AGENDA
CITY COUNCIL STUDY SESSION
APRIL 13, 2026 – 5:30PM
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

3. Consideration of approval to enter into a closed session to discuss strategy and negotiation sessions connected with the negotiation of various collective bargaining agreements, as allowed under Section 8(1)(c) of the Open Meetings Act. (Note: Council will return to open session immediately following the closed session).

4. Review of the Farmington Fair Share Study

5. Review of the Open Meeting Act and the Rules of the City Council and Guidelines of Conduct

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.

DATE: April 8, 2026

TO: Karen Mondora, Acting City Manager

FROM: Thomas C. Skrobola, Finance Director/Treasurer, MPA

SUBJECT: Farmington Cost Sharing Study - UPDATED

In April 2025, Administration provided a Memorandum and a presentation to the City Council exploring the cost sharing arrangements between the City of Farmington Hills and the City of Farmington.

There are several major cost-sharing arrangements between the two cities (**recommendations are in bold**):

Information Technology and Fire/EMS

These agreements and cost-sharing approaches have been recently updated according to sound data and principles.

No adjustments are recommended at this time for Information Technology or Fire/EMS.

Shared Police Dispatch

This arrangement and associated agreement were put in place over 10 years ago. This has resulted in the City of Farmington paying roughly 14% of Dispatch personnel costs over the last 5 years, which is commensurate with the City of Farmington's share (currently 12%) of the total population of the two cities, so the outcome of this agreement, as of April 2025, was reasonable and fair. However, given that the inflation factor of 2%, which is built into the agreement, is lower than the general rate of inflation for our cost of running Dispatch, this should be evaluated again after the completion of the FY 26-27 Budget and the upcoming FY 25-26 Audit.

We will reevaluate the costs of Dispatch services, and the share allocated to Farmington relative to this agreement, in the Fall of 2026.

Special Services

UPDATE SINCE APRIL 2025: When staff discussed this matter with the City Council in April 2025, actual FY 2023-24 figures were used, and we recommended an increase from $362,608 to $692,407 for a net increase of $329,799 to be phased in over a period of up to 5 years.

The City Council asked that we approach the City of Farmington Administration about the above recommendation. Accordingly, the City Manager, Assistant City Manager, and I met with the City of Farmington's City Manager and Assistant City Manager in the Summer of 2025. City of Farmington's City Manager did not support the above increase at that time.

The two City Managers agreed to keep studying the issue and to gather:

- Actual FY 24-25 figures
- Estimated FY 25-26 figures, and

We have been compiling the above updated information.

Recently, the City Council asked for a progress update, and the City Manager promised an update by the end of February 2026.

Below is an updated version of the Current Approach, the Alternative Approach A and Alternative Approach B, as well as the recommendation, all reflecting the addition of (a) Actual FY 2024-25 data, and (b) estimated FY 2025-26 data.

- **Current Approach (based on an Agreement from 2008)**

The current approach allocates the cost of the following programs to the City of Farmington, in exchange for City of Farmington residents paying residential rates for participation in (a) Recreation Programs, (b) Senior Programs, and (c) Cultural Arts, inclusive of a $30,000 stipend for maintenance of the Hawk Facility. These programs cost $6.44 million in FY 2023-24, $6.68 million in FY 2024-25, and are estimated to cost $6.38 million in FY 2025-26.

The current approach allocates the above costs based on the average of (a) the Taxable Value of the two cities, and (b) the Population of the two cities (this resulted in 10.74% or a $717,075 allocation to the City of Farmington in FY 2024-25, and is estimated to produce a 10.73% or a $684,170 allocation to the City of Farmington in FY 2025-26).

Finally, a 3% annual inflationary cap limits the allocation of the above costs to the City of Farmington to only $372,586 in FY 24-25, and will be limited by a 3% inflationary factor (for the variable portion, not including the fixed $30,000 stipend) to only $382,864. **It is not recommended to continue with the current approach.**

- **Alternate Approach A - Full Allocation – not recommended**

Farmington Hills' Special Services expenditures totaled $16.64 million (inclusive of the $6.44 million for the selected programs) in FY 2023-24, and $17.45 million (inclusive of the $6.68 million for the selected programs) in FY 2024-25, and is estimated to grow to $17.59 million (inclusive of $6.38 million for the selected programs) in FY 2025-26.

The above total amounts, inclusive of the selected program amounts, could be allocated based on the same 50/50 split of Population and Taxable Value (in the case of FY 2025-26, 10.73%), or $1.887 million allocated to Farmington, with a credit for City of Farmington residents' payments for Special Services programs already covered in the current approach (Recreation, Senior, Cultural Arts) – the credit based on 2023 resident payment data is currently estimated at $525 thousand. Other program payment credits could be factored in as well, if Farmington resident payments for other programs were specifically tracked (i.e., Golf, Ice Arena).

When the above figures are netted against the current (2025-26) Farmington contribution of $383 thousand, the increase to the City of Farmington would be $978 thousand a year.

In order to control future increases in the allocation to Farmington, the traditional inflationary cap of 3% would be applied again going forward. Any major new spending beyond the inflationary cap that needed to be included (such as debt for new major facilities) could be negotiated separately on a case-by-case basis.

- **Alternate Approach B – One-Time Adjustment - recommended**

A much simpler and more likely amenable approach for all parties would be to allow a one-time adjustment by lifting the inflationary cap. This would allow the allocation of the full costs for the program areas already included in the current approach (Recreation, Seniors, Cultural Arts). The reason for a one-time adjustment by removing the inflationary cap is because the three program areas covered under the current approach (Recreation, Seniors, and Cultural Arts) have all seen major increases and improvements in program offerings since the Hawk was put in place, which Farmington Residents enjoy at the residential rate.

Also, a $300 thousand per year increase, based on estimated FY 2025-26 figures, is significant but not out of reach for Farmington, and is less than the $330 thousand indicated by the analysis based on FY 2023-24 figures. This $300 thousand per year amount could be phased in as well over a few years (say, 5 years) to make the increase more affordable for Farmington.

No credit for Farmington Resident's use of Special Services would be applied. Farmington Residents would continue to enjoy Resident rates for Recreation, Seniors, and Cultural Arts programs.

Based on FY 2025-26 estimated year-end costs, this would result in the allocation of $684,170 of costs, or a roughly $300 thousand increase over the actual FY 2025-26 allocation cap of $382,864.

As with Alternate Approach A for Special Services:

- The traditional inflationary cap of 3% would be applied after the one-time adjustment, going forward.

- Any major new spending beyond the inflationary cap that needed to be included (such as debt for new major facilities) could be negotiated separately on a case-by-case basis.

APPROACH B - ONE-TIME-ADJUSTMENT - LIFTING OF INFLATIONARY CAP	
Special Services Estimated Net Program Costs FY25-26	
Recreation Programs (includes The Hawk)	$ 1,957,968
Senior Programs	$ 3,818,945
Cultural Arts	$ 599,937
Special Services Estimated Net Program Costs FY25-26	$ 6,376,850
Allocation to City of Farmington (based on population/TV share %)	684,170
Revenue from City of Farmington	
Current Farmington Contribution to FHSS (FY25-26 Capped Amount = FY24-25 Capped Amount x 1.03 Inflationary Cap per 2008 Agreement)	382,864
Additional Amount Needed from City of Farmington for Fair Share	301,306

It is recommended that City Council consider the relative advantages of Alternate Approach B for Special Services.

This memo is intended to facilitate a dialogue between the Administration and City Council, and to elicit City Council's direction for follow-up research and/or discussions with the City of Farmington.

INTEROFFICE CORRESPONDENCE

DATE: **April 13, 2026**

SUBJECT: **City Council Training**

The City Attorney will be providing training for the City Council during the upcoming Study Session. The topics include a refresher on the following:

- Open Meetings Act
- City Council Rules and Guidelines

AGENDA
CITY COUNCIL MEETING
APRIL 13, 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 (5:30PM Community Room – See Separate Agenda)

REGULAR SESSION

CALL REGULAR SESSION TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

1. Approval of regular session agenda

2. Proclamation recognizing April 12 – 18, 2026 as National Public Safety Telecommunicators Week

ANNOUNCEMENTS/PRESENTATIONS FROM CITY BOARDS, COMMISSIONS AND PUBLIC OFFICIALS

CORRESPONDENCE

CONSENT AGENDA - (See Items No. 7-15)

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

PUBLIC HEARING:

3. Public hearing and consideration of Community Development Block Grant Program Five-Year Consolidated Plan (2026-2030), Annual Action Plan (2026-2027), Proposed Use of Funds, and Amendment to the Citizen Participation Plan. CMR 4-26-44

UNFINISHED BUSINESS:

4. Consideration of appeal of a Freedom of Information Act request dated January 11, 2026 (Postponed from March 9, 2026).

5. Consideration of an amendment to the Planned Unit Development Plan 12, 2014 including Site Plan 60-7-2025 – Culvers Restaurant (Postponed from February 23, 2026). CMR 4-26-45

NEW BUSINESS:

6. Consideration of acceptance of the 2026/2027 - 2031/2032 Capital Improvements Plan. CMR 4-26-46

CONSENT AGENDA:

7. Recommended acceptance of the Beautification Commission 2025 Annual Report. CMR 4-26-47

8. Recommended adoption of a resolution opposing Michigan House of Representative Bills 5529-5532 and 5581-5585 regarding Local Municipal Zoning Authority.

9. Recommended approval of Intergovernmental Agreement between Great Lakes Water Authority and the City of Farmington Hills. CMR 4-26-48

10. Recommended approval of award of bid for 2026 As Needed Catch Basin Cleaning to Safeway Transport, Inc., in an amount not-to-exceed the annual budgeted amount, with extensions. CMR 4-26-49

11. Recommended approval of award of bid for provision and installation of rubber floor tile at the Farmington Hills Ice Arena to Master Craft Floors, LLC in the amount of $195,046.78. CMR 4-26-50

12. Recommended approval of award of bid for a tire changing machine to Mohawk Lifts, LLC in the amount of $26,566.21. CMR 4-26-51

13. Recommended approval of a contract with Constellation New Energy, LLC for natural gas for the period of June 1, 2026 through May 31, 2028 at the rate designated per the terms and conditions of the State of Michigan Natural Gas Contract. CMR 4-26-52

14. Recommended approval of City Council study session minutes of March 23, 2026.

15. Recommended approval of City Council regular session minutes of March 23, 2026.

ADDITIONS TO AGENDA

PUBLIC COMMENTS

Limited to three (3) minutes.

CITY ATTORNEY REPORT

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.

PROCLAMATION
Recognizing National Public Safety Telecommunicators Week
April 12 – 18, 2026

WHEREAS, emergencies require the prompt response of police, fire, or City medical services, which are critical to the protection of life and the preservation of property; and

WHEREAS, the safety of our community, police, firefighters, and paramedics relies upon the quality and accuracy of information obtained from public safety telecommunicators and

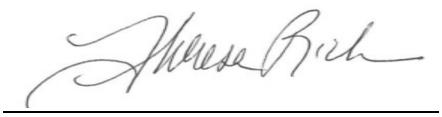
WHEREAS, Farmington Hills public safety telecommunicators are the first and most critical contacts that community members have when contacting emergency services; and

WHEREAS, public safety telecommunicators provide a crucial link for police and fire by monitoring their activities via radio and providing them with essential information to ensure their safety; and

WHEREAS, our City's public safety telecommunicators have contributed substantially to the apprehension of criminals, suppression of fires, and prompt treatment of patients; and

WHEREAS, these dedicated employees exhibit compassion, understanding, and professionalism in the performance of their duties, helping to save millions of lives every day as they serve the public in this demanding profession.

NOW, THEREFORE, BE IT RESOLVED that I, Theresa Rich, Mayor of the City of Farmington Hills, on behalf of the City Council, do hereby proclaim the week of April 12 – 16, 2026 as **National Public Safety Telecommunicators Week** in Farmington Hills and call upon everyone to recognize the important role that these professionals play as they assist others in their time of need and maintain the safety of all members of our community.



Theresa Rich, Mayor

CITY MANAGER'S REPORT TO MAYOR AND COUNCIL

DATE: April 13, 2026

DEPT: Planning & Community Development

RE: Public Hearing-Community Development Block Grant (CDBG) Program Five-Year Consolidated Plan (2026-2030), Annual Action Plan (2026-2027) and Proposed Use of Funds, and Amendment to the Citizen Participation Plan

ADMINISTRATIVE SUMMARY

- The Community Development Office is required by the U.S. Department of Housing and Urban Development (HUD) to prepare a Five-Year Consolidated Plan (2026-2030) and PY2026-2027 Annual Action Plan. These documents serve as the City's strategic framework for housing and community development priorities.
- The City of Farmington Hills anticipates receiving approximately $358,837 in CDBG entitlement funds, supplemented by an estimated $50,000 in program income from Housing Rehabilitation activities, for a total estimated budget of $408,837. Final funding amounts may vary based on HUD allocation.
- The Consolidated Plan identifies priority needs for low- and moderate-income residents, while the Annual Action Plan specifies the activities to be funded during PY2026–2027. All proposed activities comply with HUD National Objectives, expenditure caps, and will be used to benefit low- and moderate-income persons or areas as defined annually by HUD.
- The City of Farmington Hills continues its membership in the Oakland County HOME Consortium to leverage regional resources and meet federal housing and community development program requirements.
- An amendment to the Citizen Participation Plan is proposed to update public notice, hearing, and comment procedures, ensuring the City remains in full compliance with HUD's evolving communication standards.
- Federal regulations require a public hearing to receive citizen input prior to adoption of the plans. Following a 30-day public comment period (February 22 – March 26, 2026), the public hearing on April 13, 2026 will provide the final opportunity for public input prior to the May 16, 2026 submission deadline. All written comments received during the comment period will be considered prior to submission to HUD.
- The following distribution of funds is recommended for the 2026-2027 program year:

PROPOSED 2026-2027 BUDGET	
Housing Rehabilitation:	$306,337
Public Services:	$42,500
Program Administration:	$60,000
Total:	$408,837

RECOMMENDATION

It is recommended that the City Council:

RESOLVE that the City Council approve the Five-Year Consolidated Plan 2026-2030, the Annual Action Plan 2026-2027, and the Amendment to the Citizen Participation Plan; and

FURTHER RESOLVE that the Community Development Block Grant Program Year 2026-2027 budget be allocated as: $306,337 for Housing Rehabilitation; $42,500 for Public Services; and $60,000 for Program Administration; and

FURTHER RESOLVE that the Acting City Manager is authorized to submit the required application to the U.S. Department of Housing and Urban Development by May 16, 2026.

CONSOLIDATED PLAN

The 2026-2030 Consolidated Plan is a high-level assessment of community needs conducted every five years. The primary goals are to provide decent and affordable housing, create a suitable living environment and expand access to community services. The priorities identified are consistent with previous years and reflect the long-term needs of the City's low- and moderate-income populations. These goals will be pursued primarily through housing rehabilitation programs, public services funding and administration of the program.

ANNUAL ACTION PLAN 2026-2027

The Annual Action Plan serves as the first-year implementation of the Five-Year Consolidated Plan. It outlines the specific use of PY2026-2027 anticipated funding, focusing on maintaining the quality of our existing residential housing stock and supporting services for low- and moderate-income residents.

