEDGEMENT FOR CONTRACTOR

ACKNOWLEDGEMENT FOR CONTRACTOR, IF LIMITED LIABILITY COMPANY

STATE OF **Missouri** }

COUNTY OF **St. Charles** }

ON THE 15 DAY OF July, **2024**, BEFORE ME PERSONALLY APPEARED Boyd Hirtz TO ME KNOWN AND KNOWN TO ME TO BE THE Vice President OF **SAK Construction, LLC**, A LIMITED LIABILITY COMPANY, DESCRIBED IN AND WHO EXECUTED THE FOREGOING INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE EXECUTED THE FOREGOING INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE EXECUTED THE SAME AS AND FOR THE ACT AND DEED OF SAID LIMITED LIABILITY COMPANY.

Barbara Marler
Notary Public

BARBARA MARLER
Notary Public - Notary Seal
State of Missouri
Commissioned for St. Charles County
My Commission Expires: December 19, 2026
Commission Number: 14126252

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

State of Missouri
County of St. Louis

ss:

On **JULY 15TH, 2024** before me, a Notary Public in and for said County and State, residing therein, duly commissioned and sworn, personally appeared **DANA A. JOHNESSEE** known to me to be Attorney-in-Fact of **TRAVELERS CASUALTY AND SURETY COMPANY OF AMERICA** the corporation described in and that executed the within foregoing instrument, and known to me to be the person who executed the said instrument in behalf of said corporation, and he duly acknowledged to me that such corporation executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal, the day and year stated in this certificate above.

ANDREA MCCARTHY
Notary Public - Notary Seal
STATE OF MISSOURI
St. Louis County
My Commission Expires: Jul. 30, 2027
Commission # 15636518

My Commission Expires _____

ANDREA MCCARTHY
Notary Public

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

TRAVELERS	**Travelers Casualty and Surety Company of America** **Travelers Casualty and Surety Company** **St. Paul Fire and Marine Insurance Company**

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company are corporations duly organized under the laws of the State of Connecticut (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint **Dana A. Johnessee** of **CHESTERFIELD**, **Missouri**, their true and lawful Attorney(s)-in-Fact to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed, and their corporate seals to be hereto affixed, this **21st** day of **April, 2021.**

State of Connecticut

By: _____
Robert L. Raney, Senior Vice President

City of Hartford ss.

On this the **21st** day of **April, 2021**, before me personally appeared **Robert L. Raney**, who acknowledged himself to be the Senior Vice President of each of the Companies, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of said Companies by himself as a duly authorized officer.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

My Commission expires the **30th** day of **June, 2026**

_____
Anna P. Nowik, Notary Public

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of each of the Companies, which resolutions are now in full force and effect, reading as follows:

RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary may appoint Attorneys-in-Fact and Agents to act for and on behalf of the Company and may give such appointee such authority as his or her certificate of authority may prescribe to sign with the Company's name and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any of said officers or the Board of Directors at any time may remove any such appointee and revoke the power given him or her; and it is

FURTHER RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing and a copy thereof is filed in the office of the Secretary; and it is

FURTHER RESOLVED, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary and duly attested and sealed with the Company's seal by a Secretary or Assistant Secretary; or (b) duly executed (under seal, if required) by one or more Attorneys-in-Fact and Agents pursuant to the power prescribed in his or her certificate or their certificates of authority or by one or more Company officers pursuant to a written delegation of authority; and it is

FURTHER RESOLVED, that the signature of each of the following officers: President, any Executive Vice President, any Senior Vice President, any Vice President, any Assistant Vice President, any Secretary, any Assistant Secretary, and the seal of the Company may be affixed by facsimile to any Power of Attorney or to any certificate relating thereto appointing Resident Vice Presidents, Resident Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such Power of Attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding on the Company in the future with respect to any bond or understanding to which it is attached.

I, **Kevin E. Hughes**, the undersigned, Assistant Secretary of each of the Companies, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which remains in full force and effect.

Dated this **15th** day of **July**, **2024**

_____
Kevin E. Hughes, Assistant Secretary

To verify the authenticity of this Power of Attorney, please call us at 1-800-421-3880.
Please refer to the above-named Attorney(s)-in-Fact and the details of the bond to which this Power of Attorney is attached.

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

TRAVELERS CASUALTY AND SURETY COMPANY OF AMERICA

HARTFORD, CONNECTICUT 06183

FINANCIAL STATEMENT AS OF DECEMBER 31, 2023

CAPITAL STOCK $ 6,480,000

ASSETS		LIABILITIES & SURPLUS	
BONDS	$ 5,104,395,801	LOSSES	$ 1,495,036,900
STOCKS	119,333,643	LOSS ADJUSTMENT EXPENSES	146,791,770
CASH AND INVESTED CASH	30,541,608	COMMISSIONS	55,734,579
OTHER INVESTED ASSETS	8,355,939	OTHER EXPENSES	55,546,499
SECURITIES LENDING REINVESTED COLLATERAL ASSETS	13,350,613	TAXES, LICENSES AND FEES	15,857,431
INVESTMENT INCOME DUE AND ACCRUED	43,617,243	CURRENT FEDERAL AND FOREIGN INCOME TAXES	5,300,838
PREMIUM BALANCES	325,304,977	UNEARNED PREMIUMS	1,515,112,686
REINSURANCE RECOVERABLE	27,997,684	ADVANCE PREMIUM	4,091,249
NET DEFERRED TAX ASSET	72,421,341	POLICYHOLDER DIVIDENDS	21,388,522
GUARANTY FUNDS RECEIVABLE OR ON DEPOSIT	1,798,901	CEDED REINSURANCE NET PREMIUMS PAYABLE	62,914,516
OTHER ASSETS	818,309	AMOUNTS WITHHELD / RETAINED BY COMPANY FOR OTHERS	21,072,858
		REMITTANCES AND ITEMS NOT ALLOCATED	7,201,721
		PROVISION FOR REINSURANCE	9,891,783
		PAYABLE FOR SECURITIES LENDING	13,350,613
		OTHER ACCRUED EXPENSES AND LIABILITIES	409,380
		TOTAL LIABILITIES	$ 3,429,701,342
		CAPITAL STOCK	$ 6,480,000
		PAID IN SURPLUS	433,803,760
		OTHER SURPLUS	1,877,950,956
		TOTAL SURPLUS TO POLICYHOLDERS	$ 2,318,234,716
TOTAL ASSETS	$ 5,747,936,058	TOTAL LIABILITIES & SURPLUS	$ 5,747,936,058

STATE OF CONNECTICUT)

COUNTY OF HARTFORD) SS.

CITY OF HARTFORD)

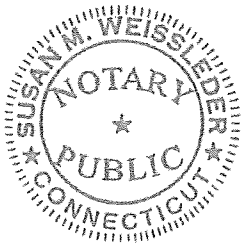
MICHAEL J. DOODY, BEING DULY SWORN, SAYS THAT HE IS VICE PRESIDENT – FINANCE, OF TRAVELERS CASUALTY AND SURETY COMPANY OF AMERICA, AND THAT TO THE BEST OF HIS KNOWLEDGE AND BELIEF, THE FOREGOING IS A TRUE AND CORRECT STATEMENT OF THE FINANCIAL CONDITION OF SAID COMPANY AS OF THE 31ST DAY OF DECEMBER, 2023.

Michael J Doody
VICE PRESIDENT – FINANCE

NOTARY PUBLIC

SUBSCRIBED AND SWORN TO BEFORE ME THIS
15TH DAY OF MARCH, 2024

SUSAN M. WEISSLEDER
Notary Public
My Commission Expires November 30, 2027



Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

CONTRACT

THIS CONTRACT, entered into this 17th day of July A.D. 2024 between the CITY OF LIVONIA, hereinafter referred to as the Owner, party of the first part, and **SAK Construction LLC** hereinafter referred to as the Contractor, party of the second part.

WITNESSETH, that the said Contractor, for the consideration mentioned in the various items set forth below, by these presents does agree that he will furnish all labor, materials, machinery, tools and equipment and do all things necessary for and incidental to the **sanitary sewer rehabilitation** together with appurtenances thereto, as set forth in certain Instructions to Bidders, Proposal, General Conditions, Specifications, Bonds, Plans, Drawings, and the following documents, all of which are attached hereto and made a part of this agreement.

Council Resolution # 224-24

IN CONSIDERATION WHEREOF, said Owner does agree to pay to said Contractor the sum not to exceed one-million dollars ($1,000,000.00) annually based upon the amounts and sum listed in the Proposal for a three-year period (2024-2025, 2025-2026, 2026-2027), with an option to renew for an additional two-year period upon mutual consent.

For the faithful performance of all and singular terms and stipulations contained in this agreement, said parties respectively bind themselves, their heirs, executors, administrators, successors and assigns.

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

IN WITNESS WHEREOF, said parties have this day hereunto set their hands and seals.

CITY OF LIVONIA, Owner

Signed by:
By Maureen Miller Brosnan
9996E371395E403...
Maureen Miller-Brosnan, Mayor 8/9/2024

DocuSigned by:
Lori L. Miller
496E1CCF02394FD...
Lori L. Miller, City Clerk 8/12/2024

Signed by:
X Boyd Hirtz
1213D870FAFA45D...
Boyd Hirtz, Vice President
SAK Construction

8/6/2024

Approved:

DocuSigned by:
Donald Rohraff
DDF2F53E857F454...
Donald R. Rohraff 8/6/2024
Director of Public Works

DocuSigned by:
Debra Lichtenberg
B877BC0CF530422...
Debra Peck Lichtenberg 8/8/2024
Director of Finance

Approved as to form:

DocuSigned by:
1769F950A1794AE...
Department of Law 8/9/2024

Pursuant to Resolution **#224-24**
Adopted by City Council on June 17, 2024

Docusign Envelope ID: 27582E4C-B6C7-4262-A562-61E90728B668

OFFICE OF THE CITY CLERK

LORI L. MILLER
CITY CLERK

DORIS E. DeMARCO
DEPUTY CITY CLERK

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2230
FAX: (734) 421-1147

July 2, 2024

SAK Construction LLC
864 Hoff Road
O'Fallon, Mo 63366

To whom it may concern:

The Council of the City of Livonia, at a Regular Meeting held June 17, 2024, adopted the following resolution:

> **#224-24** RESOLVED, that having considered a communication from the Director of Public Works, dated May 17, 2024, which bears the signatures of the Director of Finance and the City Attorney, and is approved for submission by the Mayor, the Council does hereby accept the unit price bid of SAK Construction LLC, 864 Hoff Road, O'Fallon, Mo 63366 for performing all work required in connection with sanitary sewer rehabilitation on an as needed basis in a total amount not to exceed $1,000,000.00 annually for a three (3) year period (with an option to renew for an additional two year period), the same having been in fact the lowest bid received and meets all specifications; FURTHER, the Council does hereby authorize an annual expenditure not to exceed the budgeted amount of $1,000,000.00 from Account No. 592-158-000 (Construction in Progress) for this purpose. Work will be completed from the line items pricing attached to the aforesaid communication; and the Director of Public Works is hereby authorized to approve any minor adjustments in the work as it becomes necessary but this authorization does not entitle the Director of Public Works to authorize any increase in the not to exceed amount or to contract with other parties; and the Mayor and City Clerk are hereby authorized to execute a contract for and on behalf of the City of Livonia with the aforesaid bidder and to do all other things necessary or incidental to the full performance of this resolution.

Very truly yours,

Lori L. Miller

City Clerk

LLM/ljr
Xc: Public Works

CITY MANAGER'S REPORT TO MAYOR AND COUNCIL

DATE: 2/23/2026

DEPT: Finance

RE: Consider Adopting a Bond Authorizing Resolution to Sell Capital Improvement Bonds to Finance Capital Improvements

ADMINISTRATIVE SUMMARY

- City Council previously adopted a Bond Authorizing Resolution to sell capital improvement bonds to finance Capital Improvement Fund Projects at its October 13, 2025 meeting.

- Adoption of that Resolution started a 45-day Notice of Intent period, wherein 10% or more of the electors of the City were allowed to file a petition to require a vote of the people to issue the bond.

- The 45-day period has expired, and no petition has been received. The City may now consider the attached Bond Authorizing Resolution, which if adopted by City Council, would enable the Administration to issue bonds at the most financially advantageous time. The timeline for the sale of the bonds is June, 2026.

- This resolution was drafted by our Bond Attorney Jeffrey Aronoff of Miller Canfield, LLC, and will finance up to $6.5 million out of the City's $49 million of budgeted capital improvement projects, for a term not to exceed 20 years.

- If the bond authorizing resolution is adopted on February 23rd, 2026, then the bond sale will occur in May, 2026.

RECOMMENDATION

- **Adopt the Resolution (as prepared by Miller Canfield) authorizing the issuance of Capital Improvement Bonds, for the purpose of financing Capital Improvement Fund projects.**

# # #

CITY MANAGER'S REPORT TO MAYOR AND COUNCIL

Prepared by:	Thomas C. Skrobola, Finance Director/Treasurer
Department Approval:	Thomas C. Skrobola, Finance Director/Treasurer
Executive Approval:	Karen Mondora, Acting City Manager

RESOLUTION AUTHORIZING
2026 CAPITAL IMPROVEMENT BONDS
(LIMITED TAX GENERAL OBLIGATION)

CITY OF FARMINGTON HILLS
County of Oakland, State of Michigan

Minutes of a regular meeting of the City Council of the City of Farmington Hills, County of Oakland, State of Michigan (the "City"), held on February 23, 2026 at 7:30 p.m., prevailing Eastern Time.

PRESENT: Members: _____

_____

ABSENT: Members: _____

The following preamble and resolution were offered by Member _____ and supported by Member _____:

WHEREAS, the City does hereby determine that it is necessary to pay all or part of the cost to acquire, construct, furnish and equip capital improvements in the City, including a) drainage projects, b) fire equipment, and c) other capital improvement projects indicated in the City's CIP Plan, together with other necessary improvements and all demolition, site improvements and all appurtenances and attachments (the "Projects"); and

WHEREAS, to finance the cost of the Projects, the City Council deems it necessary to borrow the principal amount of not to exceed Six Million Five Hundred Thousand Dollars ($6,500,000) and issue capital improvement bonds pursuant to Act 34, Public Acts of Michigan, 2001, as amended ("Act 34") to pay the cost of the Projects; and

WHEREAS, a notice of intent to issue bonds was published in accordance with Act 34 which provides that the capital improvement bonds may be issued without a vote of the electors of the City unless a proper petition for an election on the question of the issuance of the bonds is filed with the City Clerk within a period of forty-five (45) days from the date of publication, and no such petition was filed.

NOW, THEREFORE, BE IT RESOLVED THAT:

1. Authorization of Bonds; Bond Terms. Bonds of the City designated **2026 CAPITAL IMPROVEMENT BONDS (LIMITED TAX GENERAL OBLIGATION)** (the "Bonds") are hereby authorized to be issued in the aggregate principal sum of not to exceed Six Million Five Hundred Thousand Dollars ($6,500,000) for the purpose of paying the cost of the Projects and costs of issuance of the Bonds. The issue shall consist of bonds in fully-registered form of the denomination of $5,000, or multiples thereof not exceeding for each maturity the maximum principal amount of that maturity,

numbered consecutively in order of registration, dated as of the date of delivery, or such other date as determined by the City Manager or Finance Director/Treasurer (each an "Authorized Officer"), at the time of sale of the Bonds. The Bonds shall bear interest, mature and be payable at the times and in the manner set forth in Sections 6 and 7 hereof and as shall be finally determined by an Authorized Officer at the time of sale of the Bonds.

The Bonds shall be sold at public sale at a price not less than 100% and not more than 120% of the principal amount thereof.

The Bonds shall be subject to redemption prior to maturity in the manner and at the times and prices set forth in Sections 6 and 7 hereof and if term bonds are selected by the original purchaser of the Bonds, then the Bonds will be subject to mandatory redemption in accordance with the foregoing referenced maturity schedule at par.

Interest shall be payable to the registered owner of record as of the 15th day of the month prior to the payment date for each interest payment. The record date of determination of registered owner for purposes of payment of interest as provided in this paragraph may be changed by the City to conform to market practice in the future. Interest shall be payable to the registered owner of record as of the 15th day of the month preceding the payment date for each interest payment. The principal of the Bonds shall be payable at the designated office of a bank or trust company selected by an Authorized Officer prior to the publication of the notice of sale for the Bonds as the transfer agent for the bonds (the "Transfer Agent"). The Bonds may be issued in book-entry only form through The Depository Trust Company in New York, New York ("DTC"), and the City Treasurer is authorized to execute such custodial or other agreement with DTC as may be necessary to accomplish the issuance of the Bonds in book-entry only form and to make such changes in the Bond Form within the parameters of this resolution as may be required to accomplish the foregoing.

2. Execution of Bonds. The Bonds of this issue shall be executed in the name of the City with the manual or facsimile signatures of the Mayor and the City Clerk and shall have the seal of the City, or a facsimile thereof, printed or impressed on the Bonds. No Bond executed by facsimile signature shall be valid until authenticated by an authorized officer or representative of the Transfer Agent. The Bonds shall be delivered to the Transfer Agent for authentication and be delivered by the Transfer Agent to the purchaser or other person in accordance with instructions from the City Treasurer upon payment of the purchase price for the Bonds in accordance with the bid therefor when accepted.

3. Transfer of Bonds. The Transfer Agent shall keep the books of registration for this issue on behalf of the City. Any Bond may be transferred upon such registration books by the registered owner of record, in person or by the registered owner's duly authorized attorney, upon surrender of the Bond for cancellation, accompanied by delivery of a duly executed written instrument of transfer in a form approved by the Transfer Agent. Whenever any Bond or Bonds shall be surrendered for transfer, the City shall execute and the Transfer Agent shall authenticate and deliver a new Bond or Bonds, for like aggregate principal amount. The Transfer Agent shall require the payment by the bondholder requesting the transfer of any tax or other governmental charge required to be paid with respect to the transfer.

Unless waived by any registered owner of Bonds to be redeemed, official notice of redemption shall be given by the Transfer Agent on behalf of the City. Such notice shall be dated and shall contain

at a minimum the following information: original issue date; maturity dates; interest rates; CUSIP numbers, if any; certificate numbers (and in the case of partial redemption) the called amounts of each certificate; the place where the Bonds called for redemption are to be surrendered for payment; and that interest on the Bonds or portions thereof called for redemption shall cease to accrue from and after the redemption date.