CITIZEN PARTICIPATION PLAN

The Citizen Participation Plan is required by HUD and establishes the framework for how the City involves citizens and stakeholders in the CDBG process. The proposed amendment updates the methods for public notice and feedback to ensure that all members of the community have a clear, accessible path to participate in the planning

and evaluation of CDBG-funded programs.

BUDGET BACKGROUND

Funding Update: Following the preparation of this report, HUD released the City's Program Year (PY) 2026-2027 allocation. The City will receive $391,470 in funding (an increase of $32,633) which will be incorporated into the final budget and program planning documents.

Housing Rehabilitation ($306,337): This program is the cornerstone of the City's CDBG efforts, assisting low- and moderate-income homeowners with essential repairs. Typical improvements include roof and gutter replacement, water heaters, furnaces, windows, insulation, siding installation, and sewer connections. In recent years, the program has seen a sharp increase in both the cost of material/labor and the complexity of repairs needed by applicants. In PY2026–2027, an estimated 17 homeowners will receive assistance, helping to preserve the quality of the City's housing stock. This budget also includes wages and fringe benefits for the Housing Rehabilitation Specialist for program administration.

Public Services ($42,500): Limited by HUD to no more than 15% of the annual grant allocation, these funds support services provided by nonprofit organizations to address the needs of specific populations. Requests for funding received for PY2026-27 include: CARES (Community Action Resources Empowerment Services) –health support through food bank products and services; Common Ground – crisis intervention and mental health services; HAVEN (Help Against Violent Encounters Now) – assisting victims of violence and sexual assault; South Oakland Shelter dba Lighthouse – providing services to permanently remove individuals and families from homelessness; and Farmington - Farmington Hills Neighborhood House – emergency financial assistance and self-sufficiency services.

Program Administration ($60,000): This allocation ensures the program remains in federal compliance, covering mandated costs such as legal notices, fair housing support and the administrative staff time required to oversee the CDBG program.

PUBLIC PARTICIPATION

The Community Development Office utilized a multi-step engagement process to keep interested parties informed and involved in the planning process for these plans. This included: a public meeting held in conjunction with Oakland County on December 10, 2025 to review housing and community development needs; a public survey available from February 27 through March 29, 2026 to gather direct public input; and targeted mailings sent to agencies, groups, organizations and other interested parties to solicit feedback. A 30-day public comment period ran from February 22 through March 26,

2026, and a public hearing was held April 13, 2026. Public Notices were published in

the Oakland Press, on the City website and via social media on February 22, 2026 and March 6, 2026.

SCHEDULE

The Five-Year Consolidated Plan and the PY2026-2027 Annual Action Plan application for the CDBG Program will be submitted to HUD by May 16, 2026. The new program year begins July 1, 2026 and ends on June 30, 2027.

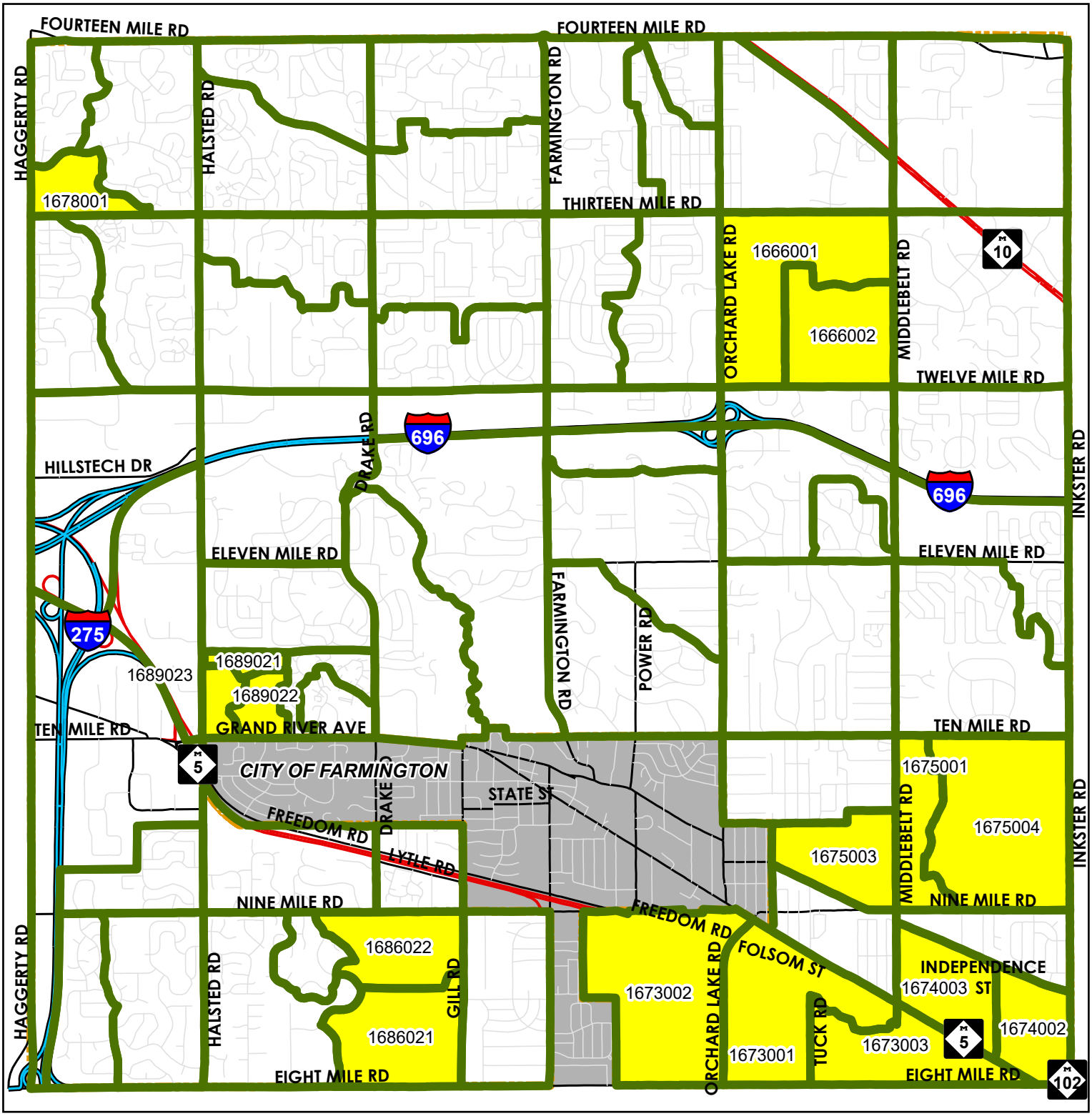
# # #

Prepared by:	Tracey Emmanuel, Community Development and Special Projects Coordinator
Department Approval:	Charmaine Kettler-Schmult, Director of Planning and Community Development
Executive Approval:	Karen Mondora, Acting City Manager

Electronic Attachment:

- Eligible Areas Map
- 30-day Comment Period Notice and Notice of Public Hearing

CDBG Low/Moderate Income Eligible Areas



SOURCES: City of Farmington Hills GIS, 2024
Oakland County, 2024
US Census Bureau, 2020 Block Groups
Map Print Date: Oct 2024

FARMINGTON HILLS Michigan

Low/Moderate Income Area

EXCEPTION GRANTEE 39.10%

LEGAL/PUBLIC NOTICE
CITY OF FARMINGTON HILLS
Notice of Public Hearing and 30-day Comment Period
Community Development Block Grant Program
Annual Action Plan 2026-2027
Five-year Consolidated Plan 2026 - 2030

It is anticipated that the City of Farmington Hills will receive approximately $358,837 of Community Development Block Grant (CDBG) funds from the U.S. Department of Housing & Urban Development (HUD) for PY2026 (July 1, 2026 – June 30, 2027). This amount is estimated based on prior year allocations. The final award amount may vary. Any adjustment in funding will result in a corresponding adjustment to the Housing Rehabilitation activity. Additionally, an estimated $50,000 in program income from Housing Rehabilitation activities is included in the proposed use of funds.

Notice is hereby given that a public hearing will be held to receive public comments regarding the development of the PY2026 CDBG Annual Action Plan (2026-2027), Five-Year Consolidated Plan (2026-2030), and a proposed amendment to the Citizen Participation Plan on Monday March 23, 2026 at 7:30 p.m. EDT in Council Chambers of City Hall, at 31555 Eleven Mile Road, Farmington Hills, MI 48336. The proposed Citizen Participation Plan amendment updates public notice and comment procedures to maintain federal compliance.

A 30-day public comment period will be held February 22, 2026 through March 26, 2026 at 4:30 p.m. Draft documents are available for review at the City of Farmington Hills -Community Development Office 31555 W. Eleven Mile, Farmington Hills, MI 48336. Email to TEmmanuel@fhgov.com.

Proposed Use of CDBG Funds (estimated):

Housing Rehabilitation	$306,337
Public Services	$42,500
CDBG Grant Administration	$60,000
Total:	**$408,837**

Anyone planning to attend the meeting who is non-English speaking and/or who has need of special assistance under the Americans with Disabilities Act (ADA) is asked to contact the Community Development office (248) 871-2545 or temmanuel@fhgov.com at least two (2) business days prior to the meeting, wherein necessary arrangements/accommodations will be made.

Charmaine Kettler-Schmult, Director of
Planning and Community Development
Karen Mondora, Acting City Manager

Publish Date: February 22, 2026

LEGAL/PUBLIC NOTICE
CITY OF FARMINGTON HILLS
Notice of Public Hearing and 30-day Comment Period
Community Development Block Grant Program
Annual Action Plan 2026-2027
Five-year Consolidated Plan 2026 - 2030

It is anticipated that the City of Farmington Hills will receive approximately $358,837 of Community Development Block Grant (CDBG) funds from the U.S. Department of Housing & Urban Development (HUD) for PY2026 (July 1, 2026 – June 30, 2027). This amount is estimated based on prior year allocations. The final award amount may vary. Any adjustment in funding will result in a corresponding adjustment to the Housing Rehabilitation activity. Additionally, an estimated $50,000 in program income from Housing Rehabilitation activities is included in the proposed use of funds.

PLEASE TAKE NOTICE that the public hearing previously scheduled for Monday, March 23, 2026 at 7:30 p.m. regarding the PY2026 CDBG Annual Action Plan, Five-Year Consolidated Plan, and proposed amendment to the Citizen Participation Plan has been canceled and rescheduled.

Notice is hereby given that a public hearing will be held to receive public input regarding the proposed PY2026 CDBG Annual Action Plan (2026-2027), Five-Year Consolidated Plan (2026-2030), and a proposed amendment to the Citizen Participation Plan on Monday April 13, 2026 at 7:30 p.m. EDT in Council Chambers of City Hall, at 31555 Eleven Mile Road, Farmington Hills, MI 48336.

The purpose of the Consolidated Plan is to inventory the housing and community development needs of low- and moderate-income persons in Farmington Hills and to establish priorities and strategies that will guide the use of federal CDBG funds over the next five years. The Annual Action Plan outlines the specific activities proposed for PY2026-2027. The proposed Citizen Participation Plan amendment updates public notice and comment procedures to maintain federal compliance.

A 30-day public comment period began February 22, 2026, and continues through March 26, 2026 at 4:30 p.m. Draft documents are available for review at the City of Farmington Hills - Community Development Office 31555 W. Eleven Mile, Farmington Hills, MI 48336. Email request to TEmmanuel@fhgov.com Written comments received during the public comment period will be considered prior to City Council action on April 13, 2026. Oral comments presented at the public hearing will be heard by City Council and may inform discussion. The written public comment period closing on March 26, 2026 at 4:30 p.m. serves as the deadline for submission of comments to be formally addressed in the final Plan documents prior to submission to HUD.

Proposed Use of CDBG Funds (estimated):

Housing Rehabilitation	$306,337
Public Services	$42,500
CDBG Grant Administration	$60,000
Total:	**$408,837**

Anyone planning to attend the meeting who is non-English speaking and/or who has need of special assistance under the Americans with Disabilities Act (ADA) is asked to contact the Community

Development office at (248) 871-2545 or temmanuel@fhgov.com at least two (2) business days prior to the meeting, wherein necessary arrangements/accommodations will be made.

Charmaine Kettler-Schmult, Director of Planning and Community Development
Karen Mondora, Interim City Manager

Publish Date: March 6, 2026

From:	Matthew G. Strickfaden
To:	Theresa Rich; FHClerk; Bill Dwyer; Jackie Boleware; Jon Aldred; Valerie Knol; Michael Bridges; Charlie Starkman; Steve Joppich; samanthasteckloff@house.mi.gov; Engineering; info@fhpaschen.com; FOIA Request Clerk
Cc:	Randy Bruce; vbarnett@fhgov.com
Subject:	FORMAL FOIA APPEAL – Normandy Hills 2023 Reconstruction (Brittany Dr.)
Date:	Tuesday, February 3, 2026 12:46:40 PM
Attachments:	FOIA Request Response - Final.pdf

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Ms. Lindahl,

Pursuant to **MCL 15.240**, I am submitting this formal **APPEAL** of the partial denial of my FOIA request dated January 11, 2026, specifically regarding the "Certificate of Non-Existence" issued for Item 1: Vibration Monitoring Logs.

Reasons for Reversal of Denial:

1 **Contractual Duty to Monitor:** The Normandy Hills 2023 Reconstruction involved high-impact, up to 30-inch substrate excavation, and pressure roller and vibratory compaction in a neighborhood known for fragile 1950s-era clay crock infrastructure. Standard municipal engineering protocols for such high-risk work typically require vibration monitoring as a Quality Control measure to protect existing utilities.

2 **Failure to Search Third-Party Agent Records:** Under Michigan law, "public records" include documents held by an agent of the public body (e.g., Fleis & VandenBrink or **F.H. Paschen**) during the performance of an official function. A search that only looks at the Clerk's internal files is insufficient.

3 **Implied Presence in Daily Reports:** The **Daily Inspector Reports** (granted in Item 2) often contain references to compaction levels and equipment force. If no separate vibration log exists, the City has effectively admitted a failure in oversight for a project that has now caused catastrophic septic failures for five residents on Brittany Drive.

Requested Action:

I request that the City Council, as the head of the public body, reverse this denial and order a comprehensive search of **all digital and physical project folders** held by:

- **F.H. Paschen, S.N. Nielson & Associates** (Contractor)
- **Fleis & VandenBrink** (Project Engineering/Inspection)
- The **City Engineering Division's** project management software (e.g., Procore or similar).

As a **former City Council member** and a grantor of a project easement, I am particularly concerned that the City would certify the "non-existence" of critical safety data for a project of this magnitude.