In addition, further notice shall be given by the Transfer Agent in such manner as may be required or suggested by regulations or market practice at the applicable time, but no defect in such further notice nor any failure to give all or any portion of such further notice shall in any manner defeat the effectiveness of a call for redemption if notice thereof is given as prescribed herein.

4. Limited Tax Pledge; Debt Retirement Fund; Defeasance of Bonds. The City hereby pledges its limited tax full faith and credit for the prompt payment of the Bonds. The City shall, each year budget the amount of the debt service coming due in the next fiscal year on the principal of and interest on the Bonds and shall advance as a first budget obligation from its general funds available therefor, or, if necessary, levy taxes upon all taxable property in the City subject to applicable constitutional, statutory and charter tax rate limitations, such sums as may be necessary to pay such debt service in said fiscal year.

The City Treasurer is authorized and directed to open a depositary account with a bank or trust company designated by the City Council, to be designated **2026 CAPITAL IMPROVEMENT BONDS DEBT RETIREMENT FUND** (the "Debt Retirement Fund"), the moneys to be deposited into the Debt Retirement Fund to be specifically earmarked and used solely for the purpose of paying principal of and interest on the Bonds as they mature.

In the event cash or direct obligations of the United States or obligations the principal of and interest on which are guaranteed by the United States, or a combination thereof, the principal of and interest on which, without reinvestment, come due at times and in amounts sufficient to pay at maturity or irrevocable call for earlier optional redemption, the principal of, premium, if any, and interest on the Bonds, shall be deposited in trust, this resolution shall be defeased and the owners of the Bonds shall have no further rights under this resolution except to receive payment of the principal of, premium, if any, and interest on the Bonds from the cash or securities deposited in trust and the interest and gains thereon and to transfer and exchange Bonds as provided herein.

5. Construction Fund; Proceeds of Bond Sale. The City Treasurer is authorized and directed to open a separate depositary account with a bank or trust company designated by the City Council, to be designated **2026 CAPITAL IMPROVEMENT BONDS CONSTRUCTION FUND** (the "Construction Fund"), and deposit into said Construction Fund the proceeds of the Bonds less accrued interest, if any, which shall be deposited into the Debt Retirement Fund. The amounts specified by an Authorized Officer at the time of sale of the Bonds from the net proceeds of sale of the Bonds (including proceeds of the good faith deposit received at the time of sale, if any) shall be deposited to the appropriate account in the Construction Fund to be used to pay for the Projects and the costs of issuance of the Bonds. Except for investment pending disbursement and as herein provided, the moneys in each account in the Construction Fund shall be used solely to pay the costs of the Projects, the costs of issuance of the Bonds, as such costs become due and payable and, as may be necessary, to rebate arbitrage earnings, if any, to the United States Department of Treasury as required by the Internal Revenue Code of 1986, as amended (the "Code").

6. Bond Form. The Bonds shall be in substantially the following form:

UNITED STATES OF AMERICA
STATE OF MICHIGAN
COUNTY OF OAKLAND

CITY OF FARMINGTON HILLS

2026 CAPITAL IMPROVEMENT BOND
(LIMITED TAX GENERAL OBLIGATION)

Interest Rate	Maturity Date	Date of Original Issue	CUSIP
____%	October 1, _____	_____, 2026	

Registered Owner:

Principal Amount: Dollars

The City of Farmington Hills, County of Oakland, State of Michigan (the "City"), acknowledges itself to owe and for value received hereby promises to pay to the Registered Owner specified above, or registered assigns, the Principal Amount specified above, in lawful money of the United States of America, on the Maturity Date specified above, unless prepaid prior thereto as hereinafter provided, with interest thereon (computed on the basis of a 360-day year consisting of twelve 30-day months) from the Date of Original Issue specified above or such later date to which interest has been paid, until paid, at the Interest Rate per annum specified above, first payable on October 1, 2026 and semiannually thereafter. Principal of this bond is payable at the designated corporate trust office of _____, _____, Michigan, or such other transfer agent as the City may hereafter designate by notice mailed to the registered owner not less than sixty (60) days prior to any interest payment date (the "Transfer Agent"). Interest on this bond is payable to the registered owner of record as of the fifteenth (15th) day of the month preceding the interest payment date as shown on the registration books of the City kept by the Transfer Agent by check or draft mailed to the registered owner of record at the registered address. For prompt payment of this bond, both principal and interest, the full faith, credit and resources of the City are hereby irrevocably pledged.

This bond is one of a series of bonds of even Date of Original Issue aggregating the principal sum of $_____, issued for the purpose of paying the cost of certain capital improvements for the City. This bond is issued under the provisions of Act 34, Public Acts of Michigan, 2001, as amended, and a duly adopted resolution of the City.

Bonds of this issue maturing in the years [2027 to 2036], inclusive, shall not be subject to redemption prior to maturity. Bonds or portions of bonds of this issue in multiples of $5,000 maturing in the year 2037 and thereafter shall be subject to redemption prior to maturity, at the option of the City, in any order of maturity and by lot within any maturity, on any date on or after [October 1, 2036], at par and accrued interest to the date fixed for redemption.

[Insert Term Bond redemption provisions, if necessary.]

In case less than the full amount of an outstanding bond is called for redemption, the Transfer Agent, upon presentation of the bond called in part for redemption, shall register, authenticate and deliver to the registered owner of record a new bond in the principal amount of the portion of the original bond not called for redemption.

Notice of redemption shall be given to the registered owner of any bond or portion thereof called for redemption by mailing of such notice not less than thirty (30) days prior to the date fixed for redemption to the

registered address of the registered owner of record. A bond or portion thereof so called for redemption shall not bear interest after the date fixed for redemption provided funds are on hand with the Transfer Agent to redeem said bond or portion thereof.

This bond is transferable only upon the registration books of the City kept by the Transfer Agent by the registered owner of record in person, or by the registered owner's attorney duly authorized in writing, upon the surrender of this bond together with a written instrument of transfer satisfactory to the Transfer Agent duly executed by the registered owner or the registered owner's attorney duly authorized in writing, and thereupon a new registered bond or bonds in the same aggregate principal amount and of the same maturity shall be issued to the transferee in exchange therefor as provided in the resolution authorizing this bond and upon the payment of the charges, if any, therein prescribed.

This bond, including the interest thereon, is payable as a first budget obligation from the general funds of the Issuer, and the Issuer is required, if necessary, to levy ad valorem taxes on all taxable property in the Issuer for the payment thereof, subject to applicable constitutional, statutory and charter tax rate limitations.

It is hereby certified and recited that all acts, conditions and things required by law to be done, precedent to and in the issuance of this bond and the series of bonds of which this is one, exist and have been done and performed in regular and due form and time as required by law, and that the total indebtedness of the City, including this bond and the series of bonds of which this is one, does not exceed any constitutional, statutory or charter debt limitation.

This bond is not valid or obligatory for any purpose until the Transfer Agent's Certificate of Authentication on this bond has been executed by the Transfer Agent.

IN WITNESS WHEREOF, the City, by its City Council, has caused this bond to be signed in its name with the facsimile signatures of its Mayor and is City Clerk and a facsimile of its corporate seal to be printed hereon, all as of the Date of Original Issue.

CITY OF FARMINGTON HILLS
County of Oakland
State of Michigan

By_____
Its Mayor

(SEAL)

By_____
Its City Clerk

(Form of Transfer Agent's Certificate of Authentication)

CERTIFICATE OF AUTHENTICATION

This bond is one of the bonds described herein.

_____
_____

By_____
Authorized Signatory

Authentication Date:_____, 2026

[Bond printer to insert form of assignment]

7. Notice of Sale. The City Clerk is authorized to fix a date of sale for the Bonds and to publish a notice of sale of the Bonds in ***The Bond Buyer***, New York, New York, which notice of sale shall be in substantially the following form:

OFFICIAL NOTICE OF SALE
$[_____]*
CITY OF FARMINGTON HILLS
COUNTY OF OAKLAND, STATE OF MICHIGAN
2026 CAPITAL IMPROVEMENT BONDS
(LIMITED TAX GENERAL OBLIGATION)
**Subject to adjustment as set forth in this Notice of Sale*

Bids for the purchase of the above bonds will be received in the manner described in this Official Notice of Sale on _____, _____, 2026, until __:__ _.m., prevailing Eastern Time, at which time and place said bids will be opened and read. The award or rejection of bids will occur on the same date.

ELECTRONIC BIDS: Bidders may submit bids for the purchase of the above bonds as follows:

Electronic bids may be submitted to the Municipal Advisory Council of Michigan at munibids@macmi.com; provided that electronic bids must arrive before the time of sale and the bidder bears all risks of transmission failure.

Electronic bids will also be received on the same date and until the same time by Bidcomp/Parity as agent of the undersigned. Further information about Bidcomp/Parity, including any fee charged, may be obtained from Bidcomp/Parity, Anthony Leyden or CLIENT SERVICES, 1359 Broadway, Second Floor, New York, New York 10010, (212) 849-5021. IF ANY PROVISION OF THIS NOTICE OF SALE SHALL CONFLICT WITH INFORMATION PROVIDED BY BIDCOMP/PARITY, AS THE APPROVED PROVIDER OF ELECTRONIC BIDDING SERVICES, THIS NOTICE SHALL CONTROL. No change of the dated date will be allowed for the computation of the winning bid.

Bidders may choose either means or location to present bids but a bidder may not present a bid in more than one location or by more than one means. Each bidder bears all risks associated with the submission, transmission and delivery of its bid.

BOND DETAILS: The bonds will be registered bonds of the denomination of $5,000 or multiples thereof not exceeding for each maturity the maximum principal amount of that maturity, originally dated as of the date of delivery, numbered in order of registration, and will bear interest from their date payable on October 1, 2026 and semiannually thereafter.

The bonds will mature on the 1st day of October in each of the years as follows:

Year	Amount*	Year	Amount*
2027	$205,000	2037	$320,000
2028	215,000	2038	335,000
2029	225,000	2039	350,000
2030	235,000	2040	370,000
2031	245,000	2041	385,000
2032	255,000	2042	405,000
2033	270,000	2043	420,000
2034	280,000	2044	440,000
2035	295,000	2045	460,000
2036	305,000	2046	485,000

*ADJUSTMENT OF TOTAL PAR AMOUNT OF BONDS AND PRINCIPAL MATURITIES: The City reserves the right to increase or decrease the aggregate principal amount of the bonds after receipt of the bids and prior to final award, if necessary, so that the purchase price of the bonds will provide an amount determined by the City to be sufficient to construct the projects and to pay costs of issuance of the bonds. The adjustments, if necessary, will be in increments of $5,000. The purchase price will be adjusted proportionately to the increase or decrease in issue size, but the interest rates specified by the successful bidder for all maturities will not change. The successful bidder may not withdraw its bid as a result of any changes made within these limits.

*ADJUSTMENT TO PURCHASE PRICE: Should any adjustment to the aggregate principal amount of the bonds be made by the City, the purchase price of the bonds will be adjusted by the City proportionally to the adjustment in principal amount of the bonds. The adjusted purchase price will reflect changes in the dollar amount of the underwriter's discount and original issue discount/premium, if any, but will not change the per-bond underwriter's discount as calculated from the bid and initial reoffering prices.

PRIOR REDEMPTION OF BONDS: Bonds maturing in the years [2027 to 2036] inclusive, shall not be subject to redemption prior to maturity. Bonds or portions of bonds in multiples of $5,000 maturing in the year [2037] and thereafter shall be subject to redemption prior to maturity, at the option of the City, in any order of maturity and by lot within any maturity, on any date on or after [October 1, 2036], at par and accrued interest to the date fixed for redemption.

In case less than the full amount of an outstanding bond is called for redemption, the transfer agent, upon presentation of the bond called for redemption, shall register, authenticate and deliver to the registered owner of record a new bond in the principal amount of the portion of the original bond not called for redemption.

Notice of redemption shall be given to the registered owner of any bond or portion thereof called for redemption by mailing of such notice not less than thirty (30) days prior to the date fixed for redemption to the registered address of the registered owner of record. A bond or portion thereof so called for redemption shall not bear interest after the date fixed for redemption provided funds are on hand with the transfer agent to redeem said bond or portion thereof.

TERM BOND OPTION: The initial purchaser of the bonds may designate any one or more maturities as term bonds. The amounts of the maturities which are aggregated in a designated term bond shall be subject to mandatory redemption on October 1 of the years and in the amounts set forth in the above maturity schedule at a redemption price of par, plus accrued interest to the date of mandatory redemption. Term bonds or portions thereof mandatorily redeemed shall be selected by lot. Any such designation must be made at the time bids are submitted and must be listed on the bid.

INTEREST RATE AND BIDDING DETAILS: The bonds shall bear interest at rate or rates not exceeding 5.00% per annum, to be fixed by the bids therefor, expressed in multiples of 1/8 or 1/100 of 1% or both. The interest on any one bond shall be at one rate only and all bonds maturing in any one year must carry the same interest rate. [NO MATURITY OF THE BONDS MAY HAVE AN INITIAL OFFERING PRICE TO THE PUBLIC THAT IS LESS THAN 98.5% OF THE PAR AMOUNT OF THE MATURITY] [THE BONDS MATURING IN THE YEAR 20__ AND THEREAFTER SHALL BEAR INTEREST AT A RATE NOT LESS THAN ____%]. No proposal for the purchase of less than all of the bonds or at a price less than 100% or more than 120% of their par value will be considered.

BOOK-ENTRY ONLY: The bonds will be issued in book-entry only form as one fully registered bond per maturity and will be registered in the name of Cede & Co., as bondholder and nominee for The Depository Trust Company ("DTC"), New York, New York. DTC will act as securities depository for the bonds. Purchase of the bonds will be made in book-entry-only form, in the denomination of $5,000 or any multiple thereof. Purchasers will not receive certificates representing their interest in bonds purchased. It will be the responsibility

of the purchaser to obtain DTC eligibility. Failure of the purchaser to obtain DTC eligibility shall not constitute cause for a failure or refusal by the purchaser to accept delivery of and pay for the bonds.

TRANSFER AGENT AND REGISTRATION: Principal shall be payable at the principal corporate trust office of _____, _____, Michigan, or such other transfer agent as the City may hereafter designate by notice mailed to the registered owner of record not less than 60 days prior to an interest payment date. Interest shall be paid by check mailed to the registered owner of record as shown on the registration books of the City as of the 15th day prior to an interest payment date. The bonds will be transferred only upon the registration books of the City kept by the transfer agent.

PURPOSE AND SECURITY: The bonds are authorized for the purpose of paying the cost of acquiring and constructing certain capital improvements for the City. The bonds will be a first budget obligation of the City, payable from the general funds of the City including the collection of ad valorem taxes on all taxable property in the City subject to applicable constitutional, statutory and charter tax rate limitations. The rights or remedies of bondholders may be affected by bankruptcy, insolvency, fraudulent conveyance or other laws affecting creditors' rights generally now existing or hereafter enacted and by the application of general principles of equity including those relating to equitable subordination.

AWARD OF BONDS-TRUE INTEREST COST: The bonds will be awarded to the bidder whose bid produces the lowest true interest cost determined in the following manner: the lowest true interest cost will be the single interest rate (compounded on October 1, 2026 and semi-annually thereafter) necessary to discount the debt service payments from their respective payment date to the date of closing, in an amount equal to the price bid, excluding accrued interest. Each bidder shall state in its bid the true interest cost to the City, computed in the manner specified above.

TAX MATTERS: In the opinion of Miller, Canfield, Paddock and Stone, P.L.C., bond counsel, under existing law, assuming compliance with certain covenants, interest on the bonds is excludable from gross income for federal income tax purposes as described in the opinion, and the bonds and interest thereon are exempt from all taxation by the State of Michigan or any taxing authority within the State of Michigan except inheritance and estate taxes and taxes on gains realized from the sale, payment or other disposition thereof.

"QUALIFIED TAX-EXEMPT OBLIGATIONS": The City has designated the bonds as "qualified tax-exempt obligations" for purposes of the deduction of interest expense by financial institutions pursuant to the Internal Revenue Code of 1986, as amended.

ISSUE PRICE: The winning bidder shall assist the City in establishing the issue price of the bonds and shall execute and deliver to the City at closing an "issue price" or similar certificate setting forth the reasonably expected initial offering price to the public or the sales price or prices of the bonds, together with the supporting pricing wires or equivalent communications, substantially in the form attached either as Appendix __-1 or Appendix __-2 to the Preliminary Official Statement for the bonds, with such modifications as may be appropriate or necessary, in the reasonable judgment of the winning bidder, the City and bond counsel.

The City intends that the provisions of Treasury Regulation Section 1.148-1(f)(3)(i) (defining "competitive sale" for purposes of establishing the issue price of the bonds) will apply to the initial sale of the bonds (the "Competitive Sale Requirements") because:

a. the City is disseminating this Notice of Sale to potential underwriters in a manner that is reasonably designed to reach potential underwriters;

b. all bidders shall have an equal opportunity to bid;

c. the City anticipates receiving bids from at least three underwriters of municipal bonds who have established industry reputations for underwriting new issuances of municipal bonds; and

d. the City anticipates awarding the sale of the bonds to the bidder who submits a firm offer to purchase the bonds at the lowest true interest cost, as set forth in this Notice of Sale.

Any bid submitted pursuant to this Notice of Sale shall be considered a firm offer for the purchase of the bonds, as specified in the bid.

In the event that all of the Competitive Sale Requirements are not satisfied, the City shall so advise the winning bidder. The City will not require bidders to comply with the "hold-the-offering-price rule" (as described below), and therefore does not intend to use the initial offering price to the public as of the sale date of any maturity of the bonds as the issue price of that maturity, though the winning bidder, in consultation with the City, may elect to apply the "hold-the-offering-price rule." Bids will not be subject to cancellation in the event the Competitive Sale Requirements are not satisfied. Unless a bidder intends to apply the "hold-the-offering-price rule" (as described below), bidders should prepare their bids on the assumption that all of the maturities of the bonds will be subject to the 10% Test (as described below). The winning bidder must notify the City of its intention to apply either the "hold-the-offering-price rule" or the 10% Test at or prior to the time the bonds are awarded.