Sincerely,

Matthew G. Strickfaden

Former City Council Member

[redacted]

cell: [redacted]
fax:

Please visit my website at:
greathomesbymatt.com/

From: Matthew Strickfaden <[redacted]>
Sent: Sunday, January 11, 2026 11:26 AM
To: Karen Mondora <KMondora@fhgov.com>; Theresa Rich <TRich@fhgov.com>; FHClerk <FHClerk@fhgov.com>; Bill Dwyer <BDwyer@fhgov.com>; Jackie Boleware <JBoleware@fhgov.com>; Jon Aldred <JAldred@fhgov.com>; Valerie Knol <VKnol@fhgov.com>; Michael Bridges <MBridges@fhgov.com>; Charlie Starkman <CStarkman@fhgov.com>; Steve Joppich <sjoppich@rsjalaw.com>; SamanthaSteckloff@house.mi.gov; Engineering <Engineering@fhgov.com>; info@fhpaschen.com
Cc: Ken Massey <[redacted]>; Ken Massey <KenMassey@fhgov.com>; Randy Bruce <RBruce@fhgov.com>; vbarnett@fhgov.com
Subject: URGENT: Systematic Septic Failures in Normandy Hills (Brittany Dr.) - Formal Notice & FOIA Request

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Acting City Manager Mondora, Mayor Rich, Representative Steckloff, Mr. Joppich and members of the City Council,

I am writing to you today not only as a resident of Brittany Drive but as a **former member of the Farmington Hills City Council** who has spent years championing our city's infrastructure.

When the 2023 Normandy Hills reconstruction project was proposed, I was its strongest advocate. To ensure its success, **I voluntarily granted the City a 12-inch water supply line easement on my property.** I acted in good faith, trusting that the City and its contractor, **F.H. Paschen, S.N. Nielson & Associates**, would use professional care. Instead, that trust, and our neighborhood's infrastructure, has been shattered.

The 30-inch substrate excavation and extreme compaction generated vibrations so violent they displaced household items and, more critically, caused the **systematic collapse of original clay crock septic fields** (installed 1955–1962). These systems were functional for decades until this project rendered them unusable.

The Situation Today:

- **Immediate Damage:** At least five residents on Brittany Drive have already been forced into engineered field replacements, costing tens of thousands of dollars each.
- **The Looming Crisis:** My own system and countless others have been structurally compromised. We are facing a wave of unnecessary, high-cost failures as these weakened, clogged clay crocks inevitably give way.
- **Breach of Care:** The City failed to adjust compaction methods despite knowing the fragile nature of 1950s-era utilities. As the grantor of an easement, I am particularly aggrieved that the City used the access I provided to destroy my property's primary utility.

FORMAL FOIA REQUEST:

Pursuant to the **Michigan Freedom of Information Act (PA 442 of 1976)**, I hereby request the following records for the Normandy Hills 2023 Reconstruction:

1. **Vibration Monitoring Logs:** All seismograph data or vibration reports from the Brittany Drive segment.
2. **Daily Inspector Reports:** All logs filed by City engineers or inspectors (e.g., Fleis & VandenBrink) for this site.
3. **Contract Provisions:** Specifically, all insurance and liability sections regarding vibration-induced property damage.

We are seeking immediate acknowledgment of this link and a formal plan for resident compensation. We await your response within the five-day FOIA window.

Sincerely,

Matthew G. Strickfaden
Former City Council Member, Farmington Hills
[redacted]

cell: [redacted]
email: [redacted]

FARMINGTON HILLS Michigan

OFFICE OF CITY CLERK

February 3, 2026

VIA E-MAIL

Matthew G. Strickfaden
[redacted]

Re: Freedom of Information Act Request

Dear Matthew G. Strickfaden,

This letter is in response to your Freedom of Information Act (FOIA) request submitted to the City Clerk's Office via email on January 11, 2026, requesting the following records for the Normandy Hills 2023 Reconstruction:

1. Vibration Monitoring Logs: All seismograph data or vibration reports from the Brittany Drive segment.
2. Daily Inspector Reports: All logs filed by City engineers or inspectors (e.g., Fleis & VandenBrink) for this site.
3. Contract Provisions: Specifically, all insurance and liability sections regarding vibration-induced property damage.

Your request is granted in part with respect to items 2 and 3 above. There is no charge as the records were available with minimal research, and the information is included with this letter.

Your request is denied in part with respect to all other documents requested above, per MCL 15.235(5)(b), as it has been determined that such records do not exist. This letter shall serve as my certificate as such.

In the event you are not satisfied with this response, you have the right to submit a written appeal under MCL 15.240 that specifically states the word "appeal" and identifies the reason or reasons for reversal of this denial. In addition, you may also seek judicial review of this denial pursuant to MCL 15.240, including the right to receive attorney fees and damages as provided in MCL 15.240 if, after judicial review, the circuit court determines that the public body has not complied with MCL 15.235 and orders disclosure of all or a portion of a public record.

The City's specific protocol for responding to FOIA requests is set forth in the Public Summary and the City's Procedure and Guidelines available on its website at: www.fhgov.com. Paper copies of the aforementioned documents are also available at the City Clerk's Office.

If you have any questions regarding this matter, please contact me at 248-871-2420.

Sincerely,

CITY OF FARMINGTON HILLS



Carly Lindahl, MMC, MiPMC II
City Clerk

CITY MANAGER'S REPORT TO MAYOR AND COUNCIL

DATE: April 13, 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 February 23, 2026.

Traffic and site circulation was an important topic discussed during the previous City Council meetings. The applicant's consultant AECOM 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)

- February 23, 2026 City Council postponed application to amend the PUD and Site Plan (6-0).
- March 23, 2026 City Council Study session to review proposed modifications to PUD and Site Plan.

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.
- Affirm Planning Commission's waiver of commercial design standards to allow a wall facing a major thoroughfare and public right-of-way to have less than 60% window coverage and more than 40% of the façade in an accent material (EFIS).

POTENTIAL COUNCIL ACTIONS

Suggested Motion for conditional APPROVAL:

Resolve that the application to APPROVE amended PUD Plan 12, 2014, including Site Plan 60-7-2025, dated revised March 17, 2026, based on the findings that the proposed PUD promotes land use goals and objectives of the City, satisfies the qualification and other requirements in Section 34-3.20 of the Zoning Ordinance and will not adversely affect the public health, welfare and safety, for the following reasons:

1. *The Master Plan for Future Land Use 2025 has indicated a community desire for restaurants within Farmington Hills;*
2. *The requested deviations from the Zoning Ordinance regulations otherwise applicable to this property are outweighed by the positive impacts this proposed development will have on the area;*
3. *Traffic and site access for the shopping center are not significantly impacted;*
4. *Front yard drive-through signage and stacking is well screened to moderate the effects of this placement;*

5. *The proposal is compatible with other uses in the area and*
6. *The proposal brings about development of a vacant lot with a use that is determined to be desired within the community.*
7. ***[Insert additional findings, if appropriate.]***

Further resolve that the application for amended PUD 12, 2024 and Site Plan 60-7-2025 are 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 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.
(5) [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 motion for <u>POSTPONEMENT:</u>

Motion to POSTPONE the application to amend PUD Plan 12, 2014, including Site Plan 60-7-2025, dated revised March 17, 2026, is POSTPONED to a City Council meeting on _____, 2026.

Suggested Motion for <u>DENIAL:</u>

*Motion to **DENY** the application to amend PUD 2, 2024 and Site Plan 56-8-2024 based on the findings that the applicant has failed to satisfactorily establish that the proposed PUD will not adversely affect the public health, welfare, and safety, has not shown that the proposed development promotes the land use goals and objectives of the City, and has failed to satisfy the qualification and other requirements in Section 34-3.20 of the Zoning Ordinance for the following reasons:*

(1) The extensive deviations from the Zoning Ordinance regulations otherwise

applicable to this property are extensive and positive aspects of the proposal not outweighed by the negative impacts this proposed development will have on the area and;

(2) *The property can be developed more in keeping with the Zoning Ordinance (in other words with less or lesser deviations).*

(3) [Insert any additional reasons the PUD does not meet the requirements of Section 34-3.20 and/or will have the adverse effect described above.]

ATTACHMENTS

- Amend PUD Plan 12, 2014, including Site Plan 60-7-2025 Plans dated March 17, 2026
- Giffels Webster's review dated November 12, 2025
- Planning Office review dated April 7, 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 Marach 5, 2026
- AECOM response memo and traffic impact study summary dated February 19, 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
- February 23, 2026, City Council regular meeting minutes
- March 23, 2026, City Council draft study session 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

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	Preliminary 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)



LOCATION MAP

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
03-17-26 REVISED PER CITY COUNCIL

Project Name

Culver's - Orchard Plaza

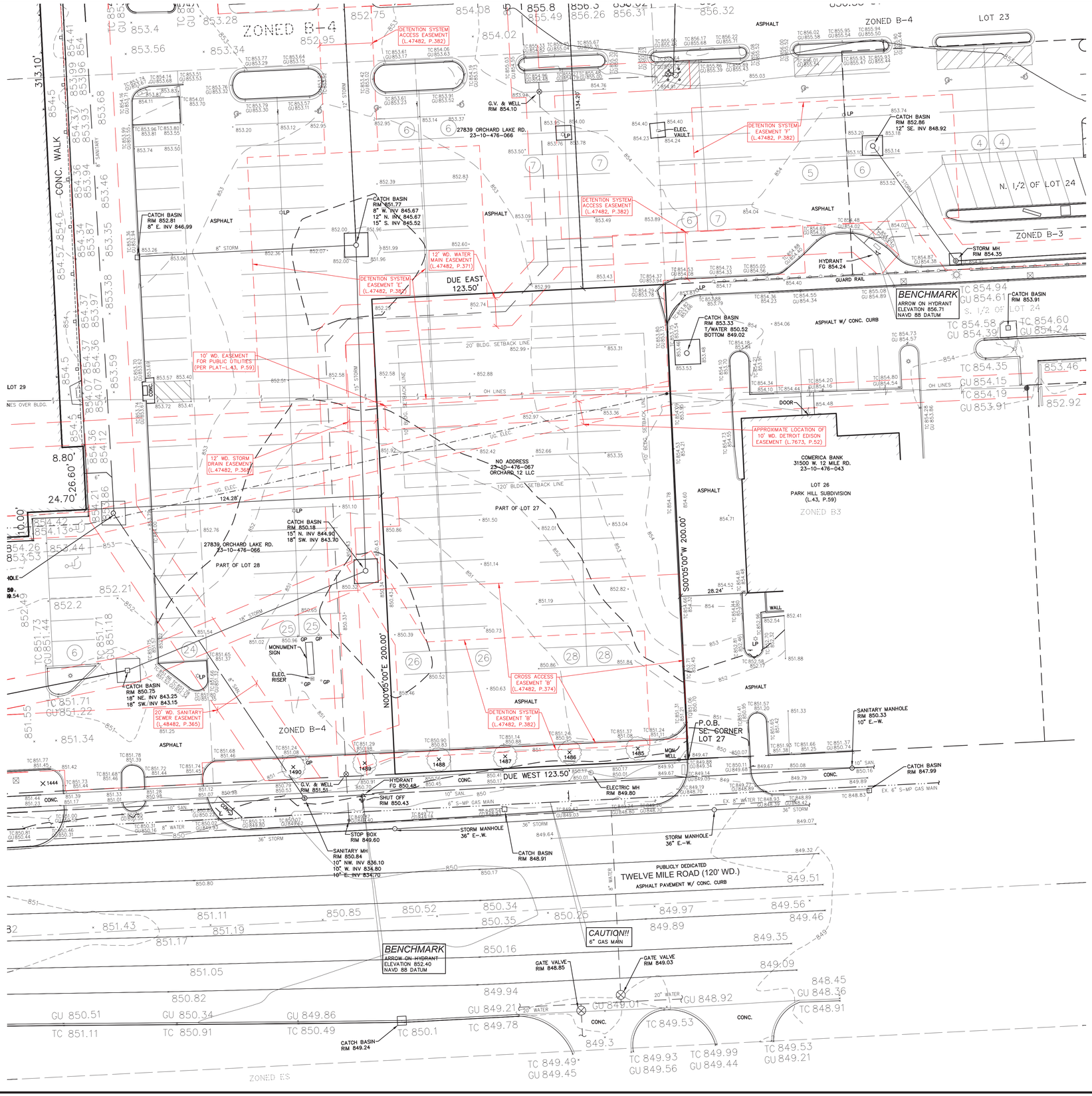
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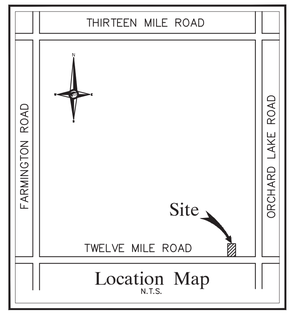
N & F JOB #E859-09

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
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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. THE PROPERTY LIES WITHIN ZONE X OF THE FLOOD INSURANCE RATE MAP IDENTIFIED AS COMMUNITY PANEL NO. 26125C0513F & 26125C0651F, 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
	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

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SEAL

KEVIN CHRISTOPHER NAVAROLI License No. 4001053503 PROFESSIONAL ENGINEER 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

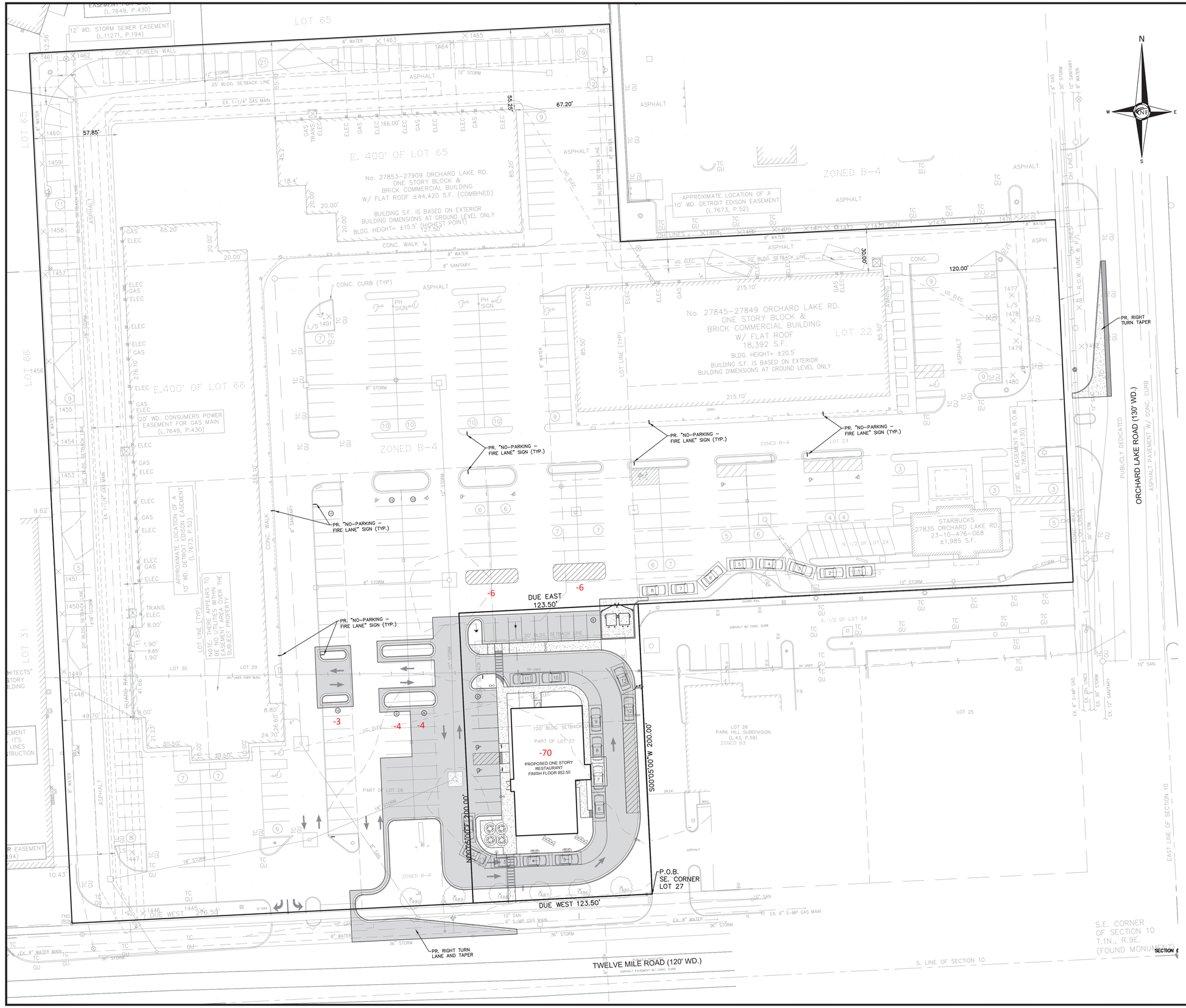
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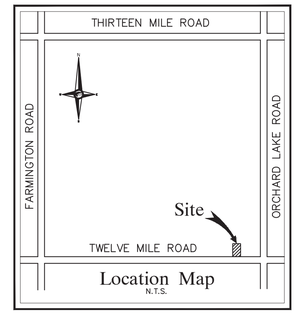
DATE	ISSUED/REVISED
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03-17-26	REVISED PER CITY COUNCIL

DRAWN BY: M. Carnaghi
DESIGNED BY:
APPROVED BY: K. Navaroli
DATE: May 16, 2025
SCALE: 1" = 20'
20 10 0 10 20 30

NFE JOB NO. E859-09
SHEET NO. SP01

Vinyl Oak .stbs - Pro (500)\2000-FILES\E859-09\Office\Site Plans\E859-09_TOPO.dwg 3/23/2026 12:34 PM





PARKING CALCULATIONS

TOTAL BUILDING AREA ON-SITE: 68,910 S.F.
(INCLUDING CULVER'S)

TOTAL USABLE FLOOR AREA: 68,910 S.F. x 80% = 55,128 S.F.

PARKING REQUIRED (PER ORDINANCE):
1 SPACE PER 150 S.F. UP TO 15,000 S.F.
1 SPACE PER 175 S.F. FROM 15,001 S.F. TO 100,000 S.F.

15,000 S.F. / 150 S.F. = 100 SPACES
40,128 S.F. / 175 S.F. = 229 SPACES

TOTAL PARKING REQUIRED = 329 SPACES

PARKING PROVIDED:

OVERALL SITE (AS OF 8/15/2025)	415 SPACES
TOTAL REMOVED	93 SPACES
TOTAL ADDED (CULVER'S SITE)	18 SPACES
OVERALL POST DEVELOPMENT	340 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.

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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. SAN. CLEAN OUT
INLET
C.B. CATCH BASIN

EXISTING SANITARY SEWER
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

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SEAL

STATE OF MICHIGAN
ALLEN J. EIZEMBER
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LICENSED PROFESSIONAL ENGINEER

PROJECT
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Part of the SE 1/4
of Section 10
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City of Farmington Hills,
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SHEET
Overall Site Plan

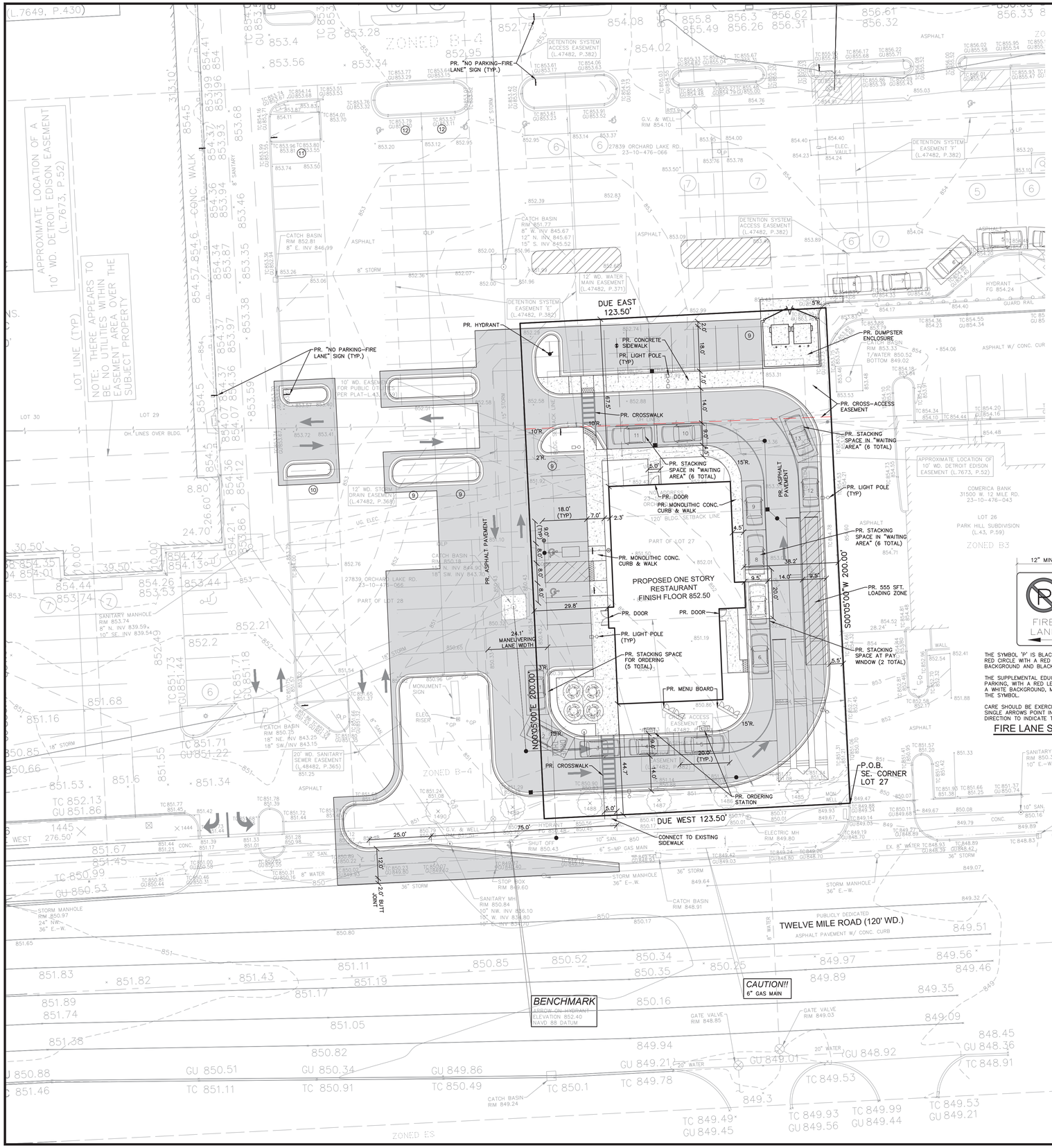
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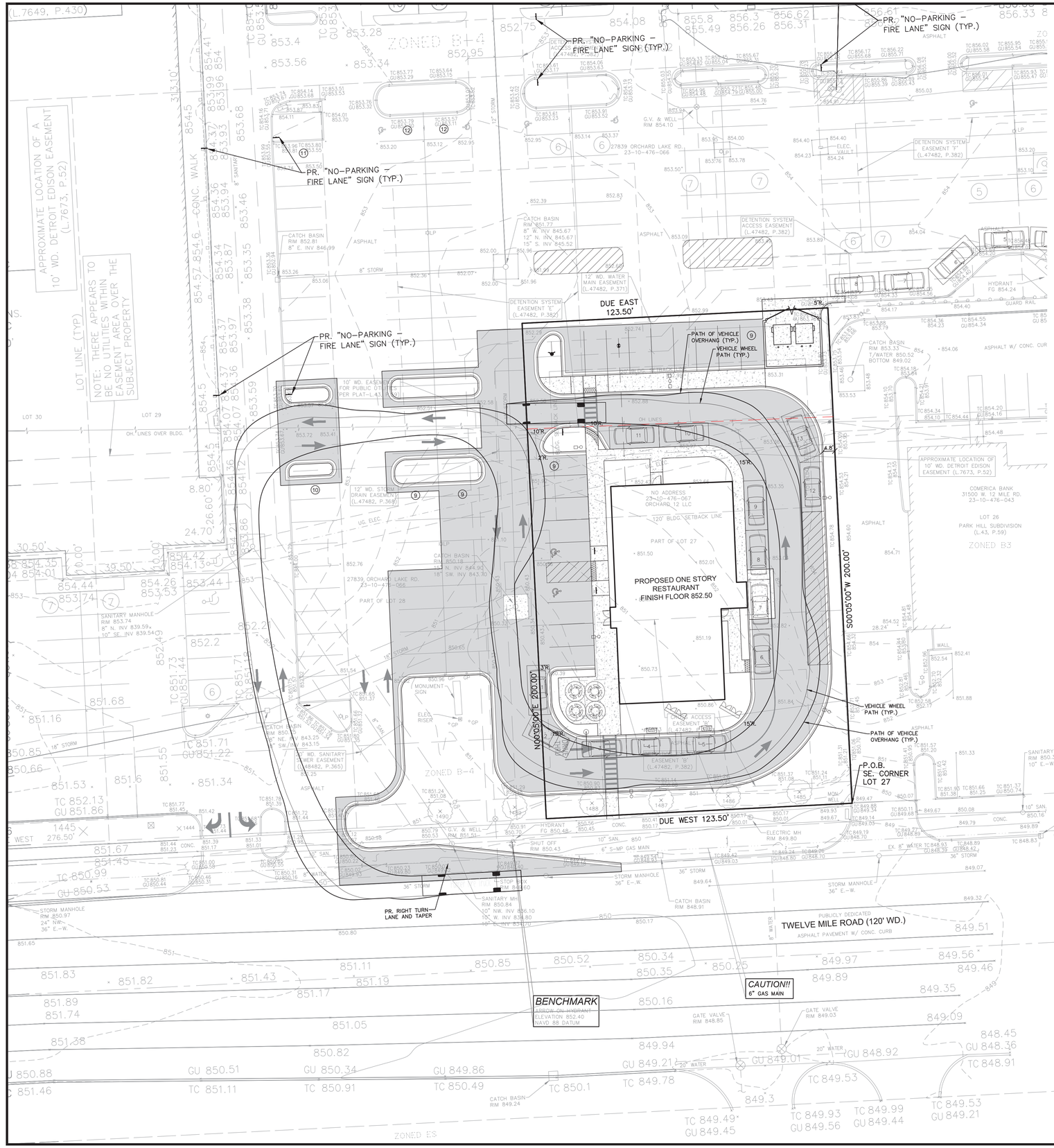
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03-17-26	REVISED PER CITY COUNCIL

DRAWN BY: J. Lawrey
DESIGNED BY: A. Eizember
APPROVED BY: A. Eizember
DATE: May 16, 2025
SCALE: 1" = 30'
30 15 0 15 30 45

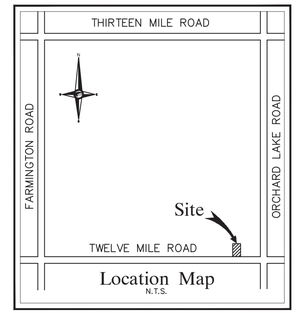
NFE JOB NO. E859-09
SHEET NO. SP02

\Project Data - Pre 05\NV\2000-FILES\JE859-09\Office\Site Plans\JE859-09_SP.1.dwg 3/23/2026 12:34 PM


PR. "NO PARKING-FIRE LANE" SIGN (TYP.)
DETENTION SYSTEM ACCESS EASEMENT (L.47482, P.382)
APPROXIMATE LOCATION OF A 10' WD. DETROIT EDISON EASEMENT (L.7673, P.52)
NOTE: THERE APPEARS TO BE NO UTILITIES WITHIN EASEMENT AREA OVER THE SUBJECT PROPERTY.
LOT LINE (TYP.)
27839 ORCHARD LAKE RD. 23-10-476-066
CATCH BASIN RIM 852.81 8" E. INV 846.99
12' WD. WATER MAIN EASEMENT (L.47482, P.371)
DETENTION SYSTEM EASEMENT "E" (L.47482, P.382)
DUE EAST 123.50'
PR. HYDRANT
PR. "NO PARKING-FIRE LANE" SIGN (TYP.)
PR. CONCRETE SIDEWALK
PR. LIGHT POLE (TYP)
PR. DUMPSTER ENCLOSURE
PR. CROSS-ACCESS EASEMENT
PR. CROSSWALK
PR. STACKING SPACE IN "WAITING AREA" (6 TOTAL)
PR. DOOR
PR. MONOLITHIC CONC. CURB & WALK
PR. ASPHALT PAVEMENT
PROPOSED ONE STORY RESTAURANT FINISH FLOOR 852.50
PR. 555 SFT. LOADING ZONE
PR. STACKING SPACE AT PAY WINDOW (2 TOTAL)
PR. MENU BOARD
PR. STACKING SPACE FOR ORDERING (5 TOTAL)
N00°05'00"E 200.00'
S00°05'00"W 200.00'
P.O.B. SE. CORNER LOT 27
PR. ORDERING STATION
DUE WEST 123.50'
CONNECT TO EXISTING SIDEWALK
PUBLICLY DEDICATED
TWELVE MILE ROAD (120' WD.)
ASPHALT PAVEMENT W/ CONC. CURB
CAUTION!! 6" GAS MAIN
BENCHMARK
ARROW ON HYDRANT
ELEVATION 852.40
NAVD 88 DATUM
COMERICA BANK 31500 W. 12 MILE RD. 23-10-476-043
LOT 26 PARK HILL SUBDIVISION (L.43, P.59)
ZONED B3
ZONED B-4
ZONED E-S
APPROXIMATE LOCATION OF 10' WD. DETROIT EDISON EASEMENT (L.7673, P.52)
LOT 30
LOT 29
OH. LINES OVER BLDG.
120' BLDG. SETBACK LINE
PART OF LOT 27
PART OF LOT 28
SANITARY MANHOLE RIM 853.74 8" N. INV 839.59 10" SE. INV 839.54
CATCH BASIN RIM 850.18 18" N. INV 843.90 18" SW. INV 843.70
CATCH BASIN RIM 850.25 18" NE. INV 843.25 18" SW./INV 843.15
20' WD. SANITARY SEWER EASEMENT (L.48482, P.365)
MONUMENT SIGN
ELEC. RISER
STORM MANHOLE RIM 850.97 24" NW. 36" E.-W.
SANITARY MH RIM 850.84 10" NW. INV 835.10 10" W. INV 834.80 10" S. INV 835.70
STOP BOX RIM 849.60
SHUT OFF RIM 850.43
ELECTRIC MH RIM 849.80
SANITARY MANHOLE RIM 850.33 10" E.-W.
CATCH BASIN RIM 847.99
EX. 6" S-MP GAS MAIN
EX. 8" WATER
EX. 36" STORM
CATCH BASIN RIM 848.01
GATE VALVE RIM 848.85
GATE VALVE RIM 849.03
20" WATER
CATCH BASIN RIM 849.24
CATCH BASIN RIM 850.1
ASPHALT
CONC.
GUARD RAIL
HYDRANT FG 854.24
ELEC. VAULT
G.V. & WELL RIM 854.10
CATCH BASIN RIM 852.77 8" W. INV 845.67 12" N. INV. 845.67 15" S. INV. 845.52
CATCH BASIN RIM 851.96
CATCH BASIN RIM 852.07
CATCH BASIN RIM 852.28
CATCH BASIN RIM 852.58
CATCH BASIN RIM 852.91
CATCH BASIN RIM 853.06
CATCH BASIN RIM 853.26
CATCH BASIN RIM 853.36
CATCH BASIN RIM 853.54
CATCH BASIN RIM 853.72
CATCH BASIN RIM 853.88
CATCH BASIN RIM 854.06
CATCH BASIN RIM 854.16
CATCH BASIN RIM 854.46
CATCH BASIN RIM 854.48
CATCH BASIN RIM 854.54
CATCH BASIN RIM 854.56
CATCH BASIN RIM 854.66
CATCH BASIN RIM 854.76
CATCH BASIN RIM 854.86
CATCH BASIN RIM 854.96
CATCH BASIN RIM 855.03
CATCH BASIN RIM 855.13
CATCH BASIN RIM 855.22
CATCH BASIN RIM 855.33
CATCH BASIN RIM 855.42
CATCH BASIN RIM 855.52
CATCH BASIN RIM 855.61
CATCH BASIN RIM 855.67
CATCH BASIN RIM 855.80
CATCH BASIN RIM 855.90
CATCH BASIN RIM 856.01
CATCH BASIN RIM 856.02
CATCH BASIN RIM 856.17
CATCH BASIN RIM 856.22
CATCH BASIN RIM 856.33
CATCH BASIN RIM 856.42
CATCH BASIN RIM 856.52
CATCH BASIN RIM 856.61
CATCH BASIN RIM 856.62
CATCH BASIN RIM 856.63
CATCH BASIN RIM 856.64
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