If the winning bidder does not request that the "hold-the-offering-price rule" apply to determine the issue price of the bonds, then the following two paragraphs shall apply:

a. The City shall treat the first price at which 10% of a maturity of the bonds (the "10% Test") is sold to the public as the issue price of that maturity, applied on a maturity-by-maturity basis. The winning bidder shall advise the City if any maturity of the bonds satisfies the 10% Test as of the date and time of the award of the bonds; and

b. Until the 10% Test has been satisfied as to each maturity of the bonds, the winning bidder agrees to promptly report to the City the prices at which the unsold bonds of that maturity have been sold to the public. That reporting obligation shall continue, whether or not the closing date has occurred, until either (i) all bonds of that maturity have been sold or (ii) the 10% Test has been satisfied as to the bonds of that maturity, provided that, the winning bidder's reporting obligation after the closing date may be at reasonable periodic intervals or otherwise upon request of the City or bond counsel.

If the winning bidder does request that the "hold-the-offering-price rule" apply to determine the issue price of the bonds, then the following three paragraphs shall apply:

a. The winning bidder, in consultation with the City, may determine to treat (i) pursuant to the 10% Test, the first price at which 10% of a maturity of the bonds is sold to the public as the issue price of that maturity and/or (ii) the initial offering price to the public as of the sale date of any maturity of the bonds as the issue price of that maturity (the "hold-the-offering-price rule"), in each case applied on a maturity-by-maturity basis. The winning bidder shall advise the City if any maturity of the bonds satisfies the 10% Test as of the date and time of the award of the bonds. The winning bidder shall promptly advise the City, at or before the time of award of the bonds, which maturities of the bonds shall be subject to the 10% Test or shall be subject to the hold-the-offering-price rule or both.

b. By submitting a bid, the winning bidder shall (i) confirm that the underwriters have offered or will offer the bonds to the public on or before the date of the award at the offering price or prices (the "initial offering price"), or at the corresponding yield or yields, set forth in the bid submitted by the winning bidder, and (ii) if the hold-the-offering-price rule applies, agree, on behalf of the

underwriters participating in the purchase of the bonds, that the underwriters will neither offer nor sell unsold bonds of any maturity to which the hold-the-offering-price rule shall apply to any person at a price that is higher than the initial offering price to the public during the period starting on the sale date and ending on the earlier of the following:

a. the close of the fifth (5^{th}) business day after the sale date; or

b. the date on which the underwriters have sold at least 10% of that maturity of the bonds to the public at a price that is no higher than the initial offering price to the public;

The winning bidder shall promptly advise the City when the underwriters have sold 10% of that maturity of the bonds to the public at a price that is no higher than the initial offering price to the public, if that occurs prior to the close of the fifth (5^{th}) business day after the sale date.

c. The City acknowledges that, in making the representation set forth above, the winning bidder will rely on (i) the agreement of each underwriter to comply with the requirements for establishing issue price of the bonds, including, but not limited to, its agreement to comply with the hold-the-offering-price rule, if applicable to the bonds, as set forth in an agreement among underwriters and the related pricing wires, (ii) in the event a selling group has been created in connection with the initial sale of the bonds to the public, the agreement of each dealer who is a member of the selling group to comply with the requirements for establishing issue price of the bonds, including, but not limited to, its agreement to comply with the hold-the-offering-price rule, if applicable to the bonds, as set forth in a selling group agreement and the related pricing wires, and (iii) in the event that an underwriter or dealer who is a member of the selling group is a party to a third-party distribution agreement that was employed in connection with the initial sale of the bonds to the public, the agreement of each broker-dealer that is a party to such agreement to comply with the requirements for establishing issue price of the bonds, including, but not limited to, its agreement to comply with the hold-the-offering-price rule, if applicable to the bonds, as set forth in the third-party distribution agreement and the related pricing wires. The City further acknowledges that each underwriter shall be solely liable for its failure to comply with its agreement regarding the requirements for establishing issue price of the bonds, including, but not limited to, its agreement to comply with the hold-the-offering-price rule, if applicable to the bonds, and that no underwriter shall be liable for the failure of any other underwriter, or of any dealer who is a member of a selling group, or of any broker-dealer that is a party to a third-party distribution agreement to comply with its corresponding agreement to comply with the requirements for establishing issue price of the bonds, including, but not limited to, its agreement to comply with the hold-the-offering-price rule, if applicable to the bonds.

By submitting a bid, each bidder confirms that:

a. any agreement among underwriters, any selling group agreement and each third-party distribution agreement (to which the bidder is a party) relating to the initial sale of the bonds to the public, together with the related pricing wires, contains or will contain language obligating each underwriter, each dealer who is a member of the selling group, and each broker-dealer that is a party to such third-party distribution agreement, as applicable, (A)(i) to report the prices at which it sells to the public the unsold bonds of each maturity allocated to it, whether or not the closing date has occurred, until either all bonds of that maturity allocated to it have been sold or it is notified by the winning bidder that the 10% Test has been satisfied as to the bonds of that maturity, provided that, the reporting obligation after the closing date may be at reasonable periodic intervals or otherwise upon request of the winning bidder, and (ii) to comply with the hold-the-offering-price rule, if applicable, if and for so long as directed by the winning bidder and as set forth in the related pricing wires, (B) to promptly notify the winning bidder of any sales of bonds that, to its knowledge, are made to a purchaser who is

a related party to an underwriter participating in the initial sale of the bonds to the public (each such term being used as defined below), and (C) to acknowledge that, unless otherwise advised by the underwriter, dealer or broker-dealer, the winning bidder shall assume that each order submitted by the underwriter, dealer or broker-dealer is a sale to the public.

b. any agreement among underwriters or selling group agreement relating to the initial sale of the bonds to the public, together with the related pricing wires, contains or will contain language obligating each underwriter or dealer that is a party to a third-party distribution agreement to be employed in connection with the initial sale of the bonds to the public to require each broker-dealer that is a party to such third-party distribution agreement to (i) report the prices at which it sells to the public the unsold bonds of each maturity allocated to it, whether or not the closing date has occurred, until either all bonds of that maturity allocated to it have been sold or it is notified by the winning bidder or such underwriter that the 10% Test has been satisfied as to the bonds of that maturity, provided that, the reporting obligation after the closing date may be at reasonable periodic intervals or otherwise upon request of the winning bidder or such underwriter, and (ii) comply with the hold-the-offering-price rule, if applicable, if and for so long as directed by the winning bidder or the underwriter and as set forth in the related pricing wires.

c. sales of any bonds to any person that is a related party to an underwriter shall not constitute sales to the public for purposes of this Notice of Sale.

Further, for purposes of this Notice of Sale:

a. "public" means any person other than an underwriter or a related party;

b. "underwriter" means (A) any person that agrees pursuant to a written contract with the City (or with the lead underwriter to form an underwriting syndicate) to participate in the initial sale of the bonds to the public and (B) any person that agrees pursuant to a written contract directly or indirectly with a person described in clause (A) to participate in the initial sale of the bonds to the public (including a member of a selling group or a party to a third-party distribution agreement participating in the initial sale of the bonds to the public);

c. a purchaser of any of the bonds is a "related party" to an underwriter if the underwriter and the purchaser are subject, directly or indirectly, to (i) more than 50% common ownership of the voting power or the total value of their stock, if both entities are corporations (including direct ownership by one corporation of another), (ii) more than 50% common ownership of their capital interests or profits interests, if both entities are partnerships (including direct ownership by one partnership of another), or (iii) more than 50% common ownership of the value of the outstanding stock of the corporation or the capital interests or profit interests of the partnership, as applicable, if one entity is a corporation and the other entity is a partnership (including direct ownership of the applicable stock or interests by one entity of the other); and

d. "sale date" means the date that the bonds are awarded by the City to the winning bidder.

LEGAL OPINION: Bids shall be conditioned upon the approving opinion of Miller, Canfield, Paddock and Stone, P.L.C., attorneys of Detroit, Michigan, a copy of which opinion will be furnished without expense to the purchaser of the bonds at the delivery thereof. The fees of Miller, Canfield, Paddock and Stone, P.L.C. for services rendered in connection with such approving opinion are expected to be paid from bond proceeds. Except to the extent necessary to issue its approving opinion as to validity of the above bonds, Miller, Canfield, Paddock and Stone, P.L.C. has not been requested to examine or review and has not examined or reviewed any financial documents, statements or materials that have been or may be furnished in connection with the authorization,

issuance or marketing of the bonds, and accordingly will not express any opinion with respect to the accuracy or completeness of any such financial documents, statements or materials.

DELIVERY OF BONDS: The City will furnish bonds ready for execution at its expense. Bonds will be delivered without expense to the purchaser through DTC in New York, New York, or such other place to be agreed upon. The usual closing documents, including a certificate that no litigation is pending affecting the issuance of the bonds, will be delivered at the time of delivery of the bonds. If the bonds are not tendered for delivery by twelve o'clock noon, prevailing Eastern Time, on the 45th day following the date of sale, or the first business day thereafter if said 45th day is not a business day, the successful bidder may on that day, or any time thereafter until delivery of the bonds, withdraw its proposal by serving notice of cancellation, in writing, on the undersigned in which event the City shall promptly return the good faith deposit, if any. Payment for the bonds shall be made in Federal Reserve Funds.

CUSIP NUMBERS: CUSIP identification numbers will be printed on the bonds at the option of the purchaser, but neither the failure to print such numbers on any bonds nor any error with respect thereto shall constitute cause for a failure or refusal by the purchaser thereof to accept delivery of and pay for the bonds in accordance with terms of the purchase contract. All expenses in relation to the printing of CUSIP numbers on the bonds shall be paid for by the purchaser, and the CUSIP Service Bureau charge for the assignment of such numbers shall be the responsibility of and shall be paid for by the purchaser.

OFFICIAL STATEMENT: An electronic copy of the preliminary Official Statement that the City deems to be final as of its date, except for the omission of information permitted to be omitted by Rule 15c2-12 of the Securities and Exchange Commission, has been prepared and may be obtained from PFM Financial Advisors LLC, financial advisors to the City, at the address and telephone listed under MUNICIPAL ADVISOR below. PFM Financial Advisors LLC will provide the winning bidder with an electronic copy of the final Official Statement within 7 business days from the date of sale to permit the purchaser to comply with Securities and Exchange Commission Rule 15c2-12. Within 24 hours of the time of sale, the purchaser may request printed copies of the Official Statement from PFM Financial Advisors LLC. The purchaser agrees to pay the cost of additional copies.

BOND INSURANCE AT PURCHASER'S OPTION: If the bonds qualify for issuance of any policy of municipal bond insurance or commitment therefor at the option of the bidder/purchaser, the purchase of any such insurance policy or the issuance of any such commitment shall be at the option and expense of the purchaser of the bonds. Any and all increased costs of issuance of the bonds resulting from such purchase of insurance shall be paid by the purchaser, except that if the City has requested and received a rating on the bonds from a rating agency, the City shall pay the fee for the requested rating. Any other rating agency fees shall be the responsibility of the purchaser. FAILURE OF THE MUNICIPAL BOND INSURER TO ISSUE THE POLICY AFTER THE BONDS HAVE BEEN AWARDED TO THE PURCHASER SHALL NOT CONSTITUTE CAUSE FOR FAILURE OR REFUSAL BY THE PURCHASER TO ACCEPT DELIVERY OF THE BONDS FROM THE CITY.

CONTINUING DISCLOSURE: As described more fully in the Official Statement, the City has agreed to provide or cause to be provided, in accordance with the requirements of Rule 15c2-12 promulgated by the Securities and Exchange Commission, (i) on or prior to the sixth month after the end of each fiscal year commencing with the fiscal year ended June 30, 2026, certain annual financial information and operating data, including audited financial statements for the preceding fiscal year, generally consistent with the information contained or cross-referenced in the Official Statement relating to the bonds, (ii) timely notice of the occurrence of certain material events with respect to the bonds and (iii) timely notice of a failure by the City to provide the required annual financial information on or before the date specified in (i) above.

BIDDER CERTIFICATION: NOT "IRAN-LINKED BUSINESS": By submitting a bid, the bidder shall be deemed to have certified that it is not an "Iran-Linked Business" as defined in Act 517 Michigan Public Acts of 2012, being MCL 129.311 et. seq.

MUNICIPAL ADVISOR: Further information relating to the bonds may be obtained from PFM Financial Advisors LLC, 555 Briarwood Circle, Suite 333, Ann Arbor, Michigan 48108. Telephone (734) 994-9700. Fax (734) 994-9710.

ENVELOPES containing the bids should be plainly marked "Proposal for 2026 Capital Improvements Bonds (Limited Tax General Obligation)."

THE RIGHT IS RESERVED TO REJECT ANY OR ALL BIDS.

Carly Lindahl
City Clerk

8. Useful Life of Projects. The estimated period of usefulness of the Projects is hereby declared to be not less than twenty-one (21) years.

9. Tax Covenant; Qualified Tax-Exempt Obligations. The City shall, to the extent permitted by law, take all actions within its control necessary to maintain the exclusion of the interest on the Bonds from gross income for federal income tax purposes under the Code, including, but not limited to, actions relating to any required rebate of arbitrage earnings and the expenditures and investment of Bond proceeds and moneys deemed to be Bond proceeds, and to prevent the Bonds from being or becoming "private activity bonds" as that term is used in Section 141 of the Code. The Bonds are designated as "qualified tax-exempt obligations" for purposes of deduction of interest expense by financial institutions pursuant to the Code.

10. Official Statement; Qualification for Insurance; Ratings. Any Authorized Officer is authorized and directed to cause the preparation and circulation of a preliminary and final Official Statement with respect to the Bonds; to procure qualification of the Bonds for a policy of municipal bond insurance if deemed appropriate by the City's financial advisor; and to obtain ratings on the Bonds.

11. Continuing Disclosure. The City agrees to enter into a continuing disclosure undertaking for the benefit of the holders and beneficial owners of the Bonds in accordance with the requirements of Rule 15c2-12 promulgated by the Securities and Exchange Commission, and any Authorized Officer is hereby authorized to execute such undertaking prior to delivery of the Bonds.

12. Authorization of Other Actions. The Authorized Officers are each individually hereby authorized to adjust the final Bond details set forth herein to the extent necessary or convenient to complete the transaction authorized herein, and in pursuance of the foregoing are authorized to exercise the authority and make the determinations authorized pursuant to Section 315(1)(d) of Act 34, Public Acts of Michigan, 2001, as amended ("Act 34"), including but not limited to, determinations regarding interest rates, prices, discounts, maturities, principal amounts, denominations, dates of issuance, interest payment dates, redemption rights, series designation, the place of delivery and payment, and other matters, *provided* that the principal amount of Bonds issued shall not exceed the principal amount authorized in this resolution, the true interest cost per annum on the Bonds shall not exceed five percent (5.00%), the Bonds shall mature in not more than twenty-one (21) annual principal installments and the Bonds shall be sold at a price not more than 120% of the principal amount thereof. The Authorized Officers are each authorized and directed to take all other actions necessary or advisable, and to make such other filings with any parties, including the Michigan Department of Treasury, to enable the sale and delivery of the Bonds as contemplated herein.

13. Award of Sale of Bonds. Each of the Authorized Officers is hereby authorized on behalf of the City to award the sale of the Bonds to the bidder whose bid meets the requirements of law and which produces the lowest true interest cost to the City computed in accordance with the terms of the Official Notice of Sale as published.

14. Bond Counsel. Miller, Canfield, Paddock and Stone, P.L.C. is hereby approved as bond counsel for the Bonds, notwithstanding periodic representation in unrelated matters of parties or potential parties to the transaction contemplated by this resolution.

15. Municipal Advisor. PFM Financial Advisors LLC is retained as the registered municipal advisor to the City in connection with the issuance of the Bonds.

16. Rescission. All resolutions and parts of resolutions insofar as they conflict with the provisions of this resolution are hereby rescinded.

AYES: Members: _____

_____

NAYS: Members: _____

RESOLUTION DECLARED ADOPTED.

_____
Carly Lindahl, City Clerk

I hereby certify that the foregoing is a true and complete copy of a resolution adopted by the City Council of the City of Farmington Hills, County of Oakland, State of Michigan, at a regular meeting held on February 23, 2026, and that said meeting was conducted and public notice of said meeting was given pursuant to and in full compliance with the Open Meetings Act, being Act 267, Public Acts of Michigan, 1976, and that the minutes of said meeting were kept and will be or have been made available as required by said Act.

_____
Carly Lindahl, City Clerk

45640608.2/027759.00027

OFFICE OF CITY CLERK

TO: Mayor and City Council Members

FROM: Carly Lindahl, City Clerk

DATE: February 23, 2026

SUBJECT: Setting the Budget Study Session Meeting Dates

The following dates have been suggested by City staff for the City Council's budget study session meetings:

Monday, May 4, 2026
Tuesday, May 5, 2026

The meetings are proposed to begin at 4:00PM and take place in the Community Room at City Hall. If this date and time is acceptable to Council, the following motion is to formally confirm the meeting date.

RECOMMENDATION:
IT IS RESOLVED, that City Council hereby schedules the Budget Study Session meeting dates for May 4, 2026 and May 5, 2026, beginning at 4:00PM in the Community Room at City Hall.

MINUTES
CITY OF FARMINGTON HILLS
FARMINGTON HILLS CITY COUNCIL
STUDY SESSION
CITY HALL – COMMUNITY ROOM
FEBRUARY 9, 2026 – 5:30PM

The study session of the Farmington Hills City Council was called to order by Mayor Rich at 5:36pm.

Councilmembers Present:	Aldred, Boleware, Bridges, Dwyer, Knol (arrived at 5:45pm), Rich and Starkman
Councilmembers Absent:	None
Others Present:	Acting City Manager Mondora, City Clerk Lindahl, Directors Skrobola and Schnackel, Deputy Director Farmer and Moran, and City Attorneys Joppich, Sashital and Young

The closed session started at 5:38pm.

CLOSED SESSION ITEMS:
CONSIDERATION OF APPROVAL TO ENTER INTO A CLOSED SESSION UNDER SECTION 8(1)(H) OF THE OPEN MEETINGS ACT FOR THE PURPOSE OF DISCUSSING A WRITTEN ATTORNEY-CLIENT PRIVILEGED COMMUNICATION THAT IS EXEMPT FROM DISCLOSURE BY STATE STATUTE.