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WWW.NFE-ENGR.COM

SEAL

STATE OF MICHIGAN
ALLEN J. EIZEMBER
ENGINEER
NO. 6201314145
LICENSED PROFESSIONAL ENGINEER

PROJECT

Culver's - Orchard Plaza
Farmington Hills, MI

CLIENT

SSFHC Real Estate LLC
2246 Oakwood Drive
Troy, MI 48085

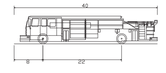
Contact:
Mr. Ronald J. Sesi
Ph: 248-245-2852

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



Pumper Fire Truck	
Overall Length	40.000ft
Overall Width	8.167ft
Overall Body Height	7.745ft
Min Body Ground Clearance	0.656ft
Track Width	8.167ft
Lock-to-lock time	5.00s
Max Wheel Angle	45.00°

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
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02-06-26	REVISED PER CITY COUNCIL
02-12-26	REVISED PER CITY ENGINEER
03-17-26	REVISED PER CITY COUNCIL

PAVING LEGEND

- PROPOSED CONCRETE PAVEMENT
- PROPOSED ASPHALT PAVEMENT

LEGEND

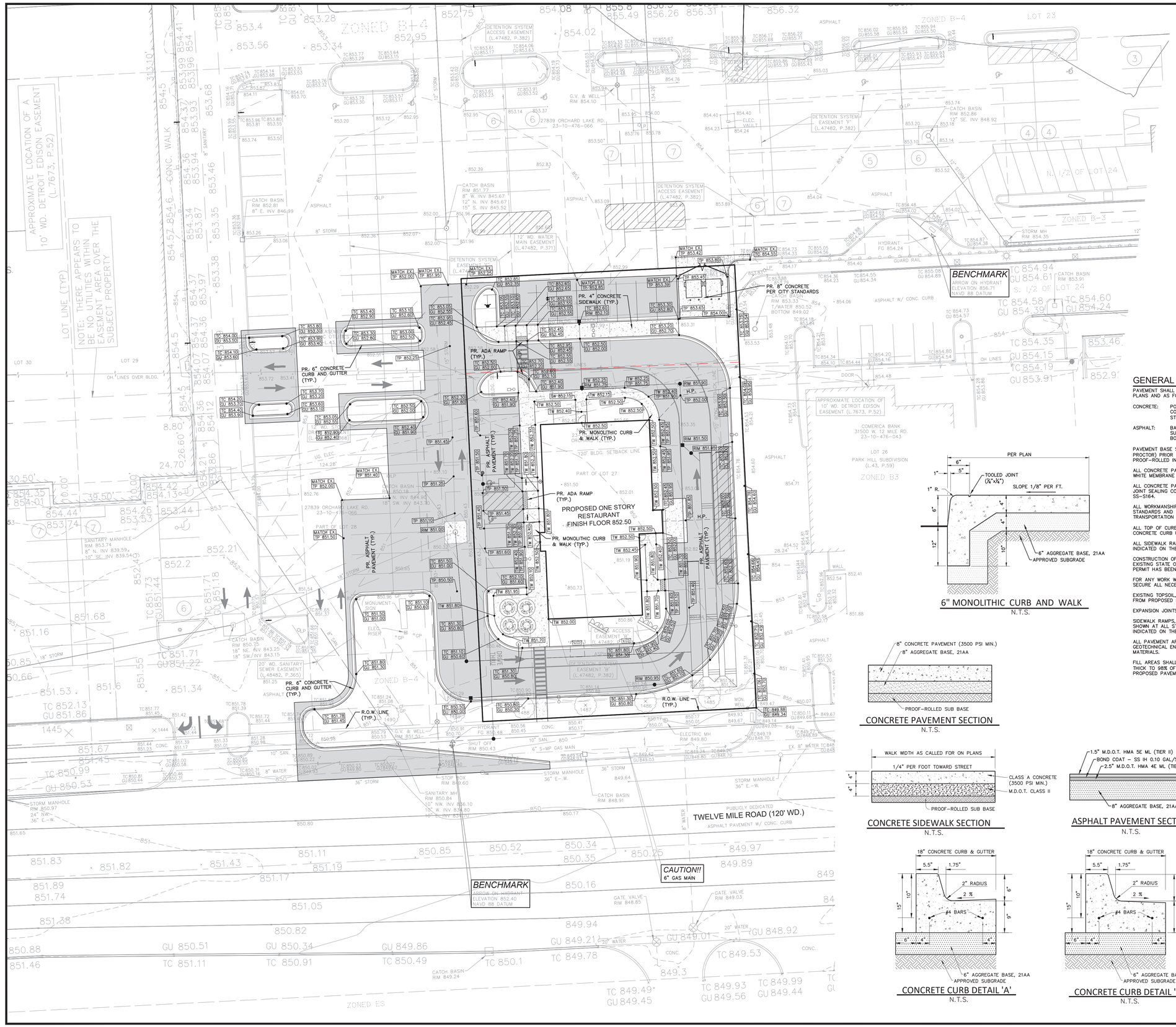
- MANHOLE
- HYDRANT
- GATE VALVE
- MANHOLE CATCH BASIN
- UTILITY POLE
- GUY POLE
- GUY WIRE
- C.O.
- INLET
- C.B.
- EXISTING SANITARY SEWER
- SAN. CLEAN OUT
- EXISTING WATERMAIN
- EXISTING STORM SEWER
- EX. R. Y. CATCH BASIN
- EXISTING BURIED CABLES
- OVERHEAD LINES
- LIGHT POLE
- SIGN
- EXISTING GAS MAIN
- PR. SANITARY SEWER
- PR. WATER MAIN
- PR. STORM SEWER
- PR. R. Y. CATCH BASIN
- PROPOSED LIGHT POLE

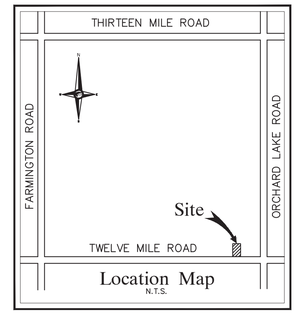
DRAWN BY: J. Lawrey
DESIGNED BY: A. Eizember
APPROVED BY: A. Eizember
DATE: May 16, 2025
SCALE: 1" = 20'

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NFE JOB NO. E859-09
SHEET NO. SP02.2

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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.

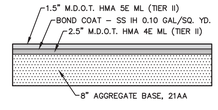
ALL PAVEMENT AREAS SHALL BE PROOF-ROLLED UNDER THE SUPERVISION OF A GEOTECHNICAL ENGINEER PRIOR TO THE PLACEMENT OF BASE MATERIALS AND PAVING MATERIALS.

FILL AREAS SHALL BE MACHINE COMPACTED IN UNIFORM LIFTS NOT EXCEEDING 9 INCHES THICK TO 98% OF THE MAXIMUM DENSITY (MODIFIED PROCTOR) PRIOR TO PLACEMENT OF PROPOSED PAVEMENT.

6" MONOLITHIC CURB AND WALK
N.T.S.

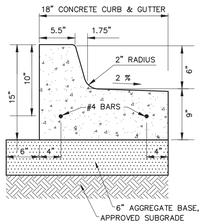
CONCRETE PAVEMENT SECTION
N.T.S.

CONCRETE SIDEWALK SECTION
N.T.S.



ASPHALT PAVEMENT SECTION
N.T.S.

CONCRETE CURB DETAIL 'A'
N.T.S.



CONCRETE CURB DETAIL 'B'
N.T.S.

PAVING LEGEND

- PROPOSED CONCRETE PAVEMENT
- PROPOSED ASPHALT PAVEMENT

LEGEND

- MANHOLE — EXISTING SANITARY SEWER
- HYDRANT, GATE VALVE — SAN. CLEAN OUT
- MANHOLE, CATCH BASIN — EXISTING WATERMAIN
- EXISTING STORM SEWER
- EX. R. Y. CATCH BASIN
- EXISTING BURIED CABLES
- UTILITY POLE, GUY POLE, GUY WIRE — OVERHEAD LINES
- LIGHT POLE
- SIGN
- EXISTING GAS MAIN
- C.O., MANHOLE — PR. SANITARY SEWER
- HYDRANT, GATE VALVE — PR. WATER MAIN
- INLET, C.B., MANHOLE — PR. STORM SEWER
- PR. R. Y. CATCH BASIN
- PROPOSED LIGHT POLE
- TC 600.00 — PR. TOP OF CURB ELEVATION
- GU 600.00 — PR. GUTTER ELEVATION
- TW 600.00 — PR. TOP OF WALK ELEVATION
- TP 600.00 — PR. TOP OF PVMT. ELEVATION
- FG 600.00 — FINISH GRADE ELEVATION
- WT 600.00 | WB 600.00 — WALL TOP/BOTTOM ELEVATION

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SEAL

STATE OF MICHIGAN
ALLEN J. EIZEMBER
ENGINEER NO. 6201314145
LICENSED 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
Preliminary Paving and Grading Plan

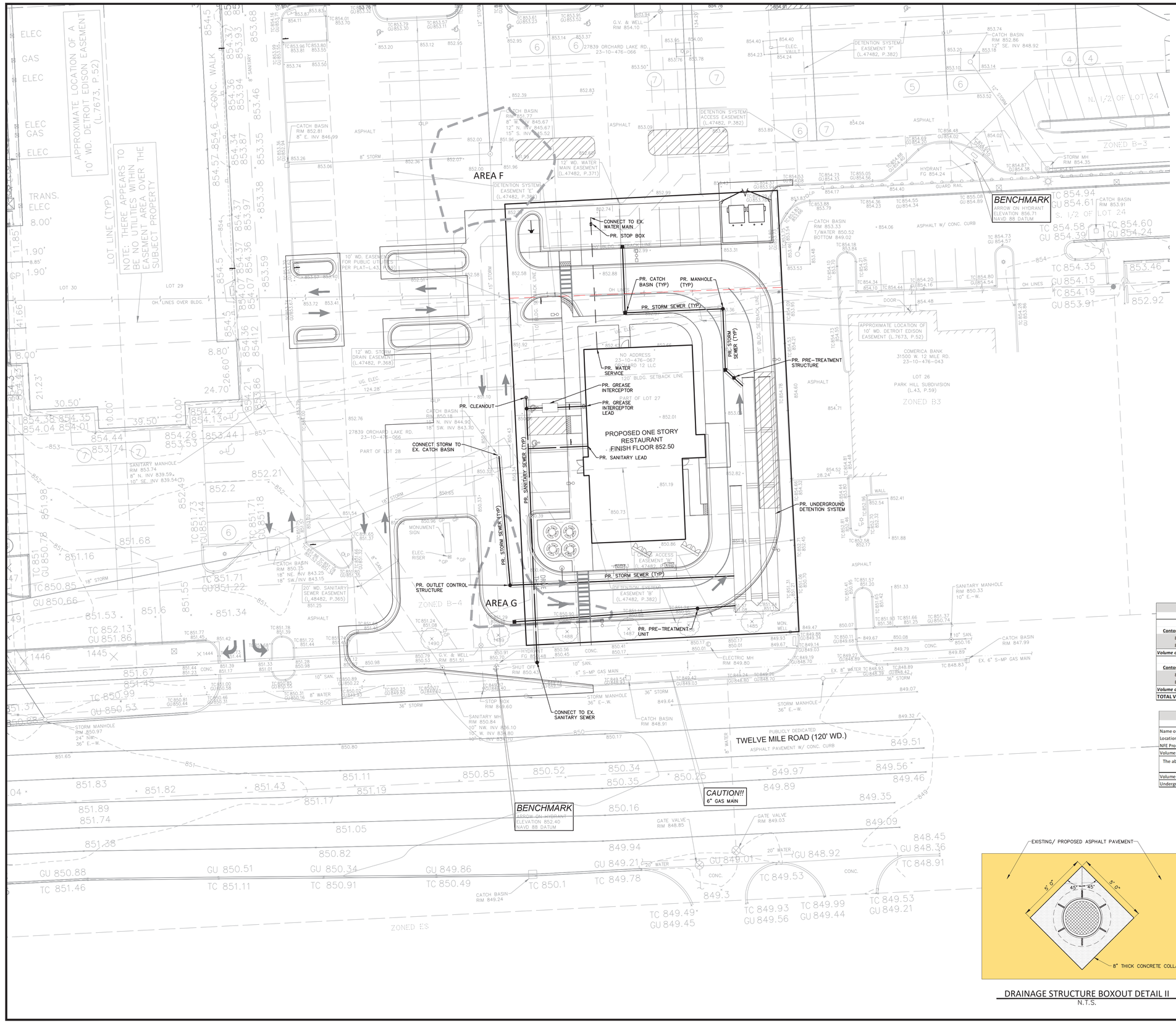
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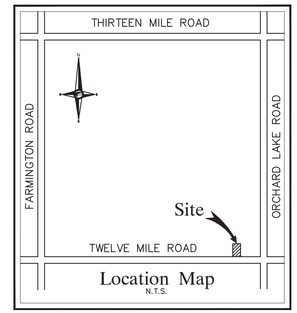
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03-17-26	REVISED PER CITY COUNCIL

DRAWN BY: J. Lawrey
DESIGNED BY: A. Eizember
APPROVED BY: A. Eizember
DATE: May 16, 2025
SCALE: 1" = 20'
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NFE JOB NO. E859-09
SHEET NO. SP03

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LAND PLANNERS

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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

Preliminary Utility Plan

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

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 — EXISTING SANITARY SEWER
- SAN. CLEAN OUT
- HYDRANT, GATE VALVE — EXISTING WATER MAIN
- MANHOLE, CATCH BASIN — EXISTING STORM SEWER
- EX. R. Y. CATCH BASIN
- EXISTING BURIED CABLES
- UTILITY POLE, GUY POLE, GUY WIRE — OVERHEAD LINES
- LIGHT POLE
- SIGN
- EXISTING GAS MAIN
- C.O., MANHOLE — PR. SANITARY SEWER
- HYDRANT, GATE VALVE — PR. WATER MAIN
- INLET, C.B., MANHOLE — PR. STORM SEWER
- PR. R. Y. CATCH BASIN
- SAND BACKFILL (95 % DENSITY)
- PROPOSED LIGHT POLE

DATE	ISSUED/REVISED
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DRAWN BY: J. Lawrey
DESIGNED BY: A. Eizember
APPROVED BY: A. Eizember
DATE: May 16, 2025
SCALE: 1" = 20'

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NFE JOB NO. **E859-09**
SHEET NO. **SP04**

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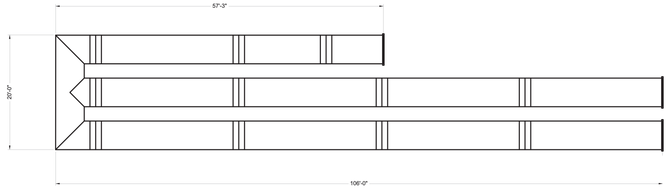
PROJECT SUMMARY

CALCULATION DETAILS
- LOADING = HS20/HS25
- APPROX. LINEAR FOOTAGE = 274 LF

STORAGE SUMMARY
- STORAGE VOLUME REQUIRED = 7,332 CF
- PIPE STORAGE VOLUME = 5,385 CF
- BACKFILL STORAGE VOLUME = 1,949 CF
- TOTAL STORAGE PROVIDED = 7,333 CF
- STONE VOID = 30%

PIPE DETAILS
- DIAMETER = 60"
- CORRUGATION = 5x1
- GAGE = 16
- COATING = ALT2
- WALL TYPE = XFILTRATION
- BARREL SPACING = 30"

BACKFILL DETAILS
- WIDTH AT ENDS = 12'
- ABOVE PIPE = 0"
- WIDTH AT SIDES = 12'
- BELOW PIPE = 0"



NOTES
- ALL RISER AND STUB DIMENSIONS ARE TO CENTERLINE. ALL ELEVATIONS, DIMENSIONS, AND LOCATIONS OF RISERS AND INLETS, SHALL BE VERIFIED BY THE ENGINEER OF RECORD PRIOR TO RELEASING FOR FABRICATION.
- ALL FITTINGS AND REINFORCEMENT COMPLY WITH ASTM A998.
- ALL RISERS AND STUBS ARE 2⅔" x ½" CORRUGATION AND 16 GAGE UNLESS OTHERWISE NOTED.
- RISERS TO BE FIELD TRIMMED TO GRADE.
- QUANTITY OF PIPE SHOWN DOES NOT PROVIDE EXTRA PIPE FOR CONNECTING THE SYSTEM TO EXISTING PIPE OR DRAINAGE STRUCTURES. OUR SYSTEM AS DETAILED PROVIDES NOMINAL INLET AND/OR OUTLET PIPE STUB FOR CONNECTION TO EXISTING DRAINAGE FACILITIES. IF ADDITIONAL PIPE IS NEEDED IT IS THE RESPONSIBILITY OF THE CONTRACTOR.
- BAND TYPE TO BE DETERMINED UPON FINAL DESIGN.
- THE PROJECT SUMMARY IS REFLECTIVE OF THE DYODS DESIGN. QUANTITIES ARE APPROX. AND SHOULD BE VERIFIED UPON FINAL DESIGN AND APPROVAL. FOR EXAMPLE, TOTAL EXCAVATION DOES NOT CONSIDER ALL VARIABLES SUCH AS SHORING AND ONLY ACCOUNTS FOR MATERIAL WITHIN THE ESTIMATED EXCAVATION FOOTPRINT.
- THESE DRAWINGS ARE FOR CONCEPTUAL PURPOSES AND DO NOT REFLECT ANY LOCAL PREFERENCES OR REGULATIONS. PLEASE CONTACT YOUR LOCAL CONTECH REP FOR MODIFICATIONS.

ASSEMBLY
SCALE: 1" = 10'

C:\CURRENT\DESIGN APPS\DWG - SYSTEMS - 10/3/2019 10:55 AM

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DATE	REVISION DESCRIPTION	BY

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www.ContechES.com
9025 Centre Pointe Dr., Suite 400, West Chester, OH 45069
800-338-1122 513-645-7000 513-645-7993 FAX

CONTECH CMP DETENTION SYSTEMS
CONTECH DYODS DRAWING

DYO77199 Culvers - Farmington Hills
CMP - Xfil (5ft dia)
West Chester, OH
DETENTION SYSTEM

PROJECT No.:	SEQ. No.:	DATE:
35750	77199	6/4/2025
DESIGNED:	DRAWN:	
DYO	DYO	
CHECKED:	APPROVED:	
DYO	DYO	
SHEET NO.:	1	

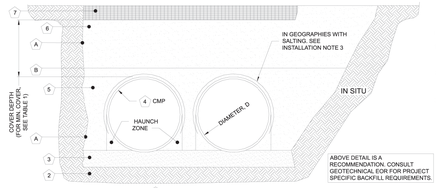


TABLE 1:

DIAMETER, D	MIN. COVER	CORR. PROFILE
8"-10"	12"	1 1/2" x 1/4"
12"-48"	12"	2 2/3" x 1/2"
>48"-96"	12"	3" x 1", 5" x 1"
>96"	D/8	3" x 1", 5" x 1"

- STRUCTURAL BACKFILL MUST EXTEND TO LIMITS OF THE TABLE
- TOTAL HEIGHT OF COMPACTED COVER FOR CONVENTIONAL HIGHWAY LOADS IS MEASURED FROM TOP OF PIPE TO BOTTOM OF FLEXIBLE PAVEMENT OR TOP OF RIGID PAVEMENT.

ABOVE DETAIL IS A RECOMMENDATION. CONSULT GEOTECHNICAL EOR FOR PROJECT SPECIFIC BACKFILL REQUIREMENTS.

INSTALLATION NOTES
1. WHEN PLACING THE FIRST LIFTS OF BACKFILL IT IS IMPORTANT TO MAKE SURE THAT THE BACKFILL IS PROPERLY COMPACTED UNDER AND AROUND THE PIPE HAUNCHES.
2. OTHER ALTERNATE BACKFILL MATERIAL MAY BE ALLOWED DEPENDING ON SITE SPECIFIC CONDITIONS, AS APPROVED BY SITE ENGINEER.
3. IF SALTING AGENTS FOR SNOW AND ICE REMOVAL ARE USED ON OR NEAR THE PROJECT, A GEOMEMBRANE BARRIER IS RECOMMENDED OVER THE UPPER HALF OF THE PIPE. THE GEOMEMBRANE LINER IS INTENDED TO HELP PROTECT THE SYSTEM FROM THE POTENTIAL ADVERSE EFFECTS THAT MAY RESULT FROM A CHANGE IN THE SURROUNDING ENVIRONMENT OVER A PERIOD OF TIME. PLEASE REFER TO THE CORRUGATED METAL PIPE DETENTION DESIGN GUIDE FOR ADDITIONAL INFORMATION.

MINIMUM WIDTH DEPENDS ON SITE CONDITIONS AND ENGINEERING JUDGEMENT

TABLE 2: xFiltration

XFILTRATION™ JOINT STANDARD BACKFILL SPECIFICATIONS

	MATERIAL LOCATION	MATERIAL SPECIFICATION	DESCRIPTION	
1	FILL ENVELOPE WIDTH	PER ENGINEER OF RECORD	MINIMUM TRENCH WIDTH MUST ALLOW ROOM FOR PROPER COMPACTION OF HAUNCH MATERIALS UNDER THE PIPE. THE SUGGESTED MINIMUM TRENCH WIDTH, OR EOR RECOMMENDATION: PIPE ≤ 12": D + 16" PIPE > 12": 1.50 × 12"	MINIMUM EMBANKMENT WIDTH (IN FEET) FOR INITIAL FILL ENVELOPE: PIPE < 24": 3.00 PIPE 24" - 144": D + 4'0" PIPE > 144": D + 10'0"
2	FOUNDATION	**AASHTO 26.5.2** - PER ENGINEER OF RECORD	PRIOR TO PLACING THE BEDDING, THE FOUNDATION MUST BE CONSTRUCTED TO A UNIFORM AND STABLE GRADE. IN THE EVENT THAT UNSUITABLE FOUNDATION MATERIALS ARE ENCOUNTERED DURING EXCAVATION, THEY SHALL BE REMOVED AND FOUNDATION BROUGHT BACK TO GRADE WITH A FILL MATERIAL APPROVED BY THE ENGINEER OF RECORD.	
3	BEDDING	**AASHTO M 43: 3, 357, 4, 467, 5, 56, 57**	PIPE SHOULD BE PLACED ON THE FOUNDATION BOTTOM WITH A 4"-6" MINIMUM STONE DEPTH ROUGHLY SHAPPED TO FIT THE BOTTOM OF THE PIPE. IF THE ENGINEER OF RECORD DETERMINES THAT STONE BEDDING IS NOT NEEDED, THE PIPE MAY BE PLACED ON THE TRENCH BOTTOM SEPARATED WITH A NON-WOVEN GEOTEXTILE PLACED AT THE INVERT OF A RELATIVELY LOOSE MATERIAL THAT IS ROUGHLY SHAPED TO FIT THE BOTTOM OF THE PIPE, 2" MIN DEPTH.	
4		CORRUGATED METAL PIPE		
5	BACKFILL	FREE-DRAINING, ANGULAR, NATURALLY OCCURRING WASHED STONE PER **AASHTO M 43: 3, 357, 4, 467, 5, 56, 57** OR APPROVED EQUAL *	HAUNCH ZONE MATERIAL SHALL BE HAND SHOVELED OR SHOVEL SLICED INTO PLACE TO ALLOW FOR PROPER COMPACTION WITHOUT SOFT SPOTS. BACKFILL SHALL BE PLACED IN 8" +/- LOOSE LIFTS AND COMPACTED TO 90% STANDARD PROCTOR PER AASHTO T 99. BACKFILL SHALL BE PLACED SUCH THAT THERE IS NO MORE THAN A TWO LIFT (16") DIFFERENTIAL BETWEEN ANY OF THE PIPES AT ANY TIME DURING THE BACKFILL PROCESS. THE BACKFILL SHOULD BE ADVANCED ALONG THE LENGTH OF THE SYSTEM TO AVOID DIFFERENTIAL LOADING. WHERE CONVENTIONAL COMPACTION TESTING IS NOT PRACTICAL, THE MATERIAL SHALL BE MECHANICALLY COMPACTED UNTIL NO FURTHER YIELDING OF MATERIAL IS OBSERVED UNDER THE COMPACTOR. AREAS WITH HIGH WATER TABLE FLUCTUATIONS THAT INTERACT WITH THE PIPE ZONE, CONSIDER INSTALLING A GEOTEXTILE SEPARATION LAYER TO PREVENT SOIL MIGRATION. **	
6	COVER MATERIAL	UP TO MIN. COVER - **AASHTO M 145: A-1, A-2, A-3** ABOVE MIN. COVER - PER ENGINEER OF RECORD	COVER MATERIAL MAY INCLUDE NON-BITUMINOUS, GRANULAR ROADBASE MATERIAL WITHIN MIN COVER LIMITS	
7	RIGID OR FLEXIBLE PAVIMENT (IF APPLICABLE)	PER ENGINEER OF RECORD	FLEXIBLE PAVEMENT SHOULD NOT BE COUNTED AS PART OF THE FILL HEIGHT OVER THE CMP. FINAL BACKFILL MATERIAL SELECTION AND COMPACTION REQUIREMENTS SHALL FOLLOW THE PROJECT PLANS AND SPECIFICATIONS PER THE ENGINEER OF RECORD.	
A	SIDE GEOTEXTILE	NONE	GEOTEXTILE LAYER IS RECOMMENDED ON SIDES OF EXCAVATION TO PREVENT SOIL MIGRATION WHEN STONE BEDDING IS USED. IF NO STONE BEDDING IS USED, THEN SIDE GEOTEXTILE IS REQUIRED.	
B	GEOTEXTILE BETWEEN LAYERS	NONE	IF SOIL TYPES DIFFER AT ANY POINT ABOVE PIPE INVERT, A GEOTEXTILE LAYER IS RECOMMENDED TO BE PLACED BETWEEN THE LAYERS TO PREVENT SOIL MIGRATION.	

NOTES:
- FOR MULTIPLE BARREL INSTALLATIONS, THE RECOMMENDED STANDARD SPACING BETWEEN PARALLEL PIPE RUNS SHALL BE THE PIPE DIAMETER /2 BUT NO LESS THAN 12" FOR DIAMETERS <72", FOR 72" AND LARGER DIAMETERS, THE MINIMUM SPACING IS 36". CONTACT YOUR CONTECH REPRESENTATIVE FOR NONSTANDARD SPACING.
- * APPROVED REGIONAL EQUIVALENTS FOR SECTION 5 INCLUDE CA-7, MIDOT 6AA, 6A, OR 5G, PROVIDED THEY MEET THE PARTICLE SIZES INDICATED.

MANUFACTURER RECOMMENDED BACKFILL

NOT TO SCALE

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FOR TEMPORARY CONSTRUCTION VEHICLE LOADS, AN EXTRA AMOUNT OF COMPACTED COVER MAY BE REQUIRED OVER THE TOP OF THE PIPE. THE HEIGHT-OF-COVER SHALL MEET THE MINIMUM REQUIREMENTS SHOWN IN THE TABLE BELOW. THE USE OF HEAVY CONSTRUCTION EQUIPMENT NECESSITATES GREATER PROTECTION FOR THE PIPE THAN FINISHED GRADE COVER MINIMUMS FOR NORMAL HIGHWAY TRAFFIC.