CONSIDERATION OF PERSONNEL/EMPLOYMENT MATTERS ALLOWED UNDER SECTION 8(1)(A) OF THE OPEN MEETINGS ACT RELATING TO THE CITY MANAGER POSITION, UPON THE CITY MANAGER'S REQUEST FOR SAME.

> MOTION by Bridges, support by Dwyer, that the City Council of Farmington Hills hereby enters into a closed session under Section 8(1)(h) of the Open Meetings Act for the purpose of discussing a written attorney-client privileged communication that is exempt from disclosure by state statute; and also under Section 8(1)(a) of the Open Meetings Act for the purpose of considering personnel/employment matters allowed under Section 8(1)(a) of the Open Meetings Act relating to the City Manager position, upon the City Manager's request for same.
>
> MOTION CARRIED 7-0.

The open session resumed at 6:03pm

STUDY SESSION ITEMS:
UPDATE ON THE OAKLAND COUNTY PARKS/CITY OF FARMINGTON HILLS AGREEMENT

Special Services Director Schnackel and Deputy Director Farmer were present for this discussion, which was an update on the Interlocal Agreement between the City of Farmington Hills and Oakland County Parks and Recreation (OCPR) for the management of Heritage Park. The Interlocal Agreement was fully executed on September 5, 2025. The Agreement authorized the City Manager and Director of Special Services to finalize the terms of the agreement in consultation with the City Attorney. Progress has been made and finalized documents are still under development.

The County's written Heritage Park Action Plan draft was received late Friday, February 6. Per agreement, OCPR is required to provide final drafts of the Park Action Plan, the Parks Operations and Maintenance Plan, and the Park Capital Improvement Plan to the City for comments and recommendations by March 31, 2026.

Park Action Plan
Director Schnackel reviewed the purpose and scope of the Park Action Plan, which serves as the master plan for Heritage Park. The Plan defines the long-term vision and includes content areas such as vision and guiding principles, existing conditions and site analysis, park zones and land use, facility planning, and implementation strategies.

The Plan aligns with Oakland County's broader strategic framework known as Mission 26, which establishes a countywide framework for park improvements, partnerships, and decision-making supported by public input. A public engagement session was recently held at The Hawk with significant attendance from across the county (approximately 150 attendees).

Operations and Maintenance Plan (POMP)
The Parks Operations and Maintenance Plan establishes service standards, communication protocols, and delineation of responsibilities between the City and the County. Once adopted, the POMP will define operational service levels, clarify staff-level versus governing body approvals, provide a memorandum of understanding framework, and establish ongoing communication and oversight mechanisms. The POMP defines service standards, roles, and oversight mechanisms between the City and County.

Transition Model
Director Schnackel outlined a phased transition model for management of Heritage Park. Phase three, scheduled to begin October 1 of this year, contemplates full operational management by the County. Under this structure, the City retains ownership of the park while the County assumes operational management, including maintenance, capital improvements, and programming. Operations would transition to County personnel. City staffing currently includes two full-time park employees: a Nature Center Supervisor and a Laborer III.

Although the County would manage day-to-day operations, the agreement includes checks and balances requiring mutual agreement on major decisions. Significant changes would involve defined approval processes.

Council Discussion
Councilmember Dwyer noted that on Phase Three, starting October 1, 2026, the County takes over "full operation" of the park. Did "full operation" mean the City would effectively relinquish control of the park for the next 30 years? He raised questions regarding staffing, maintenance responsibilities, programming authority, and the protection of Farmington Hills resident priorities.

Director Schnackel clarified that employees would be County or County-contracted employees and that operational management would shift to the County; however, the agreement ensures that the City approves everything that is laid out in the Plan. Significant changes or capital decisions would require mutual agreement and Council review where appropriate. In terms of priorities and programming, checks and balances were written into the agreement, with rechecks performed on a consistent basis.

Financial Considerations
Councilmember Dwyer asked how the City would benefit by this agreement. Director Schnackel explained that the primary benefit of the agreement for Farmington Hills was financial sustainability. The City would save approximately $300,000 per year, receive an initial $4 million payment to the City, with a further commitment of $2.5 million in capital improvements over the first two years of the agreement, and there would be ongoing capital improvement discussions every four to five years.

Councilmember Dwyer expressed concern about the County's long-term financial stability.

Mayor Rich inquired about the previously awarded $850,000 in grant funding from the Michigan Department of Natural Resources for crosswalks and ADA improvements, including $500,000 allocated to Heritage Park. Director Schnackel explained that details regarding the administrative structure for grant implementation will need to be resolved to ensure compliance with grant requirements.

Acting City Manager Mondora clarified that the annual $300,000 net savings directly affects the structural operating deficit within Special Services, whereas the capital investments are reflected in the Capital Improvement Plan and do not impact the operating deficit.

Emphasizing the importance of financial oversight in evaluating the proposal, Councilmember Bridges confirmed that Finance Director Skrobola reviewed the financial projections.

Authority and Oversight
Councilmember Bridges sought clarification regarding the scope of the City's authority under the proposed Parks Operations and Maintenance Plan. Director Schnackel responded that all significant actions within the park would involve discussion and defined oversight processes. She explained that:

- A long-term 30-year framework would be presented.
- There would be formal review and check-in intervals every four to five years.
- Staff from both the City and County would collaborate on park management.
- The Memorandum of Understanding would specify approval processes and responsibilities.

Director Schnackel said that the County has a strong incentive to ensure the success of the partnership, as Heritage Park would serve as a flagship within its park system. She emphasized that the initiative was explored in response to direction to address the structural deficit within Special Services through partnerships and operational efficiencies.

Resident Impact and Service Levels
Councilmember Bridges expressed concern that residents might perceive a loss of value or deterioration of services under the agreement, particularly given that approximately 40% of park users are Farmington Hills residents and 60% are non-residents.

Director Schnackel said that residents would not experience a deterioration of services. The agreement is intended to enhance services through capital investment and operational stability. She pointed out that current park millage revenues total approximately $2.1 million annually, with roughly $1.1 million already committed to other projects, leaving $1 million to spread across all the parks in the city. There was very limited available funding for Heritage Park improvements without additional partnership resources.

Councilmember Bridges questioned the City's reliance on limited CIP funding while maintaining a $60 million balance in the rainy day fund. He suggested broader fiscal policy considerations regarding allocation of reserves versus capital investment.

Councilmember Bridges questioned the necessity of a 30-year agreement rather than a shorter 15-year term. Director Schnackel explained that the 30-year structure is consistent with other Oakland County agreements and reflects the County's desire to protect its $4 million upfront contribution and additional capital investments over a long-term horizon.

Resident Fees and Program Protections
Councilmember Knol inquired whether Farmington Hills residents would retain reduced resident rates for camps and programming if the agreement proceeds. Deputy Director Farmer stated that resident fee structures and similar protections must be expressly written into the agreement prior to execution. He emphasized that:

- Resident rate differentials must be clearly negotiated and documented.
- Existing memorial benches and trees must be protected from expiration policies inconsistent with current City practice.
- All operational expectations must be reduced to writing to ensure enforceability.

Deputy Director Farmer reiterated that staff is pursuing this agreement as one strategy to reduce the structural deficit and that partnering with Oakland County is preferable to contracting with a private operator whose primary motive would be profit generation.

Councilmember Knol asked about potential lost opportunity associated with transferring revenue-generating programs, such as archery and nature programming, to Oakland County. She questioned whether expanded programming under County management could increase revenue beyond current levels, thereby increasing the amount of foregone revenue and reducing projected net savings.

Deputy Director Farmer responded that staff anticipates the opposite effect. He explained that certain programs, including archery and nature-based camps, could be expanded at The Hawk, allowing the City to retain and potentially grow related revenues. For example:

- Approximately $91,000 is currently generated from the Heritage Park archery range.
- Staff anticipates retaining approximately $50,000 in revenue by expanding archery programming at The Hawk.
- Nature programming previously promoted through the City's camp brochure would instead be marketed separately by Oakland County, potentially shifting visibility toward City-operated programs first.

Deputy Director Farmer affirmed that staff intends to structure programming transitions in a manner that preserves and strengthens City-operated revenue streams where feasible.

Spicer House and Capital Investment
Noting that she served as liaison to the Historic District Commission, Councilmember Knol raised concerns regarding the condition of the Spicer House and the City's limited ability to fund necessary improvements. The Historic District Commission has expressed concern about deferred maintenance; she emphasized the importance of reviewing the County's proposed capital improvement plan before supporting the agreement.

Director Schnackel and Deputy Director Farmer explained that any improvements to the Spicer House would require review and approval by the City's Historic District Commission. They emphasized that:

- City staff would coordinate directly with County staff on proposed improvements.
- The County would not independently pursue approvals without City involvement.
- The agreement is intended to require collaboration and prevent unilateral decision-making.

Councilmember Knol reiterated that review of capital improvement commitments, particularly regarding the Spicer House, is essential prior to Agreement approval.

Governance and Perception of Control

Councilmember Aldred stated that he had generally been supportive of the proposal but was having increased concern after reviewing the updated materials. He referenced language indicating that Oakland County Parks would assume complete management and independently operate the park, which raised questions regarding the extent of City oversight. He compared the current language to earlier discussions that emphasized collaboration and shared operational decision-making. He previously understood that key programming, site decisions, and resident-facing functions would remain closely associated with the City experience, even with County funding support. Now he was not so sure, and he expressed discomfort with the potential perception of reduced City control. He emphasized the importance of clearly defining oversight mechanisms within the operational plan to ensure continued community input and transparency.

Director Schnackel acknowledged that the agreement language has evolved through negotiations. Staff will provide the finalized documents for Council review after legal and administrative analysis. She reiterated that the guiding consideration remains what best serves Farmington Hills residents.

Mayor Pro Tem Boleware stated that during prior discussions, her initial impression of the proposal was that of a true partnership. Now, based on the current materials, the structure appears more like a transfer of operational control with limited input, rather than a balanced partnership. She referenced the projected net annual savings of approximately $304,000, equating to roughly $9 million over 30 years, and questioned whether that financial benefit sufficiently offsets the scope of operational authority being transferred. Her final position would depend on review of the detailed execution framework.

Mayor Pro Tem Boleware asked whether previously projected savings associated with relocating the Senior Activity Center to The Hawk property could be affected by changes in maintenance responsibilities under the proposed agreement. Some savings assumptions may require reevaluation if contracted services shift or are restructured.

Director Schnackel acknowledged that the projections would need to be reviewed in coordination with the finance team. She noted that lawn maintenance at Heritage Park is currently performed through a combination of contracted services and City staff. Seasonal staffing challenges have made park operations increasingly difficult in recent summers.

Millage Allocation and Funding Structure

Mayor Pro Tem Boleware inquired about allocation of the Special Services millage, which generates approximately $2.1 million annually. Director Schnackel explained:

- Approximately $1.3 million is earmarked for designated purposes, including cultural arts, the nature center, parks, after-school programs, and senior services, and is transferred directly to the general fund.
- The remaining approximately $1 million is available for capital projects, infrastructure, and equipment needs such as vehicles and maintenance equipment. Capital demands significantly exceed available annual funding.
- The current millage is nearing expiration.
- Heritage Park does not receive a separately designated millage allocation but draws from broader parks funding.

Return on County Investment and Capital Needs
Mayor Pro Tem Boleware noted that the City has contributed to the County parks millage for years without perceiving a proportional return. While approximately $9 million in projected net savings over 30 years represents a benefit, she is evaluating whether it is sufficient relative to operational authority being transferred.

Discussion turned to the Spicer House, where preliminary estimates suggest approximately $750,000 may be required to address needed improvements. Mayor Pro Tem Boleware asked whether such improvements would be incorporated into the County's capital improvement plan.

Director Schnackel explained that:
- A jointly developed capital improvement plan would be reviewed every five years.
- The five-year capital plan would be presented to City Council for review and approval.
- Identified priorities include the Spicer House, accessible playground enhancements supported by a $500,000 grant, trails, and parking improvements.
- The capital planning process would combine City grant funding with County investment.

Governance Structure
Mayor Pro Tem Boleware stated that the proposal initially appeared to be structured as a partnership but now appears to place greater operational control with Oakland County Parks. She expressed concern that the arrangement resembles a transfer of authority rather than an equal collaboration.

Director Schnackel responded that the agreement includes defined review periods and approval windows, typically 30 to 60 days, during which the City may approve or request revisions to proposed plans. Each capital and operational component would undergo review every four to five years as part of the formal oversight structure.

Director Schnackel acknowledged that negotiations have evolved from earlier conceptual discussions. Council will be provided with the finalized draft documents for comprehensive review, and County personnel will participate in future meeting(s) with Council.

Staffing Continuity and Camp Programming
Mayor Pro Tem Boleware emphasized the importance of maintaining opportunities for local students who are hired seasonally for camps and park programming. Director Schnackel indicated that staff have discussed continuity of experienced seasonal employees with County representatives and will recommend retention where possible, though final hiring authority will rest with the County.

Concerns were also raised regarding the continued development and expansion of innovative camp programming. Director Schnackel noted that the County's recruitment of former staff member Ashley Smith, who has demonstrated success in developing camp programs, suggests alignment with Farmington Hills programming priorities.

Fiscal Context
Deputy Director Farmer emphasized that the discussion ultimately centers on long-term fiscal sustainability. Current capital resources are limited to approximately $1 million annually for systemwide equipment and infrastructure needs. The proposed agreement represents one strategy to reduce the structural deficit while securing additional capital investment.

Duration of Agreement
Councilmember Starkman expressed concern regarding the 30-year duration of the proposed agreement, noting that significant changes can occur over such a lengthy period. He questioned whether the term could be amended or shortened. He also needed to review forthcoming materials before reaching a conclusion.

Employee Protections
Mayor Rich reiterated her prior concerns regarding the treatment of City employees currently working at Heritage Park. She noted that while only two full-time employees are formally assigned to the park, many Farmington Hills employees support park operations. Based on the draft materials, it appears that employees would transition to Oakland County employment. She emphasized the need for assurances that:

- Employees would not experience a reduction in pay or benefits.
- Part-time and seasonal employees would be treated fairly.
- Existing employees would have meaningful opportunity to retain comparable positions.

She further noted that while the projected annual deficit associated with Heritage Park is approximately $1.1 million, and the proposed Activity Center carries a projected cost of $30–$35 million, employee protections remain a priority as Council evaluates financial considerations.

County Governance Structure
Councilmember Dwyer raised concerns regarding the County's internal approval processes. Referencing his experience of serving as a County Commissioner for 8 years, he cautioned that capital projects such as improvements to the Spicer House would face multiple levels of review involving different committees within the County's administrative structure, with the outcome not being a "slam dunk."

Legal Framework and Termination Provisions
City Attorney Joppich provided clarification regarding the contract term and termination provisions. He explained:

- The agreement provides for an initial 30-year term.
- At the conclusion of 30 years, the agreement automatically renews for an additional 30 years unless one party provides notice 180 days prior to expiration.
- Early termination without cause is permitted but requires repayment to the County of the non-depreciated value of capital improvements invested in the park.
- If the agreement is not renewed at the 30-year mark, repayment of the non-depreciated value of County-funded capital improvements is also required.

He noted that "non-depreciated value" is not explicitly defined in the agreement but would generally reflect the remaining value of capital investments. Any change to the 30-year structure would require amendment to the agreement.

Attorney Joppich further advised that Council retains the ability to terminate the agreement prior to capital investments if it determines that the Park Action Plan, Parks Operations and Maintenance Plan, or Capital Improvement Plan are not acceptable. He indicated that Council could also revisit the duration of the agreement during negotiations tied to review of these plans.

Timing and Review Period
Mayor Rich inquired whether the March 31 timeline for next steps could be extended to allow additional review time of the 131-page draft document recently received. Attorney Joppich indicated that staff could request an extension and would seek written confirmation to ensure any timeline modification is formally recognized. However, there was a question as to whether the draft document submitted last Friday constitutes the formal submittal triggering contractual review deadlines, or whether the draft was provided for preliminary review rather than as a formal submission.

Mayor Pro Tem Boleware asked whether the agreement contains provisions allowing the City to terminate prior to the 30-year term if the County fails to deliver on commitments.

City Attorney Joppich explained that the agreement is currently in its initial phase, during which the City retains the ability to terminate if the Park Action Plan (PAP), Parks Operations and Maintenance Plan (POMP), or Capital Improvement Plan (CIP) are not acceptable.

He stated that:
- During this initial phase, no capital improvements have been made, and no funds have been exchanged.
- If the City does not approve the plans after mediation or good-faith efforts to resolve concerns, it may terminate the agreement.
- Once the agreement enters the long-term operational phase, early termination provisions apply.

Attorney Joppich further explained that the agreement provides for:
- Termination with cause, if the County breaches the agreement and fails to cure the breach within a specified period.
- Termination without cause, subject to repayment obligations.

Council asked about the definition of "non-depreciated value." Attorney Joppich explained that "non-depreciated value" is not specifically defined in the agreement, but this language generally reflects the remaining useful value of capital investments that cannot be removed from the property. Acting City Manager Mondora and Finance Director Skrobola clarified that these improvements, such as splash pads or other fixed assets, would remain at the park and could not be reclaimed by the County. Therefore, if the agreement is terminated, the City would reimburse the County for the remaining value of those improvements.

Uniqueness of the Agreement
Councilmembers inquired whether this structure is common in other Oakland County arrangements. Staff indicated that this appears to be a unique agreement due to the City's existing successful park

system. Unlike other communities where the County has intervened to improve underperforming parks, Heritage Park is already a well-established asset, resulting in a customized partnership structure.

Mayor Rich closed discussion on this item.

DISCUSSION ON THE PROPOSED AD-HOC STEERING COMMITTEE FOR THE NEW ACTIVITIES CENTER

Director Schnackel explained that the City's consultant, Sports Facilities Company (SFC) suggested that City Council consider establishing and Ad-Hoc Steering Committee, to be established by resolution, for the new Activities Center.

User groups at the Costick Center have expressed concern regarding communication and transparency about this project. Given that the Costick Center facility is beyond its useful life and the City has authorized exploration of constructing a new facility at The Hawk campus, staff is proposing a committee structure to enhance communication and engagement.