PIPE SPAN, INCHES	AXLE LOADS (kips)			
	18-50	50-75	75-110	110-150
	MINIMUM COVER (FT)			
12-42	2.0	2.5	3.0	3.0
48-72	3.0	3.0	3.5	4.0
78-120	3.0	3.5	4.0	4.0
126-144	3.5	4.0	4.5	4.5

*MINIMUM COVER MAY VARY, DEPENDING ON LOCAL CONDITIONS. THE CONTRACTOR MUST PROVIDE THE ADDITIONAL COVER REQUIRED TO AVOID DAMAGE TO THE PIPE. MINIMUM COVER IS MEASURED FROM THE TOP OF THE PIPE TO THE TOP OF THE MAINTAINED CONSTRUCTION ROADWAY SURFACE.

CONSTRUCTION LOADING DIAGRAM

SCALE: N.T.S.

SPECIFICATION FOR DESIGNED DETENTION SYSTEM:

SCOPE
THIS SPECIFICATION COVERS THE MANUFACTURE AND INSTALLATION OF THE DESIGNED DETENTION SYSTEM DETAILED IN THE PROJECT PLANS.

MATERIAL
THE MATERIAL SHALL CONFORM TO THE APPLICABLE REQUIREMENTS LISTED BELOW:

ALUMINIZED TYPE 2 STEEL COILS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-274 OR ASTM A-92.

THE GALVANIZED STEEL COILS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-218 OR ASTM A-929.

THE POLYMER COATED STEEL COILS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-246 OR ASTM A-742.

THE ALUMINUM COILS SHALL CONFORM TO THE APPLICABLE OF AASHTO M-197 OR ASTM B-744.

CONSTRUCTION LOADS
CONSTRUCTION LOADS MAY BE HIGHER THAN FINAL LOADS. FOLLOW THE MANUFACTURER'S OR NCSPA GUIDELINES.

NOTE:
THESE DRAWINGS ARE FOR CONCEPTUAL PURPOSES AND DO NOT REFLECT ANY LOCAL PREFERENCES OR REGULATIONS. PLEASE CONTACT YOUR LOCAL CONTECH REP FOR MODIFICATIONS.

PIPE
THE PIPE SHALL BE MANUFACTURED IN ACCORDANCE TO THE APPLICABLE REQUIREMENTS LISTED BELOW.

ALUMINIZED TYPE 2: AASHTO M-36 OR ASTM A-760

GALVANIZED: AASHTO M-36 OR ASTM A-760

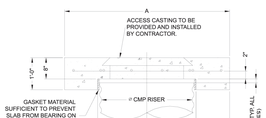
APPLICABLE COATED: AASHTO M-246 OR ASTM A-762

ALUMINUM: AASHTO M-196 OR ASTM B-745

APPLICABLE HANDLING AND ASSEMBLY
SHALL BE IN ACCORDANCE WITH NCSPS (NATIONAL CORRUGATED STEEL PIPE ASSOCIATION) FOR ALUMINIZED TYPE 2, GALVANIZED OR POLYMER COATED STEEL. SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS FOR ALUMINUM PIPE.

REQUIREMENTS INSTALLATION
SHALL BE IN ACCORDANCE WITH AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, SECTION 26, DIVISION II DIVISION II OR ASTM A-798 FOR ALUMINIZED TYPE 2, GALVANIZED OR POLYMER COATED STEEL) OR ASTM B-788 (FOR ALUMINUM PIPE) AND IN CONFORMANCE WITH THE PROJECT PLANS AND SPECIFICATIONS. IF THERE ARE ANY INCONSISTENCIES OR CONFLICTS THE CONTRACTOR SHOULD DISCUSS AND RESOLVE WITH THE SITE ENGINEER.

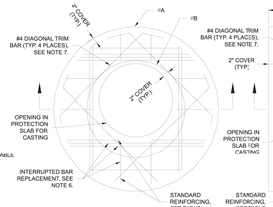
IT IS ALWAYS THE RESPONSIBILITY OF THE CONTRACTOR TO FOLLOW OSHA GUIDELINES FOR SAFE PRACTICES.



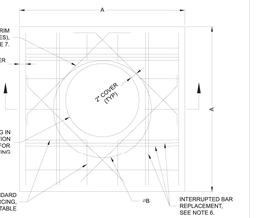
SECTION VIEW

CMP RISER	A	B	REINFORCING	**BEARING PRESSURE (PSF)
24"	4' 4'X4'	26"	#5 @ 12" OCEW #5 @ 12" OCEW	2,410 1,780
30"	4' 4'-6" X 4'-6"	32"	#5 @ 12" OCEW #5 @ 12" OCEW	2,120 1,530
36"	5' 5' X 5'	38"	#5 @ 10" OCEW #5 @ 10" OCEW	1,890 1,350
42"	5'-6" 5'-6" X 5'-6"	44"	#5 @ 10" OCEW #5 @ 9" OCEW	1,720 1,450
48"	6' 6' X 6'	50"	#5 @ 9" OCEW #5 @ 8" OCEW	1,600 1,100

** ASSUMED SOIL BEARING CAPACITY



ROUND OPTION PLAN VIEW



SQUARE OPTION PLAN VIEW

NOTES:
1. DESIGN IN ACCORDANCE WITH AASHTO, 17th EDITION.
2. DESIGN LOAD HS25.
3. EARTH COVER = 1' MAX.
4. CONCRETE STRENGTH = 3,500 psi
5. REINFORCING STEEL = ASTM A615, GRADE 60.
6. PROVIDE ADDITIONAL REINFORCING AROUND OPENINGS EQUAL TO THE BARS INTERRUPTED, HALF EACH SIDE. ADDITIONAL BARS TO BE IN THE SAME PLANE.
7. TRIM OPENING WITH DIAGONAL #4 BARS, EXTEND BARS A MINIMUM OF 12" BEYOND OPENING, BEND BARS AS REQUIRED TO MAINTAIN BAR COVER.
8. PROTECTION SLAB AND ALL MATERIALS TO BE PROVIDED AND INSTALLED BY CONTRACTOR.
9. DETAIL DESIGN BY DELTA ENGINEERING, BINGHAMTON, NY.

MANHOLE CAP DETAIL

SCALE: N.T.S.

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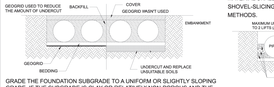
CMP DETENTION INSTALLATION GUIDE

PROPER INSTALLATION OF A FLEXIBLE UNDERGROUND DETENTION SYSTEM WILL ENSURE LONG-TERM PERFORMANCE. THE CONFIGURATION OF THESE SYSTEMS often REQUIRES SPECIAL CONSTRUCTION PRACTICES THAT DIFFER FROM CONVENTIONAL FLEXIBLE PIPE CONSTRUCTION. CONTECH ENGINEERED SOLUTIONS STRONGLY SUGGESTS SCHEDULING A PRE-CONSTRUCTION MEETING WITH YOUR LOCAL SALES ENGINEER TO DETERMINE IF ADDITIONAL MEASURES, NOT COVERED IN THIS GUIDE, ARE APPROPRIATE FOR YOUR SITE.

FOUNDATION

CONSTRUCT A FOUNDATION THAT CAN SUPPORT THE DESIGN LOADING APPLIED BY THE PIPE AND ADJACENT BACKFILL WEIGHT AS WELL AS MAINTAIN ITS INTEGRITY DURING CONSTRUCTION.

IF SOFT OR UNSUITABLE SOILS ARE ENCOUNTERED, REMOVE THE POOR SOILS DOWN TO A SUITABLE DEPTH AND THEN BUILD UP TO THE APPROPRIATE ELEVATION WITH A COMPETENT BACKFILL MATERIAL. THE STRUCTURAL FILL MATERIAL GRADATION SHOULD NOT ALLOW THE MIGRATION OF FINES, WHICH CAN CAUSE SETTLEMENT OF THE DETENTION SYSTEM OR PAVEMENT ABOVE. IF THE STRUCTURAL FILL MATERIAL IS NOT COMPATIBLE WITH THE UNDERLYING SOILS AN ENGINEERING FABRIC SHOULD BE USED AS A SEPARATOR. IN SOME CASES, USING A STIFF REINFORCING GEOGRID REDUCES OVER EXCAVATION AND REPLACEMENT FILL QUANTITIES.



GRADE THE FOUNDATION SUBGRADE TO A UNIFORM OR SLIGHTLY SLOPING GRADE. IF THE SUBGRADE IS CLAY OR RELATIVELY NON-POROUS AND THE CONSTRUCTION SEQUENCE WILL LAST FOR AN EXTENDED PERIOD OF TIME, IT IS BEST TO SLOPE THE GRADE TO ONE END OF THE SYSTEM. THIS WILL ALLOW EXCESS WATER TO DRAIN QUICKLY, PREVENTING SATURATION OF THE SUBGRADE.

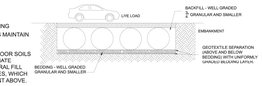
GEOMEMBRANE BARRIER

THE RESISTIVITY OF A PROJECT SITE MAY CHANGE OVER TIME DUE TO THE USE OF VARIOUS SALTING, DE-ICING, AND AGRICULTURAL AGENTS APPLIED ON OR NEAR THE AREA. TO MITIGATE THE POTENTIAL IMPACT OF THESE AGENTS, AN HDPE MEMBRANE LINER WILL BE INSTALLED ON THE CROWN OF EACH PIPE, CREATING AN IMPERMEABLE BARRIER. THIS MEASURE IS DESIGNED TO PROTECT THE SYSTEM FROM ENVIRONMENTAL CHANGES THAT COULD LEAD TO PREMATURE CORROSION AND REDUCE THE OVERALL SERVICE LIFE.

IN-SITU TRENCH WALL

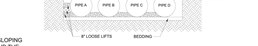
IF EXCAVATION IS REQUIRED, THE TRENCH WALL NEEDS TO BE CAPABLE OF SUPPORTING THE LOAD THAT THE PIPE SHEDS AS THE SYSTEM IS LOADED. IF SOILS ARE NOT CAPABLE OF SUPPORTING THESE LOADS, THE PIPE CAN DEFLECT PERFORM A SIMPLE SOIL PRESSURE CHECK USING THE APPLIED LOADS TO DETERMINE THE LIMITS OF EXCAVATION BEYOND THE SPRING LINE OF THE OUTER MOST PIPES.

IN MOST CASES THE REQUIREMENTS FOR A SAFE WORK ENVIRONMENT AND PROPER BACKFILL PLACEMENT AND COMPACTION TAKE CARE OF THIS CONCERN.



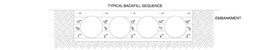
BACKFILL PLACEMENT

MATERIAL SHALL BE WORKED IN'TO THE PIPE HAUNCHES BY MEANS OF SHOVEL-SLICING, RODDING, AIR TAMPER, VIBRATORY ROD, OR OTHER EFFECTIVE METHODS.

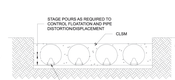


IF AASHTO T99 PROCEDURES ARE DETERMINED INFEASIBLE BY THE GEOTECHNICAL ENGINEER OF RECORD, COMPACTION IS CONSIDERED ADEQUATE WHEN NO FURTHER YIELDING OF THE MATERIAL IS OBSERVED UNDFR THE COMPACTOR, OR UNDFR FOOT, AND THE GEOTFCHNICAL ENGINEER OF RECORD (OR REPRESENTATIVE THEREOF) IS SATISFIED WITH THE LEVEL OF COMPACTION.

FOR LARGE SYSTEMS, CONVEYOR SYSTEMS, BACKHOES WITH LONG REACHES OR DRAGLINES WITH STONE BUCKETS MAY BE USED TO PLACE BACKFILL. ONCE MINIMUM COVER FOR CONSTRUCTION LOADING ACROSS THE ENTIRE WIDTH OF THE SYSTEM IS REACHED, ADVANCE THE EQUIPMENT TO THE END OF THE RECENTLY PLACED FILL AND BEGIN THE SEQUENCE AGAIN UNTIL THE SYSTEM IS COMPLETELY BACKFILLED. THIS TYPE OF CONSTRUCTION SEQUENCE PROVIDES ROOM FOR STOCKPILED BACKFILL DIRECTLY BEHIND THE BACKHOE, AS WELL AS THE MOVEMENT OF CONSTRUCTION TRAFFIC. MATERIAL STOCKPILES ON TOP OF THE BACKFILLED DETENTION SYSTEM SHOULD BE LIMITED TO 8-10 FEET HIGH AND MUST PROVIDE BALANCED LOADING ACROSS ALL BARRELS. TO DETERMINE THE PROPER COVER OVER THE PIPES TO ALLOW THE MOVEMENT OF CONSTRUCTION EQUIPMENT SEE TABLE 1, OR CONTACT YOUR LOCAL CONTECH SALES ENGINEER.



WHEN FLOWABLE FILL IS USED, YOU MUST PREVENT PIPE FLOATATION. TYPICALLY, SMALL LIFTS ARE PLACED BETWEEN THE PIPES AND THEN ALLOWED TO SET-UP PRIOR TO THE PLACEMENT OF THE NEXT LIFT. THE ALLOWABLE THICKNESS OF THE CLSM LIFT IS A FUNCTION OF A PROPER BALANCE BETWEEN THE UPLIFT FORCE OF THE CLSM, THE OPPOSING WEIGHT OF THE PIPE, AND THE EFFECT OF OTHER RESTRAINING MEASURES. THE PIPE CAN CARRY LIMITED FLUID PRESSURE WITHOUT PIPE DISTORTION OR DISPLACEMENT, WHICH ALSO AFFECTS THE CLSM LIFT THICKNESS. YOUR LOCAL CONTECH SALES ENGINEER CAN HELP DETERMINE THE PROPER LIFT THICKNESS.

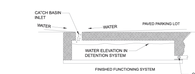


CONSTRUCTION LOADING

TYPICALLY, THE MINIMUM COVER SPECIFIED FOR A PROJECT ASSUMES H-20 LIVE LOAD. BECAUSE CONSTRUCTION LOADS OFTEN EXCEED DESIGN LIVE LOADS, INCREASED TEMPORARY MINIMUM COVER REQUIREMENTS ARE NECESSARY. SINCE CONSTRUCTION EQUIPMENT VARIES FROM JOB TO JOB, IT IS BEST TO ADDRESS EQUIPMENT SPECIFIC MINIMUM COVER REQUIREMENTS WITH YOUR LOCAL CONTECH SALES ENGINEER DURING YOUR PRE-CONSTRUCTION MEETING.

ADDITIONAL CONSIDERATIONS

BECAUSE MOST SYSTEMS ARE CONSTRUCTED BELOW-GRADE, RAINFALL CAN RAPIDLY FILL THE EXCAVATION, POTENTIALLY CAUSING FLOATATION AND MOVEMENT OF THE PREVIOUSLY PLACED PIPES. TO HELP MITIGATE POTENTIAL PROBLEMS, IT IS BEST TO START THE INSTALLATION AT THE DOWNSTREAM END WITH THE OUTLET ALREADY CONSTRUCTED TO ALLOW A ROUTE FOR THE WATER TO ESCAPE. TEMPORARY DIVERSION MEASURES MAY BE REQUIRED FOR HIGH FLOWS DUE TO THE RESTRICTED NATURE OF THE OUTLET PIPE.