The intent of the committee would not be to participate in architectural meetings, approve budgets, or revisit site selection decisions. Rather, the committee would:

- Serve as ambassadors to the community.
- Facilitate two-way communication between staff and user groups.
- Provide general input on programmatic and design concepts.
- Increase transparency and engagement with current users.

Councilmember Bridges questioned the purpose of the committee in light of continued public disagreement regarding the decision to study only The Hawk as the project site. Community concerns remain significant and unresolved. The proposed committee could be perceived as endorsing a decision that many residents still oppose. Councilmember Bridges reiterated his position that, in order to restore public confidence, both the Costick Center site and The Hawk site should be evaluated equally. He also requested documentation supporting the projected annual savings of approximately $300,000 associated with co-location at The Hawk. Council should receive itemized and documented financial analysis for all cited cost savings and tax-related projections.

Acting City Manager Mondora confirmed that staff is actively working with SFC to provide a detailed breakdown of the projected $300,000 in operational efficiencies. This documentation will be provided prior to any award of architectural and engineering services.

Councilmember Knol supported establishing the advisory committee. Council has already voted to move forward with an engineering study of the new Activity Center as a separate building on The Hawk campus. The committee would support constructive dialogue and provide meaningful user input into the design process without reopening prior Council decisions. Councilmember Knol outlined the intended function of the committee as:

- Providing feedback on facility features such as pool design, pickleball courts, and programming spaces.
- Serving as a communication bridge between project leadership and the Commission on Aging and existing Costick Center users.
- Ensuring representation across age groups, including individuals under age 50, to reflect future users and current taxpayers.

Councilmember Starkman expressed support for the advisory committee concept and noted that Dan Fantore, current Chair of the Committee on Aging, would be a valuable resource.

Councilmember Dwyer also supported the formation of an advisory committee but emphasized the importance of clearly defining its structure, authority, and leadership. The committee must have a clearly articulated purpose from the outset, defined limits regarding authority and scope, a strong facilitator in order to prevent delays or diversion from project objectives, and a clear understanding that its role is advisory and communication-focused, not policymaking.

Acting City Manager Mondora indicated that staff would need to identify an appropriate City representative to lead or coordinate the committee.

Councilmember Aldred stated that the committee would serve an important communication function and could address concerns that have persisted due to perceived gaps in outreach. Earlier enhanced communication might have prevented some of the current tensions surrounding the project.

Deputy Director Farmer thought the advisory committee could be a turning point toward more positive engagement. The goal is alignment and collaboration rather than division.

Mayor Pro Tem Boleware reiterated that although she was not initially supportive of the Hawk location, Council has made its decision, and she intends to move forward constructively. However, she continues to receive frequent communication from residents expressing dissatisfaction with the choice of location. The advisory committee could reduce misinformation by providing information to the community, with its primary function being communication, timeline updates, and project transparency.

Councilmember Starkman added that many residents are seeking involvement, not merely information. He stated that centralizing communication through an advisory committee would help reduce confusion resulting from multiple informal information sources and provide a consistent forum for engagement. Structured engagement may facilitate broader acceptance over time.

Mayor Rich asked whether any key constituencies were missing from the proposed committee structure. Councilmembers indicated that the list appeared comprehensive.

In summary, Councilmembers generally expressed support for formation of the ad-hoc advisory committee, contingent upon clear definition of scope, leadership, and communication objectives, as discussed.

ADJOURNMENT

Mayor Rich closed discussion and adjourned the meeting at 7:21pm.

Respectfully submitted,

Carly Lindahl, City Clerk

MINUTES
CITY OF FARMINGTON HILLS
CITY COUNCIL MEETING
CITY HALL – COUNCIL CHAMBER
FEBRUARY 9, 2026 – 7:30 PM

The regular session of the Farmington Hills City Council was called to order by Mayor Rich at 7:35PM.

Councilmembers Present:	Aldred, Boleware, Bridges, Dwyer, Knol, Rich and Starkman
Councilmembers Absent:	None
Others Present:	Acting City Manager Mondora, City Clerk Lindahl; Directors Aranowski, Rushlow and Schnackel; Fire Chief Unruh; City Attorneys Joppich, Young and Sashital

PLEDGE OF ALLEGIANCE
The pledge of allegiance was led by Farmington Area Commission on Aging Chair Dan Fantore.

APPROVAL OF REGULAR SESSION MEETING AGENDA

MOTION by Bridges, support by, to approve the agenda as published.

MOTION CARRIED 7-0.

PROCLAMATION RECOGNIZING FEBRUARY 20, 2026 AS GOVERNMENT COMMUNICATORS DAY
The following proclamation was read by Councilmember Bridges and accepted by Farmington Hills Communications Manager Lauracindy Plague Dávila:

PROCLAMATION
Government Communicators Day
February 20, 2026

WHEREAS, the role of government communications professionals is to inform, educate and engage their communities; and,

WHEREAS, robust communication in government creates trust and inspires residents to take action and be involved; and,

WHEREAS, government communications create relationships and calls to action, build awareness and understanding through storytelling, engage and foster engagement on civic issues and use all channels to include people in critical decisions; and,

WHEREAS, it is essential to have strong communications in government because it is a foundational element of living in a democracy where citizens have the freedom to make their voice heard; and,

WHEREAS, the City of Farmington Hills expresses pride, deep gratitude and recognition for government communicators' professionalism, dedication, hard work, commitment, enthusiasm and sacrifice.

NOW, THEREFORE, I, Theresa Rich, Mayor of the City of Farmington Hills, on behalf of the City Council, do hereby recognize the professional communicators of the City's Department of Communication and Community Engagement in acknowledgment of **Government Communicators Day 2026,** and encourage all residents to thank the members of the department who have dedicated their careers to ensure Farmington Hills has effective, impactful and successful communication strategies that resonate and are relevant.

Communications Manager Dávila thanked Mayor Rich and City Council for the recognition of February 20 as Government Communicators Day 2026 and explained that the goal of the Department of Communication and Community Engagement is to create an informed, engaged, and connected community for all. More information can be found in the Activities Guide, and on the City website. Website resources include news and announcements, links to opt in to the emergency notification system FH Alert and the City e-News newsletter, and links to City social media pages.

ANNOUNCEMENTS/PRESENTATIONS FROM CITY BOARDS, COMMISSIONS AND PUBLIC OFFICIALS

Community Engagement Representative Alyssa Taube from the Oakland County Water Resources Commissioner's office introduced herself and provided Councilmembers folders containing examples of public information materials and programs created by the Commissioner's office, links to online resources, and contact information. Ms. Taube invited Councilmembers to call her with any water resources questions, and asked to be included in community events where there was an opportunity to talk with residents about water infrastructure and programs like the Hardship Assistance Program, which, in partnership with the United Way, provides emergency relief funds to people who have an emergency but do not qualify for existing water assistance programs. Ms. Taube noted that emergency relief funds benefited the community by maintaining water infrastructure.

In response to a question from Councilmember Bridges, Ms. Taube explained that the Oakland County Board of Commissioners had allocated $200,000 of ARPA funds to start the Hardship Assistance Program.

Acting City Manager Mondora noted that Ms. Taube was very connected to City staff and public services, and thanked Ms. Taube for attending.

Farmington Area Commission on Aging Chair Dan Fantore stated that he was addressing the Council in his role as a communication conduit between the Adults 50 & Better Program at the Costick Center and the City Council. He conveyed concerns that constructing the senior center at The Hawk could negatively affect attendance among frail elderly residents and proposed that transportation services be provided to assist frail residents in accessing the Hawk campus. Mr. Fantore also expressed interest in reviewing the results of the engineering study and raised concerns regarding whether the proposed roadway surrounding The Hawk could adequately accommodate Meals on Wheels delivery trucks, buses, and vans.

Mr. Fantore referenced reports indicating that the proposed senior center would be located very close to I-696 to allow a sponsor sign to be visible from the freeway. He questioned whether such a sign would, in fact, be visible and expressed skepticism regarding its potential profitability for the City. He raised health concerns about situating the senior center in close proximity to I-696 and the potential impact on Adults 50 & Better Program participants.

Additionally, Mr. Fantore requested an itemized accounting of any projected cost savings associated with constructing the senior center at The Hawk. He expressed doubt that the location would ultimately result in savings, given the cost of constructing a new road there. He also noted that survey respondents identified an indoor walking track as the top priority for a new senior center.

CORRESPONDENCE

Councilmembers received an email from Joanne Zechar regarding the 13 Mile Planned Unit Development project.

CONSENT AGENDA

T.R. Carr, Farmington Hills resident, asked for item number four under the consent agenda to be removed, and for City Council to provide taxpayers with associated costs including salary, sick leave, vacation time, retirement, attorney fees, and other incidentals in the spirit of transparency and communication.

City Attorney Joppich explained that a member of the public could request removal of a consent agenda item, but that removal of the item was at the discretion of City Council. City Attorney Joppich noted that the referenced agreement was a public document.

MOTION by Bridges, support by Dwyer, to approve consent agenda items 4-8 as published.

Roll Call Vote:

Yeas:	ALDRED, BOLEWARE, BRIDGES, DWYER, KNOL, RICH AND STARKMAN
Nays:	NONE
Absent:	NONE
Abstentions:	NONE

MOTION CARRIED 7-0.

MOTION by Aldred, support by Knol, to approve consent agenda items 9 and 10 as published.

Roll Call Vote:

Yeas:	ALDRED, BOLEWARE, DWYER, KNOL, RICH AND STARKMAN
Nays:	NONE
Absent:	NONE
Abstentions:	BRIDGES

MOTION CARRIED 6-0-0-1.

CONSENT AGENDA ITEMS FOR DISCUSSION

There were no consent agenda items for discussion.

COUNCILMEMBERS' COMMENTS AND ANNOUNCEMENTS

Councilmember Aldred thanked Commission on Aging Chair Dan Fantore for providing feedback about the new senior center. He acknowledged concerns about transportation for frail elderly residents and concerns about the road around The Hawk and observed that the engineering study would be used to understand what might and might not work, and how to proceed.

Councilmember Aldred said that he felt the request to remove item number four of the consent agenda was unnecessary because City Council had reached consensus about the item and discussion was not needed. Councilmember Aldred acknowledged the need for transparency and said that details about the agreement should be released soon.

Councilmember Knol acknowledged the feedback about the new senior center and noted that during the study session held just prior to this meeting, Council discussed forming a committee with a variety of different stakeholders to help communicate information about the new senior center to Costick Center users and other stakeholders. Formal consideration of the advisory committee was expected to come before Council for a vote at the next meeting.

Councilmember Bridges thanked Commission on Aging Chair Dan Fantore for providing feedback about the new senior center and noted the value of the Commission on Aging to the community. He affirmed that more information about savings from building the senior center at The Hawk would be forthcoming.

Mayor Rich invited residents to join and share what is on their mind at Walk The Hawk, on the third floor of The Hawk, February 10, at 7:00pm.

Mayor Rich reported on the following:

- The Fueling Farmington Hills Task Force had met earlier today with presentations by Farmington Hills Emergency Manager Brian Pankow, the new county organization Oakland Connects, and SMART. Mayor Rich pointed out that SNAP benefits do not include personal care items. Through partnerships with Neighborhood House and the laundromat at 10 Mile and Middlebelt, $500 worth of laundry vouchers were given to the schools to assist unhoused families and help kids come to school with dignity. The Fueling Farmington Hills Task Force meets the second Monday of the month at the Nardin Park United Methodist Church at 2:00pm.
- The Farmington Hills “I Do Still” group vow renewal would take place on Friday, February 13.
- The State of the City address will be held on March 6 at 7:00 p.m. at Farmington High School. The event will be preceded by a business expo from 4:30 p.m. to 6:30 p.m., also at Farmington High School, featuring food trucks and a VIP reception. The program will include remarks from the mayors of the City of Farmington and the City of Farmington Hills, as well as representatives of Oakland Community College, the Farmington Public School District, and Corewell Health.

Councilmember Bridges thanked Mayor Rich for her leadership of the Fueling Farmington Hills Task Force.

CITY MANAGER UPDATE

None

UNFINISHED BUSINESS

CONSIDERATION OF AMENDMENT TO PLANNED UNIT DEVELOPMENT PLAN 4, 2000; CUTTING EDGE CUISINE KITCHEN AND STORAGE ADDITION (POSTPONED FROM DECEMBER 8, 2025). CMR 2-26-17

Cutting Edge Cuisine has withdrawn their request for consideration.

CONSENT AGENDA

RECOMMENDED APPROVAL OF THE SEPARATION AGREEMENT BETWEEN THE CITY OF FARMINGTON HILLS AND GARY MEKJIAN, AS DISCUSSED IN CLOSED SESSION AND PRESENTED TO COUNCIL AT THE REGULAR MEETING, AND AUTHORIZE THE MAYOR TO SIGN SAME.

MOTION by Bridges, support by Dwyer that the City Council of Farmington Hills hereby approves the Separation Agreement between the City of Farmington Hills and Gary Mekjian, as discussed in closed session and presented to Council at the regular meeting, and authorize the Mayor to sign same.

Roll Call Vote:

Yeas: ALDRED, BOLEWARE, BRIDGES, DWYER, KNOL, RICH, AND STARKMAN
Nays: NONE
Absent: NONE
Abstentions: NONE

MOTION CARRIED 7-0.

RECOMMENDED APPROVAL OF THE RESOLUTIONS FOR THE PARTIAL VACATION OF WATER MAIN EASEMENTS LOCATED AT 30825 ORCHARD LAKE ROAD, HUNTERS SQUARE. CMR 2-26-18

MOTION by Bridges, support by Dwyer that the City Council of Farmington Hills hereby adopts the attached resolutions for the partial vacation of water main easements, as legally described therein, a copy of which is attached to the resolutions.

See pages 8-17 of approved minutes for adopted resolutions.

Roll Call Vote:

Yeas: ALDRED, BOLEWARE, BRIDGES, DWYER, KNOL, RICH, AND STARKMAN
Nays: NONE
Absent: NONE
Abstentions: NONE

MOTION CARRIED 7-0.

RECOMMENDED ADOPTION OF A RESOLUTION APPROVING OAKLAND COUNTY P25 SIMULCAST SYSTEM INTERLOCAL AGREEMENT. CMR 2-26-19

MOTION by Bridges, support by Dwyer that the City Council of Farmington Hills hereby adopts the attached resolution in regard to the Oakland County P25 Simulcast System Interlocal Agreement and hereby authorizes the Acting City Manager to execute the Agreement on behalf of the City of Farmington Hills.

See pages 18-19 of approved minutes for adopted resolution.

Roll Call Vote:

Yeas: ALDRED, BOLEWARE, BRIDGES, DWYER, KNOL, RICH, AND STARKMAN
Nays: NONE
Absent: NONE
Abstentions: NONE

MOTION CARRIED 7-0.

RECOMMENDED APPROVAL OF EXTENSION OF AWARD FOR THE PURCHASE AND INSTALLATION OF AUDIO AND VISUAL EQUIPMENT FOR THE THIRD FLOOR ROOM 348 CONFERENCE CENTER AT THE HAWK TO THIRD COST TECH, LLC IN THE AMOUNT OF $45,403.71. CMR 2-26-20

MOTION by Bridges, support by Dwyer that the City Council of Farmington Hills hereby authorizes the Acting City Manager to execute a purchase order to Third Coast Tech, LLC. in the amount of $45,403.71 ($41,276.10 plus a 10% contingency cost of $4,127.61 for unforeseen and anticipated costs once the project starts) for the purchase and installation of audio and visual equipment for the third floor room 348 Conference Center at The Hawk.

Roll Call Vote:
Yeas: ALDRED, BOLEWARE, BRIDGES, DWYER, KNOL, RICH, AND STARKMAN
Nays: NONE
Absent: NONE
Abstentions: NONE

MOTION CARRIED 7-0.

RECOMMENDED APPROVAL OF CITY COUNCIL STUDY SESSION MINUTES OF JANUARY 26, 2026.

MOTION by Aldred support by Knol, that the City Council of Farmington Hills hereby approves the City Council study session minutes of January 26, 2026.

Roll Call Vote:
Yeas: ALDRED, BOLEWARE, DWYER, KNOL, RICH AND STARKMAN
Nays: NONE
Absent: NONE
Abstentions: BRIDGES

MOTION CARRIED 6-0-0-1.

RECOMMENDED APPROVAL OF CITY COUNCIL REGULAR SESSION MINUTES OF JANAUARY 26, 2026.

MOTION by Aldred support by Knol, that the City Council of Farmington Hills hereby approves the regular session minutes of January 26, 2026.

Roll Call Vote:
Yeas: ALDRED, BOLEWARE, DWYER, KNOL, RICH AND STARKMAN
Nays: NONE
Absent: NONE
Abstentions: BRIDGES

MOTION CARRIED 6-0-0-1.

ADDITIONS TO AGENDA

There were no additions to the agenda.

PUBLIC COMMENTS

Stephen Ludwig, Farmington Hills resident, said he would like to participate on a committee and in city events including the State of the Cities, but noted his work and transportation obstacles. He shared concerns that the SMART dispatch was outsourced. He supported an inside walking track for seniors.

Lori Daro, Farmington Hills resident, supported creating an advisory committee for the new senior center. She stated that 95% of seniors at the listening sessions preferred to remain at the current Costick Center site. She spoke about the health risks of locating a senior center adjacent to a freeway. She also noted that the Costick Center hosts multiple high-traffic activities and stated that adding an active senior center, with SMART buses, day trips, Meals on Wheels, and seniors using mobility aids, would further increase congestion at The Hawk campus and require additional road capacity. She questioned whether parking would be sufficient on busy days. Regarding fiscal responsibility, Ms. Daro stated that no detailed cost-benefit analysis has been provided, demonstrating that building at The Hawk is more cost-effective.

Darcy Scott, Farmington Hills resident, shared how improvements to the City during the time that William Costick was the City Manager positively affected her as a life-long City resident, and spoke against removing his name from the senior center. She supported keeping the senior center at the Costick Center location.

Suzanne Dengiz, Farmington Hills resident, referenced the Farmington Press article regarding the potential decision to build a senior center at The Hawk. She supported building a new senior center on the existing site.

Anita Wagoner, Farmington Hills resident, pointed out that the Hawk property is already densely developed, with limited parking, and that constructing an additional building would further reduce parking capacity, increase congestion, and require removal of wooded green space for roadway access. She questioned the decision to spend $250,000 to study two building concepts rather than focusing on the Costick Center site. She said that residents are proud of the Costick Center and wished to preserve all of its services and programming in any new facility.

ATTORNEY REPORT

The Attorney Report was received by Council.

ADJOURNMENT

The regular session of City Council meeting adjourned at 8:19pm.

Respectfully submitted,

Carly Lindahl, City Clerk

CITY OF FARMINGTON HILLS
PARTIAL EASEMENT VACATION
RESOLUTION NO. R-33-26

At a session of the City Council of the City of Farmington Hills, Oakland County, State of Michigan, held in the City Hall on the 9th day of February, 2026, at 7:30 o'clock P.M.

PRESENT: ALDRED, BOLEWARE, BRIDGES, DWYER, KNOL, RICH, AND STARKMAN
ABSENT: NONE

The following resolution was offered by Councilmember BRIDGES and supported by Councilmember DWYER:

WHEREAS, the Council of the City of Farmington Hills did on the 9th day of February, 2026, determine that it is advisable to vacate, discontinue or abolish a portion of the following easements, located in the City of Farmington Hills, subject to the jurisdiction of the City of Farmington Hills:

Legal Description - See EXHIBIT A and B Attached, part of Liber 8129, Pages 24-28 and Liber 8338, Pages 120-121:

WHEREAS, the Council has met and heard any and all objections to such vacation, discontinuance or abolition and having determined to proceed in accordance with the Farmington Hills City Code, Chapter 26, Article I, Section 26.4.

NOW, THEREFORE, BE IT RESOLVED:

1. That a portion of the above captioned easements is hereby vacated, discontinued or abolished.

2. That the City Clerk is hereby directed to file certified copies of this resolution with the Oakland County Register of Deeds.

AYES: ALDRED, BOLEWARE, BRIDGES, DWYER, KNOL, RICH, AND STARKMAN
NAYS: NONE
ABSTENTIONS: NONE

RESOLUTION DECLARED ADOPTED.

STATE OF MICHIGAN)
(SS.
COUNTY OF OAKLAND)

I, City Clerk of the City of Farmington Hills, hereby certify that the foregoing is a true and correct copy of a resolution of the City Council of the City of Farmington Hills, adopted at a regular meeting of said Council held on the 9th day of February, 2026, the original of which is on file in my office.

Carly Lindahl, City Clerk

Prepared by and when recorded return to:
Carly Lindahl, City Clerk
City of Farmington Hills
31555 Eleven Mile Road
Farmington Hills, MI 48336

EXHIBIT "A"
PROPERTY DESCRIPTION

DESCRIPTION
(Per Fidelity National Title Insurance Company, Commitment No.: GLT2100126, Commitment date: May 15, 2023)

Land situated in the City of Farmington Hills, County of Oakland, State of Michigan, described as:

T1N, R9E, SEC 3 PART OF NE 1/4 BEG AT PT DIST S 00-13-00 W 256 FT & N 89-47-00 W 214 FT & S 00-13-00 W 130.35 FT FROM NE SEC COR, TH S 00-13-00 W 152.65 FT, TH S 89-47-00 E 154 FT, TH S 00-13-00 W 1350.35 FT,TH N 89-47-00 W 775.70 FT, TH N 00-13-00 E 1242.46 FT, TH N 30-50-55 W 155.35 FT, TH N 00-01-20 W 127.47 FT, TH S 89-47-00 E 702.39 FT TO BEG 26.58 A 1-21-22 FR 026

FOR INFORMATIONAL PURPOSES ONLY:

Commonly Known As: 30825 Orchard Lake, Farmington Hills, MI
Tax Parcel ID: 23-03-226-028

PEA GROUP
t: 844.813.2949
www.peagroup.com

SYMMERTY MANAGEMENT
4327 DELEMERE COURT,
SUITE 310
ROYAL OAK, MICHIGAN, 48073

SHEET 1 OF 4
OCTOBER, 10, 2025
22-0256

S:\PROJECTS\2022\2022-0256 HUNTERS SQUARE REDEVELOPMENT\SURVEY\EASEMENTS\22-0256 VAC WM BLDG.dwg PLOT DATE:1/15/2026 BY:Vanessa Marcello

DRAFT

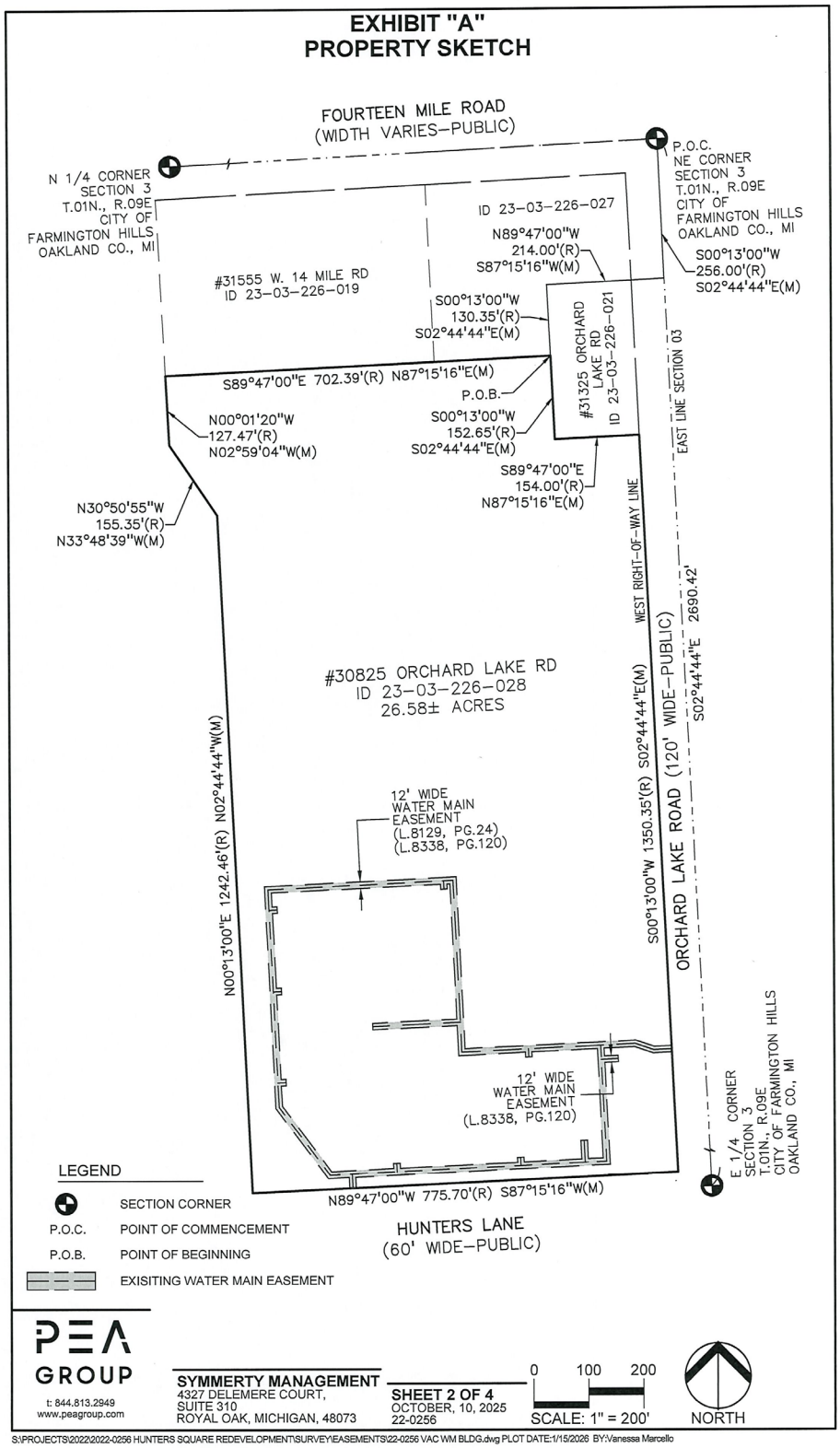

EXHIBIT "A"
PROPERTY SKETCH
FOURTEEN MILE ROAD
(WIDTH VARIES–PUBLIC)
N 1/4 CORNER
SECTION 3
T.01N., R.09E
CITY OF
FARMINGTON HILLS
OAKLAND CO., MI
P.O.C.
NE CORNER
SECTION 3
T.01N., R.09E
CITY OF
FARMINGTON HILLS
OAKLAND CO., MI
ID 23–03–226–027
N89°47'00"W
214.00'(R)
S87°15'16"W(M)
S00°13'00"W
256.00'(R)
S02°44'44"E(M)
#31555 W. 14 MILE RD
ID 23–03–226–019
S00°13'00"W
130.35'(R)
S02°44'44"E(M)
#31325 ORCHARD
LAKE RD
ID 23–03–226–021
EAST LINE SECTION 03
S89°47'00"E 702.39'(R) N87°15'16"E(M)
P.O.B.
N00°01'20"W
127.47'(R)
N02°59'04"W(M)
S00°13'00"W
152.65'(R)
S02°44'44"E(M)
S89°47'00"E
154.00'(R)
N87°15'16"E(M)
N30°50'55"W
155.35'(R)
N33°48'39"W(M)
WEST RIGHT-OF-WAY LINE
#30825 ORCHARD LAKE RD
ID 23–03–226–028
26.58± ACRES
S02°44'44"E 2690.42'
N00°13'00"E 1242.46'(R) N02°44'44"W(M)
S00°13'00"W 1350.35'(R) S02°44'44"E(M)
ORCHARD LAKE ROAD (120' WIDE–PUBLIC)
12' WIDE
WATER MAIN
EASEMENT
(L.8129, PG.24)
(L.8338, PG.120)
12' WIDE
WATER MAIN
EASEMENT
(L.8338, PG.120)
E 1/4 CORNER
SECTION 3
T.01N., R.09E
CITY OF FARMINGTON HILLS
OAKLAND CO., MI
N89°47'00"W 775.70'(R) S87°15'16"W(M)
HUNTERS LANE
(60' WIDE–PUBLIC)
LEGEND
SECTION CORNER
P.O.C. POINT OF COMMENCEMENT
P.O.B. POINT OF BEGINNING
EXISITING WATER MAIN EASEMENT
PEA GROUP
t: 844.813.2949
www.peagroup.com
SYMMERTY MANAGEMENT
4327 DELEMERE COURT,
SUITE 310
ROYAL OAK, MICHIGAN, 48073
SHEET 2 OF 4
OCTOBER, 10, 2025
22-0256
0 100 200
SCALE: 1" = 200'
NORTH
S:\PROJECTS\2022\2022-0256 HUNTERS SQUARE REDEVELOPMENT\SURVEY\EASEMENTS\22-0256 VAC WM BLDG.dwg PLOT DATE:1/15/2026 BY:Vanessa Marcello

EXHIBIT "B"
WATER MAIN EASEMENT TO BE VACATED DESCRIPTION

LEGAL DESCRIPTION - PORTION OF A 12 FOOT WIDE WATER MAIN EASEMENT TO BE VACATED
(PER PEA GROUP)

A PORTION OF A 12 FOOT WIDE WATER MAIN EASEMENT (RECORDED IN LIBER 8129, PAGE 24 & LIBER 8338, PAGE120) LOCATED IN PART OF THE NORTHEAST 1/4 OF SECTION 03, TOWN 01 NORTH, RANGE 09 EAST, CITY OF FARMINGTON HILLS, OAKLAND COUNTY, MICHIGAN, SAID PORTION OF 12 FOOT WIDE WATER MAIN EASEMENT TO BE VACATED MORE PARTICULARLY DESCRIBED AS:

COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 03; THENCE THENCE S87°00'56"W (RECORDED AS S89°58'40"W), 364.00 FEET ALONG THE NORTH LINE OF SAID SECTION 3; THENCE S02°44'44"E (RECORDED AS S00°13'00"W), 254.48 FEET; THENCE N87°15'16"E (RECORDED AS S89°47'00"E), 364.00 FEET TO THE EAST LINE OF SAID SECTION 3 AND THE CENTERLINE OF ORCHARD LAKE ROAD (120 FEET WIDE); THENCE S02°44'44"E (RECORDED AS S00°13'00"W), 1407.35 FEET ALONG THE SAID EAST LINE OF SECTION 3; THENCE S87°15'16"W (RECORDED AS N89°47'00"W), 60.00 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF SAID ORCHARD LAKE ROAD; THENCE S87°15'16"W (RECORDED AS N89°47'00"W), 33.00 FEET; THENCE N71°14'39"W (RECORDED AS N68°16'55"W), 35.47 FEET; THENCE S87°15'16"W (RECORDED AS N89°47'00"W), 63.00 FEET; THENCE S02°44'44"E (RECORDED AS S00°13'00"W), 213.00 FEET; THENCE S87°15'16"W (RECORDED AS N89°47'00"W), 504.50 FEET; THENCE N36°29'44"W (RECORDED AS N33°32'00"W), 155.16 FEET; THENCE N02°44'44"W (RECORDED AS N00°13'00"E), 399.00 FEET; THENCE N87°15'16"E (RECORDED AS S89°47'00"E), 79.73 FEET TO THE POINT OF BEGINNING; THENCE ALONG THE CENTERLINE OF SAID PORTION OF A 12 FOOT WIDE WATER MAIN EASEMENT TO BE VACATED THE FOLLOWING FOUR (4) COURSES;

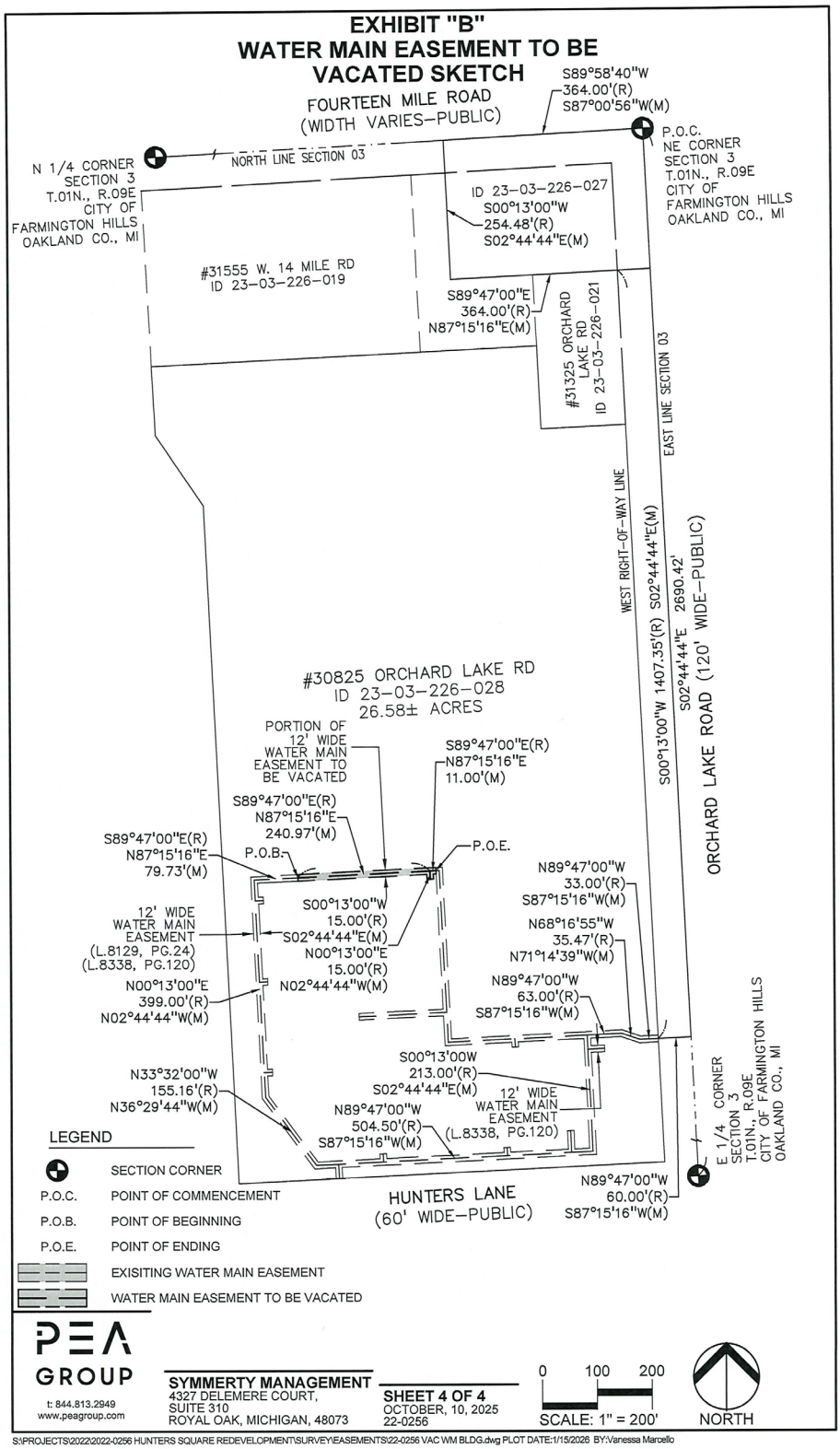
1) N87°15'16"E (RECORDED AS S89°47'00"E), 240.97 FEET;
2) S02°44'44"E (RECORDED AS S00°13'00"W), 15.00 FEET;
3) N02°44'44"W (RECORDED AS N00°13'00"E), 15.00 FEET;
4) N87°15'16"E (RECORDED AS S89°47'00"E), 11.00 FEET TO THE POINT OF ENDING.

PEA GROUP
t: 844.813.2949
www.peagroup.com

SYMMERTY MANAGEMENT
4327 DELEMERE COURT,
SUITE 310
ROYAL OAK, MICHIGAN, 48073

SHEET 3 OF 4
OCTOBER, 10, 2025
22-0256

S:\PROJECTS\2022\2022-0256 HUNTERS SQUARE REDEVELOPMENT\SURVEY\EASEMENTS\22-0256 VAC WM BLDG.dwg PLOT DATE:1/15/2026 BY:Vanessa Marcello


EXHIBIT "B"
WATER MAIN EASEMENT TO BE VACATED SKETCH
FOURTEEN MILE ROAD
(WIDTH VARIES–PUBLIC)
S89°58'40"W
364.00'(R)
S87°00'56"W(M)
P.O.C.
NE CORNER
SECTION 3
T.01N., R.09E
CITY OF
FARMINGTON HILLS
OAKLAND CO., MI
N 1/4 CORNER
SECTION 3
T.01N., R.09E
CITY OF
FARMINGTON HILLS
OAKLAND CO., MI
NORTH LINE SECTION 03
ID 23–03–226–027
S00°13'00"W
254.48'(R)
S02°44'44"E(M)
#31555 W. 14 MILE RD
ID 23–03–226–019
S89°47'00"E
364.00'(R)
N87°15'16"E(M)
#31325 ORCHARD LAKE RD
ID 23–03–226–021
EAST LINE SECTION 03
WEST RIGHT–OF–WAY LINE
S00°13'00"W 1407.35'(R) S02°44'44"E(M)
S02°44'44"E 2690.42'
ORCHARD LAKE ROAD (120' WIDE–PUBLIC)
#30825 ORCHARD LAKE RD
ID 23–03–226–028
26.58± ACRES
PORTION OF
12' WIDE
WATER MAIN
EASEMENT TO
BE VACATED
S89°47'00"E(R)
N87°15'16"E
11.00'(M)
S89°47'00"E(R)
N87°15'16"E
240.97'(M)
S89°47'00"E(R)
N87°15'16"E
79.73'(M)
P.O.B.
P.O.E.
12' WIDE
WATER MAIN
EASEMENT
(L.8129, PG.24)
(L.8338, PG.120)
S00°13'00"W
15.00'(R)
S02°44'44"E(M)
N00°13'00"E
15.00'(R)
N02°44'44"W(M)
N00°13'00"E
399.00'(R)
N02°44'44"W(M)
N89°47'00"W
33.00'(R)
S87°15'16"W(M)
N68°16'55"W
35.47'(R)
N71°14'39"W(M)
N89°47'00"W
63.00'(R)
S87°15'16"W(M)
S00°13'00W
213.00'(R)
S02°44'44"E(M)
12' WIDE
WATER MAIN
EASEMENT
(L.8338, PG.120)
N89°47'00"W
504.50'(R)
S87°15'16"W(M)
N33°32'00"W
155.16'(R)
N36°29'44"W(M)
HUNTERS LANE
(60' WIDE–PUBLIC)
N89°47'00"W
60.00'(R)
S87°15'16"W(M)
E 1/4 CORNER
SECTION 3
T.01N., R.09E
CITY OF FARMINGTON HILLS
OAKLAND CO., MI
LEGEND
SECTION CORNER
P.O.C. POINT OF COMMENCEMENT
P.O.B. POINT OF BEGINNING
P.O.E. POINT OF ENDING
EXISITING WATER MAIN EASEMENT
WATER MAIN EASEMENT TO BE VACATED
PEA GROUP
t: 844.813.2949
www.peagroup.com
SYMMERTY MANAGEMENT
4327 DELEMERE COURT,
SUITE 310
ROYAL OAK, MICHIGAN, 48073
SHEET 4 OF 4
OCTOBER, 10, 2025
22-0256
0 100 200
SCALE: 1" = 200'
NORTH
S:\PROJECTS\2022\2022-0256 HUNTERS SQUARE REDEVELOPMENT\SURVEY\EASEMENTS\22-0256 VAC WM BLDG.dwg PLOT DATE:1/15/2026 BY:Vanessa Marcello

CITY OF FARMINGTON HILLS
PARTIAL EASEMENT VACATION
RESOLUTION NO. R-34-26

At a session of the City Council of the City of Farmington Hills, Oakland County, State of Michigan, held in the City Hall on the 9th day of February, 2026, at 7:30 o'clock P.M.

PRESENT: ALDRED, BOLEWARE, BRIDGES, DWYER, KNOL, RICH, AND STARKMAN
ABSENT: NONE

The following resolution was offered by Councilmember BRIDGES and supported by Councilmember DWYER:

WHEREAS, the Council of the City of Farmington Hills did on the 9th day of February, 2026, determine that it is advisable to vacate, discontinue or abolish a portion of the following easement, located in the City of Farmington Hills, subject to the jurisdiction of the City of Farmington Hills:

Legal Description - See EXHIBIT A and B Attached, part of Liber 8129, part of Liber 8129, Pages 24-28

WHEREAS, the Council has met and heard any and all objections to such vacation, discontinuance or abolition and having determined to proceed in accordance with the Farmington Hills City Code, Chapter 26, Article I, Section 26.4.

NOW, THEREFORE, BE IT RESOLVED:

1. That a portion of the above captioned easement is hereby vacated, discontinued or abolished.

2. That the City Clerk is hereby directed to file certified copies of this resolution with the Oakland County Register of Deeds.

AYES: ALDRED, BOLEWARE, BRIDGES, DWYER, KNOL, RICH, AND STARKMAN
NAYS: NONE
ABSTENTIONS: NONE

RESOLUTION DECLARED ADOPTED.

STATE OF MICHIGAN)
(SS.
COUNTY OF OAKLAND)

I, City Clerk of the City of Farmington Hills, hereby certify that the foregoing is a true and correct copy of a resolution of the City Council of the City of Farmington Hills, adopted at a regular meeting of said Council held on the 9th day of February, 2026, the original of which is on file in my office.

Carly Lindahl, City Clerk

Prepared by and when recorded return to:
Carly Lindahl, City Clerk
City of Farmington Hills
31555 Eleven Mile Road
Farmington Hills, MI 48336

EXHIBIT "A"
PROPERTY DESCRIPTION

DESCRIPTION
(Per Fidelity National Title Insurance Company, Commitment No.: GLT2100126, Commitment date: May 15, 2023)

Land situated in the City of Farmington Hills, County of Oakland, State of Michigan, described as:

T1N, R9E, SEC 3 PART OF NE 1/4 BEG AT PT DIST S 00-13-00 W 256 FT & N 89-47-00 W 214 FT & S 00-13-00 W 130.35 FT FROM NE SEC COR, TH S 00-13-00 W 152.65 FT, TH S 89-47-00 E 154 FT, TH S 00-13-00 W 1350.35 FT,TH N 89-47-00 W 775.70 FT, TH N 00-13-00 E 1242.46 FT, TH N 30-50-55 W 155.35 FT, TH N 00-01-20 W 127.47 FT, TH S 89-47-00 E 702.39 FT TO BEG 26.58 A 1-21-22 FR 026

FOR INFORMATIONAL PURPOSES ONLY:

Commonly Known As: 30825 Orchard Lake, Farmington Hills, MI
Tax Parcel ID: 22-23-03-226-028

PEA GROUP
t: 844.813.2949
www.peagroup.com

SYMMERTY MANAGEMENT
4327 DELEMERE COURT,
SUITE 310
ROYAL OAK, MICHIGAN, 48073

SHEET 1 OF 4
OCTOBER, 15, 2025
22-0256

S:\PROJECTS\2022\2022-0256 HUNTERS SQUARE REDEVELOPMENT\SURVEY\EASEMENTS\22-0256 VAC WM.dwg PLOT DATE:12/19/2025 BY:Vanessa Marcello

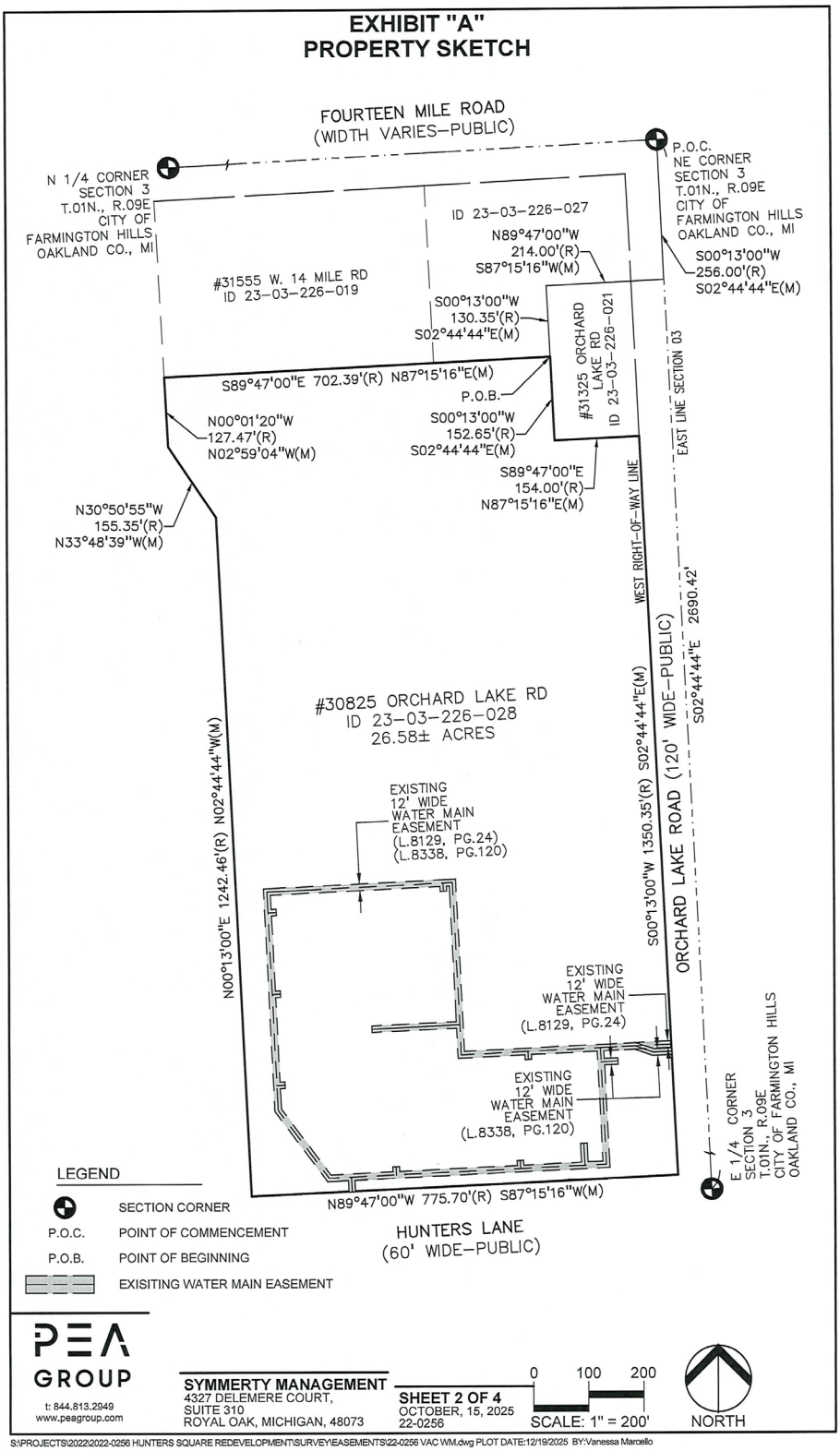

EXHIBIT "A"
PROPERTY SKETCH
FOURTEEN MILE ROAD
(WIDTH VARIES–PUBLIC)
N 1/4 CORNER
SECTION 3
T.01N., R.09E
CITY OF
FARMINGTON HILLS
OAKLAND CO., MI
P.O.C.
NE CORNER
SECTION 3
T.01N., R.09E
CITY OF
FARMINGTON HILLS
OAKLAND CO., MI
ID 23–03–226–027
N89°47'00"W
214.00'(R)
S87°15'16"W(M)
S00°13'00"W
256.00'(R)
S02°44'44"E(M)
#31555 W. 14 MILE RD
ID 23–03–226–019
S00°13'00"W
130.35'(R)
S02°44'44"E(M)
#31325 ORCHARD
LAKE RD
ID 23–03–226–021
EAST LINE SECTION 03
S89°47'00"E 702.39'(R) N87°15'16"E(M)
P.O.B.
N00°01'20"W
127.47'(R)
N02°59'04"W(M)
S00°13'00"W
152.65'(R)
S02°44'44"E(M)
S89°47'00"E
154.00'(R)
N87°15'16"E(M)
N30°50'55"W
155.35'(R)
N33°48'39"W(M)
WEST RIGHT–OF–WAY LINE
#30825 ORCHARD LAKE RD
ID 23–03–226–028
26.58± ACRES
N00°13'00"E 1242.46'(R) N02°44'44"W(M)
S00°13'00"W 1350.35'(R) S02°44'44"E(M)
ORCHARD LAKE ROAD (120' WIDE–PUBLIC)
S02°44'44"E 2690.42'
EXISTING
12' WIDE
WATER MAIN
EASEMENT
(L.8129, PG.24)
(L.8338, PG.120)
EXISTING
12' WIDE
WATER MAIN
EASEMENT
(L.8129, PG.24)
EXISTING
12' WIDE
WATER MAIN
EASEMENT
(L.8338, PG.120)
N89°47'00"W 775.70'(R) S87°15'16"W(M)
HUNTERS LANE
(60' WIDE–PUBLIC)
E 1/4 CORNER
SECTION 3
T.01N., R.09E
CITY OF FARMINGTON HILLS
OAKLAND CO., MI
LEGEND
SECTION CORNER
P.O.C. POINT OF COMMENCEMENT
P.O.B. POINT OF BEGINNING
EXISITING WATER MAIN EASEMENT
PEA GROUP
t: 844.813.2949
www.peagroup.com
SYMMERTY MANAGEMENT
4327 DELEMERE COURT,
SUITE 310
ROYAL OAK, MICHIGAN, 48073
SHEET 2 OF 4
OCTOBER, 15, 2025
22-0256
0 100 200
SCALE: 1" = 200'
NORTH
S:\PROJECTS\2022\2022-0256 HUNTERS SQUARE REDEVELOPMENT\SURVEY\EASEMENTS\22-0256 VAC WM.dwg PLOT DATE:12/19/2025 BY:Vanessa Marcello

EXHIBIT "B"
WATER MAIN EASEMENT TO BE VACATED DESCRIPTION

LEGAL DESCRIPTION - PORTION OF A 12 FOOT WIDE WATER MAIN EASEMENT TO BE VACATED
(PER PEA GROUP)

A PORTION OF A 12 FOOT WIDE WATERMAIN EASEMENT (RECORDED IN LIBER 8129, PAGE 24) LOCATED IN PART OF THE NORTHEAST 1/4 OF SECTION 03, TOWN 01 NORTH, RANGE 09 EAST, CITY OF FARMINGTON HILLS, OAKLAND COUNTY, MICHIGAN, SAID PORTION OF A 12 FOOT WIDE WATER MAIN EASEMENT TO BE VACATED MORE PARTICULARLY DESCRIBED AS:

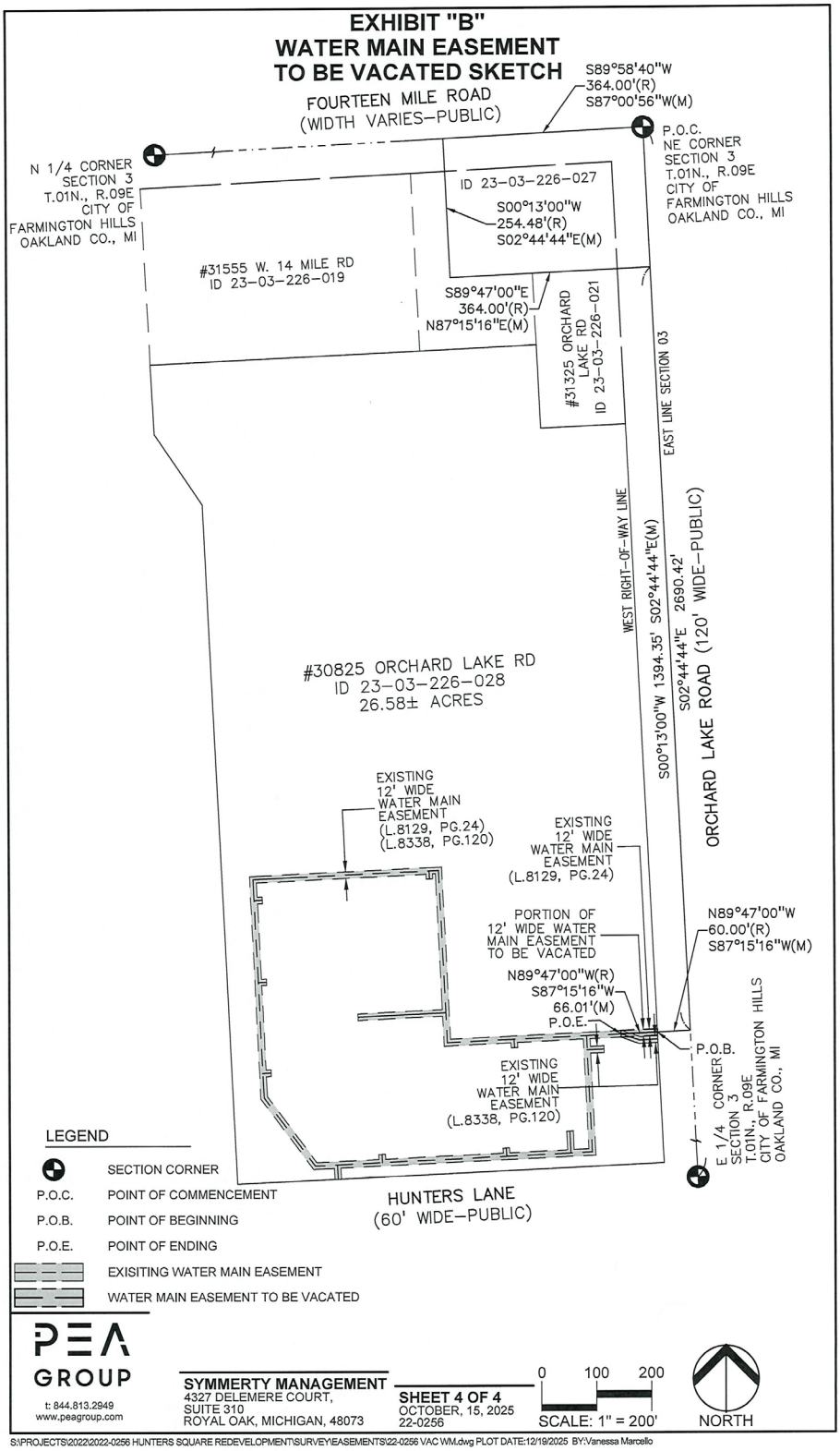
COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 03; THENCE THENCE S87°00'56"W (RECORDED AS S89°58'40"W), 364.00 FEET ALONG THE NORTH LINE OF SAID SECTION 3; THENCE S02°44'44"E (RECORDED AS S00°13'00"W), 254.48 FEET; THENCE N87°15'16"E (RECORDED AS S89°47'00"E), 364.00 FEET TO THE EAST LINE OF SAID SECTION 3 AND THE CENTERLINE OF ORCHARD LAKE ROAD (120 FEET WIDE); THENCE S02°44'44"E (RECORDED AS S00°13'00"W), 1394.35 FEET ALONG THE SAID EAST LINE OF SECTION 3; THENCE S87°15'16"W (RECORDED AS N89°47'00"W), 60.00 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF SAID ORCHARD LAKE ROAD AND THE POINT OF BEGINNING; THENCE ALONG THE CENTERLINE OF SAID PORTION OF A 12 FOOT WIDE WATER MAIN EASEMENT TO BE VACATED S87°15'16"W (RECORDED AS N89°47'00"W), 66.01 FEET TO THE POINT OF ENDING.

PEA GROUP
t: 844.813.2949
www.peagroup.com

SYMMERTY MANAGEMENT
4327 DELEMERE COURT,
SUITE 310
ROYAL OAK, MICHIGAN, 48073

SHEET 3 OF 4
OCTOBER, 15, 2025
22-0256

S:\PROJECTS\2022\2022-0256 HUNTERS SQUARE REDEVELOPMENT\SURVEY\EASEMENTS\22-0256 VAC WM.dwg PLOT DATE:12/19/2025 BY:Vanessa Marcello


EXHIBIT "B"
WATER MAIN EASEMENT
TO BE VACATED SKETCH
FOURTEEN MILE ROAD
(WIDTH VARIES-PUBLIC)
S89°58'40"W
364.00'(R)
S87°00'56"W(M)
P.O.C.
NE CORNER
SECTION 3
T.01N., R.09E
CITY OF
FARMINGTON HILLS
OAKLAND CO., MI
N 1/4 CORNER
SECTION 3
T.01N., R.09E
CITY OF
FARMINGTON HILLS
OAKLAND CO., MI
ID 23-03-226-027
S00°13'00"W
254.48'(R)
S02°44'44"E(M)
#31555 W. 14 MILE RD
ID 23-03-226-019
S89°47'00"E
364.00'(R)
N87°15'16"E(M)
#31325 ORCHARD
LAKE RD
ID 23-03-226-021
EAST LINE SECTION 03
WEST RIGHT-OF-WAY LINE
S00°13'00"W 1394.35' S02°44'44"E(M)
S02°44'44"E 2690.42'
ORCHARD LAKE ROAD (120' WIDE-PUBLIC)
#30825 ORCHARD LAKE RD
ID 23-03-226-028
26.58± ACRES
EXISTING
12' WIDE
WATER MAIN
EASEMENT
(L.8129, PG.24)
(L.8338, PG.120)
EXISTING
12' WIDE
WATER MAIN
EASEMENT
(L.8129, PG.24)
PORTION OF
12' WIDE WATER
MAIN EASEMENT
TO BE VACATED
N89°47'00"W
60.00'(R)
S87°15'16"W(M)
N89°47'00"W(R)
S87°15'16"W
66.01'(M)
P.O.E.
P.O.B.
EXISTING
12' WIDE
WATER MAIN
EASEMENT
(L.8338, PG.120)
E 1/4 CORNER
SECTION 3
T.01N., R.09E
CITY OF FARMINGTON HILLS
OAKLAND CO., MI
HUNTERS LANE
(60' WIDE-PUBLIC)
LEGEND
SECTION CORNER
P.O.C. POINT OF COMMENCEMENT
P.O.B. POINT OF BEGINNING
P.O.E. POINT OF ENDING
EXISITING WATER MAIN EASEMENT
WATER MAIN EASEMENT TO BE VACATED
PEA GROUP
t: 844.813.2949
www.peagroup.com
SYMMERTY MANAGEMENT
4327 DELEMERE COURT,
SUITE 310
ROYAL OAK, MICHIGAN, 48073
SHEET 4 OF 4
OCTOBER, 15, 2025
22-0256
0 100 200
SCALE: 1" = 200'
NORTH
S:\PROJECTS\2022\2022-0256 HUNTERS SQUARE REDEVELOPMENT\SURVEY\EASEMENTS\22-0256 VAC WM.dwg PLOT DATE:12/19/2025 BY:Vanessa Marcello

STATE OF MICHIGAN
COUNTY OF OAKLAND
CITY OF FARMINGTON HILLS

RESOLUTION TO APPROVE OAKLAND COUNTY P25 SIMULCAST SYTEM INTERLOCAL AGREEMENT BETWEEN OAKLAND COUNTY AND THE CITY OF FARMINGTON HILLS

RESOLUTION NO. R-36-26

At a regular meeting of the City Council of the City of Farmington Hills, County of Oakland, State of Michigan, held at the Farmington Hills City Hall on the 9th day of February, 2026, at 7:30 o'clock p.m. with those present and absent being,

PRESENT: ALDRED, BOLEWARE, BRIDGES, DWYER, KNOL, RICH, AND STARKMAN
ABSENT: NONE

the following resolution was offered by Councilperson BRIDGES and supported by Councilperson DWYER.

PREAMBLE:

A. There has been a countywide interoperable public safety system since approximately 2004. The system reached its end of life in 2020. The County constructed and implemented a new public safety P25 Simulcast System ("System"), which is integrated with the Michigan Public Safety Communication System ("MPSCS"). The County is the owner of the System and holder of the FCC license frequencies for the System.

B. The Urban Cooperation Act of 1967, being MCL 124.505 *et seq*, provides that the City and County may enter into this Agreement to provide for the access to and operation of the System.

C. The County has presented a new interlocal agreement (hereinafter "Agreement") to the City of Farmington Hills, for approval, which terminates the prior interlocal agreement and defines the responsibilities of the County and the municipalities regarding the operation, maintenance and repair of the System.

D. The City is required to provide space to the County, at no cost, to house infrastructure equipment for the system and provide the County and its contractors and the MPSC with 24/7 access to this space for maintenance, repair and replacement.

E. On a quarterly basis, the Agreement authorized the County to invoice the City for the costs and fees established in the System Policies.

F. The Technical & Policy Committee described in the Agreement, will provide direction and recommendations to the County's Information Technology Department regarding the management, operation, and use of the System.

G. The Agreement requires the City to designate the City department that will be responsible for the City's obligations under the Agreement and the title of the position that will work with the County Chief Information Officer to try to resolve disputes under the Agreement.

NOW THEREFORE, IT IS HEREBY RESOLVED that the City Council for the City of Farmington Hills, hereby agrees to the terms of the Oakland County P25 Simulcast System Interlocal Agreement and hereby authorizes the Assistant City Manager to execute the Agreement on behalf of the City of Farmington Hills.

BE IT FURTHER RESOLVED that the City designates the Police Department to be responsible for the City's obligations under the Agreement and designates the Police Chief to be responsible for working with the County's Chief Information Officer to try to resolve any disputes under the Agreement.

AYES: ALDRED, BOLEWARE, BRIDGES, DWYER, KNOL, RICH, AND STARKMAN
NAYS: NONE
ABSENT: NONE
ABSTENTIONS: NONE

STATE OF MICHIGAN)
) ss.
COUNTY OF OAKLAND)

I, the undersigned, the duly qualified and acting City Clerk of the City of Farmington Hills, County of Oakland, State of Michigan, do hereby certify that the foregoing is a true and complete copy of a resolution adopted by the City Council of the City of Farmington Hills at a regular meeting held on February 9, 2026, the original of which resolution is on file in my office.

IN WITNESS WHEREOF, I have hereunto set my official signature, this 10th day of February, 2026.

_____
CARLY LINDAHL, City Clerk
City of Farmington Hills

MINUTES
CITY OF FARMINGTON HILLS
FARMINGTON HILLS CITY COUNCIL
CITY HALL – COMMUNITY ROOM
FEBRUARY 11, 2026 – 6:00PM

The goals study session meeting of the Farmington Hills City Council was called to order by Mayor Rich at 6:00pm.

Council Members Present: Aldred, Boleware, Bridges (arrived at 6:27pm), Dwyer, Knol, Rich and Starkman

Council Members Absent: None

Others Present: Acting City Manager Mondora, City Clerk Lindahl and Director Skrobola

OPENING COMMENTS

Mayor Rich opened the meeting by explaining this was their annual goal-setting event, noting that for the first time, council members' goal items had been organized under topic areas from the newly adopted Farmington Hills Strategic Plan.

REVIEW STATUS OF 2025 GOALS

Acting City Manager Mondora provided an overview and status update of the 2025 Goals.

DISCUSSION ON 2026 GOALS:

COMMUNITY SAFETY AND WELL-BEING

Regarding police data transparency, Acting City Manager Mondora reported the city has created its own transparency dashboard that is updated every six months and has received positive feedback.

Councilmember Aldred expressed support for confirming the city's approach and how it compares with other communities.

Councilmember Dwyer recommended having the police department present at a future study session.

For the crime data analyst position, Acting City Manager Mondora shared that the analyst works on intelligence reports, suspect lineups, bulletins, link analysis, investigations, facial recognition requests, special projects as well as the transparency dashboard.

On pedestrian safety, Acting City Manager Mondora announced the city was awarded $481,675 for safe streets improvements at six locations including schools. Projects include rapid flashing beacons and push buttons at 14 Mile east of M-10, Farmington Road at Tulip, Drake Road at Howard, 11 Mile at Old Homestead, 9 Mile at Whittington, and Shiawassee at Tuck.

Regarding active assailant preparations, Acting City Manager Mondora noted the North American Active Assailant Conference is held annually in Troy with city public safety staff heavily involved.

Councilmember Aldred suggested receiving an assessment of the city's preparedness against 16 best practice areas, with Council agreeing to have a presentation at a future study session.

For mental health crisis support, Acting City Manager Mondora mentioned potential opportunities with opioid settlement funds and resources through staff at Special Services. All police officers receive crisis intervention training with yearly refreshers, and various mental health workshops are offered through city programming.

Mayor Rich discussed vape legislation, noting that Columbia, SC had implemented city-level enforcement of vaping products. The mayor indicated State Rep. Hoskins is looking at state legislation, and this item will be held until seeing if state action occurs.

On carcass tracking, Acting City Manager Mondora shared that discussions are occurring with SEMCOG and Oakland County GIS to develop a tool for tracking locally. The Department of Public Works is now tracking not just the number but also the location of roadkill since April.

STRATEGIC REDEVELOPMENT

Acting City Manager Mondora noted the Economic Development Department is exploring tools including blanket and master permits for building trades and expanded use of administrative reviews in corridor areas. She recommended a comprehensive study session with the new planning consultant, Ben Carlisle, who will have regular office hours at city hall and be available to meet with council members.

Councilmember Knol explained several zoning concerns: 1) With Fifth Third purchasing Comerica, many bank locations may close, and rezoning may be needed to repurpose these properties; 2) The city has very strict requirements for accessory buildings/structures which create hardships for some properties; 3) The need to consider requiring homeowner association approval before the city issues certain permits.

Councilmember Aldred emphasized the importance of continuing progress on 12 Mile, Orchard Lake, and Grand River redevelopment and changing zoning ordinances to accelerate development.

Regarding data centers, Mayor Rich noted the city already has one data center in the industrial area and suggested potentially creating an ordinance specifying where data centers would be permitted to prevent unwanted locations. Councilmember Knol opposed limiting data centers, arguing that smaller centers use closed-loop water systems and are not harmful, while Councilmember Bridges suggested considering both water and electrical usage requirements. Council agreed to gather more information on data centers before making decisions.

PLACEMAKING AND COMMUNITY HUBS

Councilmember Bridges inquired about Bond Park improvements, with Acting City Manager Mondora referring to information in the Parks and Recreation Master Plan. Councilmember Knol mentioned a concern raised by South Farmington Baseball about potential changes to Bond Park that would be detrimental to baseball fields.

Councilmember Aldred discussed playground equipment needs and expressed concern about the Heritage Park agreement timeline.

Councilmember Starkman expressed interest in learning which parks besides Heritage might be suitable for sensory play equipment.

Acting City Manager Mondora informed council that while the city typically applies for trust fund development grants for structures and amenities, there is also a companion grant program for land acquisition.

Councilmember Knol suggested that council members should pass information to the city manager's office if they hear of potential properties for sale that might be suitable for park acquisition.

WELCOMING COMMUNITY

Regarding cultural festivals on city property, Mayor Rich recalled previous council discussions about the Multicultural Multiracial Community Council (MCMR) and interest in hosting cultural festivals honoring the city's diversity.

Acting City Manager Mondora noted staffing challenges, citing the Heritage Week event in 2008 which was successful but required substantial resources. Councilmember Boleware mentioned the Arts Commission's interest in hosting events, potentially at Hunter Square or the Heritage Park amphitheater, that could generate some revenue.

Councilmember Knol sought clarification on whether these would be city-run events or external groups using city property. She noted that she supports investigating opportunities for profitable festivals but raised concerns about staffing and capacity.

For public comment placement, Councilmember Aldred suggested adding a limited public comment period at the beginning of meetings to allow residents to speak without waiting through lengthy meetings. Councilmembers Boleware and Bridges expressed agreement with this proposal.

Councilmember Bridges proposed focusing on the south end of the city through meetings at the Grant Community Center to address perceptions of unequal attention, with topics including streetscape programs, parks improvements, and economic development.

Acting City Manager Mondora reported that Plante Moran is conducting a rate methodology study for water and sewer rates, with findings expected to be presented in an April study session.

On redevelopment signage, Councilmember Aldred suggested improving communication about developments through website updates and physical signs at project locations that would display meeting dates and other information.

ORGANIZATIONAL EXCELLENCE

Acting City Manager Mondora reported that the Farmington Fair Share study will be available by month-end.

Regarding taxable value assessment, Finance Director Skrobola reported that appeals have remained steady, suggesting satisfaction with the assessment process. Councilmember Aldred requested facilitating a meeting between the assessor and a realtor who had raised concerns.

On property taxes, Mayor Rich discussed programs in other cities that allow seniors on fixed incomes to defer property taxes until their homes are sold. Finance Director Skrobola indicated that current payment rates are high and the city has a poverty exemption program.

Councilmember Bridges mentioned that Governor Whitmer had just proposed a 2% property tax reduction for seniors in her budget submission.

Council agreed to monitor the situation and revisit if data indicates growing problems.

Acting City Manager Mondora informed council that central services would be requesting funds in the next budget for a complete website overhaul. Councilmember Boleware expressed excitement about this development, noting her desire to use AI to improve efficiencies within the organization.

Regarding Planning Department processes and administrative review, Acting City Manager Mondora shared plans to test concurrent reviews among planning, building, zoning, and engineering departments, rather than the current sequential process. She also mentioned that starting the following week, the building department would only accept electronic plan submissions, which would improve routing time despite some initial resistance from users.

Finance Director Skrobola gave a detailed presentation about establishing a pension investment committee similar to Kalamazoo's model, which has been highly successful in earning strong returns. The proposed committee would include volunteer financial experts and would take over investment decisions from the current pension board. Council expressed interest in learning more.

OTHER

Mayor Rich raised concerns about wages for part-time employees. Acting City Manager Mondora reported that the city had been incrementally implementing the compensation study results.

Councilmember Dwyer inquired about school crossing guard wages and recruitment challenges, with Acting City Manager Mondora agreeing to get that information.

For gateway signage lighting, Council preferred maintaining the signs with the city's standard colors during the first year rather than changing colors for various awareness campaigns, which would create challenges in deciding which causes to support.

Councilmember Bridges advocated for supplementing deer culling with non-lethal management strategies including fencing around Heritage Park and Woodland Park near neighborhoods and educational workshops on deer-resistant plantings. Several Councilmembers expressed concern about the effectiveness and aesthetic impact of fencing, and Mayor Rich announced an upcoming meeting with the University of Michigan team working with the city on deer management.

Councilmember Bridges proposed establishing a wildlife/animal welfare commission, similar to those in Southfield and Warren, to demonstrate sensitivity to wildlife and domestic animals and help address issues like the recent Beagle situation, support low-cost vaccination programs, spay/neuter programs, emergency animal care for found pets, and food distribution for families unable to feed their pets.

Councilmember Starkman and Boleware supported the idea, noting it would provide a way for passionate residents to contribute their knowledge and skills.

Councilmember Knol voiced concerns that the commission would need members with scientific backgrounds, such as veterinarians and biologists, to ensure balance.

Council agreed to move forward with the concept, being judicious in recruiting qualified members.

Mayor Rich raised the topic of a potential dog ordinance similar to Eastpointe's, which requires dogs indoors during certain temperatures, but noted enforcement challenges from community experts. Council agreed not to pursue.

Mayor Rich introduced a potential charter amendment regarding term limits for the mayor. She proposed changing to a four-year term with a maximum of 12 years lifetime as mayor, including time already served. Mayor Rich acknowledged she would also like to see similar term limits for council.

Regarding compensation for Mayor and Council, Councilmember Bridges suggested that council members' salaries should be commensurate with neighboring Southfield.
Councilmember Boleware suggested providing council members with city phones to avoid using personal numbers for city business.

With insufficient support for either term limits or council compensation increases, both charter amendment proposals were set aside.

Mayor Rich indicated the Economic Development Corporation might no longer be needed given the city now has full-time economic development staff. Council requested more information before making any decisions.

Mayor Rich shared that Andy Appleby, owner of a baseball team, was interested in building a stadium in Farmington Hills and asked if the city would contribute $100,000. The mayor indicated this was unlikely to receive council support.

PUBLIC COMMENTS

Two representatives from the Economic Development Corporation emphasizing the importance of maintaining the EDC as a legal entity. They highlighted that the EDC serves the city council and city, has no budget but possesses important legal powers for potential future development needs. Comments were also made regarding the term limits and compensation of council.

ADJOURNMENT

The study session meeting adjourned at 9:27pm.

Respectfully submitted,

Carly Lindahl, City Clerk