CMP DETENTION SYSTEM INSPECTION AND MAINTENANCE

UNDERGROUND STORMWATER DETENTION AND INFILTRATION SYSTEMS MUST BE INSPECTED AND MAINTAINED AT REGULAR INTERVALS FOR PURPOSES OF PERFORMANCE AND LONGEVITY.

INSPECTION

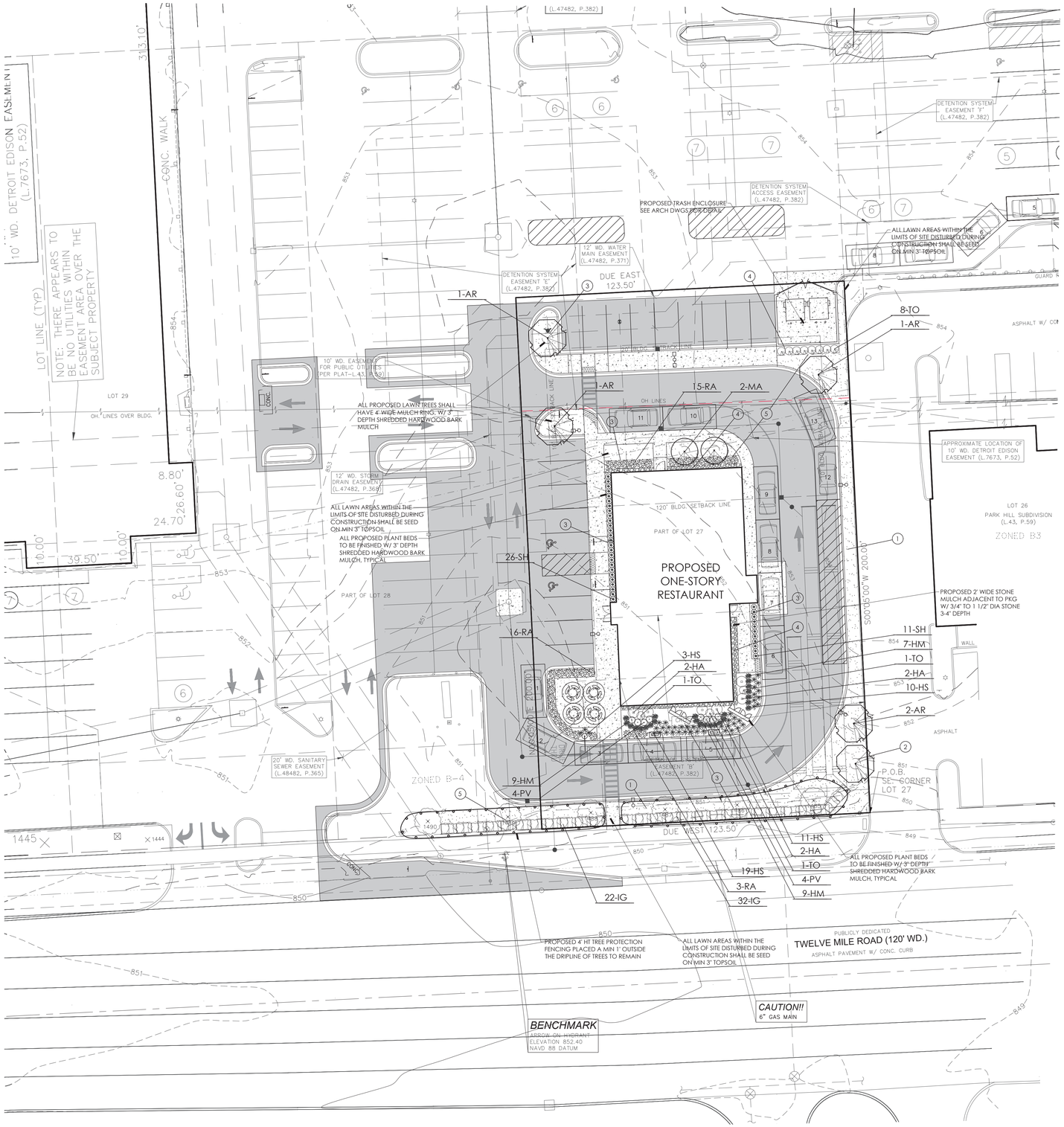
INSPECTION IS THE KEY TO EFFECTIVE MAINTENANCE OF CMP DETENTION SYSTEMS AND IS EASILY PERFORMED. CONTECH RECOMMENDS ONGOING, ANNUAL INSPECTIONS. SITES WITH HIGH TRASH LOAD OR SMALL OUTLET CONTROL ORIFICES MAY NEED MORE FREQUENT INSPECTIONS. THE RATE AT WHICH THE SYSTEM COLLECTS POLLUTANTS WILL DEPEND MORE ON SITE SPECIFIC ACTIVITIES RATHER THAN THE SIZE OR CONFIGURATION OF THE SYSTEM.

INSPECTIONS SHOULD BE PERFORMED MORE OFTEN IN EQUIPMENT WASHDOWN AREAS, IN LOCATIONS WHERE SANDING AND/OR SALTING OPERATIONS TAKE PLACE, AND IN OTHER VARIOUS INSTANCES IN WHICH ONE WOULD EXPECT HIGHER ACCUMULATIONS OF SEDIMENT OR ABRASIVE/ CORROSIVE CONDITIONS. A RECORD OF EACH INSPECTION IS TO BE MAINTAINED FOR THE LIFE OF THE SYSTEM

MAINTENANCE

CMP DETENTION SYSTEMS SHOULD BE CLEANED WHEN AN INSPECTION REVEALS ACCUMULATED SEDIMENT OR TRASH IS CLOGGING THE DISCHARGE ORIFICE.

ACCUMULATED SEDIMENT AND TRASH CAN TYPICALLY BE EVACUATED THROUGH THE MANHOLE OVER THE OUTLET ORIFICE. IF MAINTENANCE IS NOT PERFORMED AS RECOMMENDED, SEDIMENT AND TRASH MAY ACCUMULATE IN FRONT OF THE OUTLET ORIFICE. MANHOLE COVERS SHOULD BE SECURELY SEATED FOLLOWING CLEANING ACTIVITIES. CONTECH SUGGESTS THAT ALL SYSTEMS BE DESIGNED WITH AN ACCESS/INSPECTION MANHOLE SITUATED AT OR NEAR THE INLET AND THE OUTLET ORIFICE. SHOULD IT BE NECESSARY TO GET INSIDE THE SYSTEM TO PERFORM MAINTENANCE ACTIVITIES, ALL APPROPRIATE PRECAUTIONS REGARDING CONFINED SPACE ENTRY AND OSHA REGUL



GENERAL LANDSCAPE NOTES

1. LANDSCAPE CONTRACTOR SHALL VISIT SITE, INSPECT EXISTING CONDITIONS AND REVIEW PROPOSED PLANTING AND RELATED WORK. IN CASE OF DISCREPANCY BETWEEN PLAN AND PLANT LIST, THE PLAN SHALL GOVERN QUANTITIES. CONTACT THE LANDSCAPE ARCHITECT WITH ANY CONCERNS.
2. THE CONTRACTOR SHALL VERIFY LOCATIONS OF ALL ON-SITE UTILITIES PRIOR TO BEGINNING CONSTRUCTION ON HIS/HER PHASE OF WORK. ANY DAMAGE OR INTERUPTION OF SERVICES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
3. THE CONTRACTOR SHALL COORDINATE ALL RELATED ACTIVITIES WITH OTHER TRADES, AND SHALL REPORT ANY UNACCEPTABLE SITE CONDITIONS TO THE OWNER'S REPRESENTATIVE PRIOR TO COMMENCEMENT.
4. PLANTS SHALL BE FULL, WELL-BRANCHED, AND IN HEALTHY VIGOROUS GROWING CONDITION.
5. PLANTS SHALL BE WATERED BEFORE AND AFTER PLANTING IS COMPLETE.
6. ALL TREES MUST BE STAKED, FERTILIZED AND MULCHED AND SHALL BE GUARANTEED TO EXHIBIT A NORMAL GROWTH CYCLE FOR AT LEAST ONE (1) YEAR FOLLOWING PLANTING.
7. ALL MATERIAL SHALL CONFORM TO THE GUIDELINES ESTABLISHED IN THE MOST RECENT EDITION OF THE "AMERICAN STANDARDS FOR NURSERY STOCK".
8. CONTRACTOR WILL SUPPLY FINISHED GRADE AND EXCAVATE AS NECESSARY TO SUPPLY PLANT MIX DEPTH IN ALL PLANTING BEDS AS INDICATED IN PLANT DETAILS AND A DEPTH OF 3" IN ALL LAWN AREAS.
9. PROVIDE CLEAN BACKFILL SOIL, USING MATERIAL STOCKPILED ON-SITE. SOIL SHALL BE SCREENED AND FREE OF DEBRIS, FOREIGN MATERIAL, AND STONE.
10. SLOW-RELEASE FERTILIZER SHALL BE ADDED TO THE PLANT PITS BEFORE BEING BACKFILLED. APPLICATION SHALL BE AT THE MANUFACTURERS RECOMMENDED RATES.
11. AMENDED PLANT MIX (PREPARED TOPSOIL) SHALL CONSIST OF 1/3 SCREENED TOPSOIL, 1/3 SAND, AND 1/3 COMPOSTED MANURE (DAIRY DOO OR EQUAL), MIXED WELL AND SPREAD TO A DEPTH AS INDICATED IN PLANTING DETAILS.
12. ALL PLANTINGS SHALL BE MULCHED WITH SHREDDED HARDWOOD BARK, SPREAD TO A DEPTH OF 3" FOR TREES AND SHRUBS, AND 2" ON ANNUALS, PERENNIALS, AND GROUNDCOVER PLANTINGS. MULCH SHALL BE FREE FROM DEBRIS AND FOREIGN MATERIAL, AND PIECES ON INCONSISTENT SIZE.
13. NO SUBSTITUTIONS OR CHANGES OF LOCATION, OR PLANT TYPE SHALL BE MADE WITHOUT THE APPROVAL OF THE LANDSCAPE ARCHITECT OR OWNERS REPRESENTATIVE.
14. THE LANDSCAPE ARCHITECT SHALL BE NOTIFIED OF ANY DISCREPANCIES BETWEEN THE PLANS AND FIELD CONDITIONS PRIOR TO INSTALLATION.
15. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL PLANT MATERIAL IN A VERTICAL CONDITION THROUGHOUT THE GUARANTEED PERIOD.
16. THE LANDSCAPE ARCHITECT OR OWNERS REPRESENTATIVE SHALL HAVE THE RIGHT TO REJECT ANY WORK OR MATERIAL THAT DOES NOT MEET THE REQUIREMENTS OF THE PLANS AND/OR SPECIFICATIONS.
17. THE LANDSCAPE CONTRACTOR SHALL SEED AND MULCH OR SOD (AS INDICATED ON PLANS) ALL AREAS DESIGNATED AS SUCH ON THE PLANS, THROUGHOUT THE CONTRACT LIMITS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR RESTORING AREAS DISTURBED DURING CONSTRUCTION, NOT IN THE CONTRACT LIMITS, TO EQUAL OR GREATER CONDITION.
18. ALL LANDSCAPE AREAS SHALL HAVE PROPER DRAINAGE THAT PREVENTS EXCESSIVE WATER FROM PONDING ON LAWN AREAS OR AROUND TREES AND SHRUBS.
19. ALL LANDSCAPE AREAS SHALL BE IRRIGATED WITH AN AUTOMATIC 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:

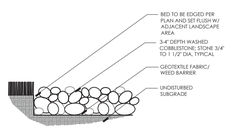
ALL LAWN AREAS DESIGNATED TO BE SEEDED, SHALL BE SLIT-SEEDED, OR DROP-SEEDED WITH SPECIFIED BLENDS, AND STABILIZED WITH WOOD CELLULOSE FIBER MULCH (2,000 LBS PER ACRE) IN AREAS SUBJECT TO EROSION. SEEDED LAWN SHALL BE FURTHER STABILIZED WHERE NECESSARY WITH BIODEGRADABLE EROSION BLANKET AND STAKED UNTIL ESTABLISHED. 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 1 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 4-6 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 PROVIDED 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
NTS

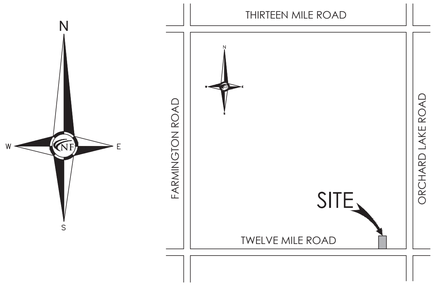
PLANT SCHEDULE

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
IG	54	Ilex glabra 'Gem Box' Gem Box Holly	30" HT	30" OC	B&B	WELL-ROOTED
RA	34	Ribes alpinum 'Green Mound' Green Mound Alpine Currant	24" HT	30" OC	B&B	WELL-ROOTED
TO	11	Thuja occidentalis 'Smaragd' Emerald Green Arborvitae	5' HT	3' OC	B&B	WELL-ROOTED
GROUNDCOVERS/PERENNIALS						
HM	25	Hakonechloa macra Japanese Forest Grass	2 GAL	24" OC	CONT	WELL-ROOTED
HS	46	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	37	Sporobolus heterolepis 'Tara' Tara Prairie Dropseed	2 GAL	18" OC	CONT	WELL-ROOTED

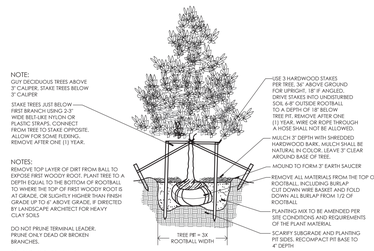
LANDSCAPE REQUIREMENTS

EXISTING SITE ZONING: B-4, PLANNED GENERAL BUSINESS DISTRICT
EXISTING SITE AREA: 24,700 S.F. OR 0.567 ACRES

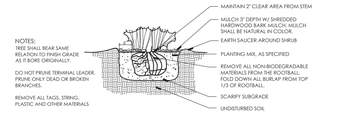
SITE LANDSCAPE
1 TREE PER 2,800 S.F. OF PAVED SURFACE
REQUIRED: 12,879.40 L.F. / 2,800 S.F. = 4.59 OR 5 TREES REQUIRED
PROVIDED: 5 TREES



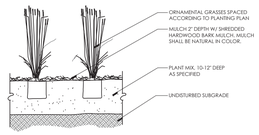
LOCATION MAP
N.T.S.



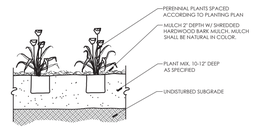
DECIDUOUS TREE PLANTING DETAIL
NTS



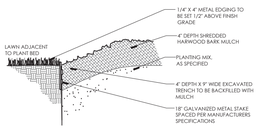
HEDGE PLANTING DETAIL
NTS



ORNAMENTAL GRASS PLANTING DETAIL
NTS



PERENNIAL PLANTING DETAIL
NTS



METAL EDGING DETAIL
NTS

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

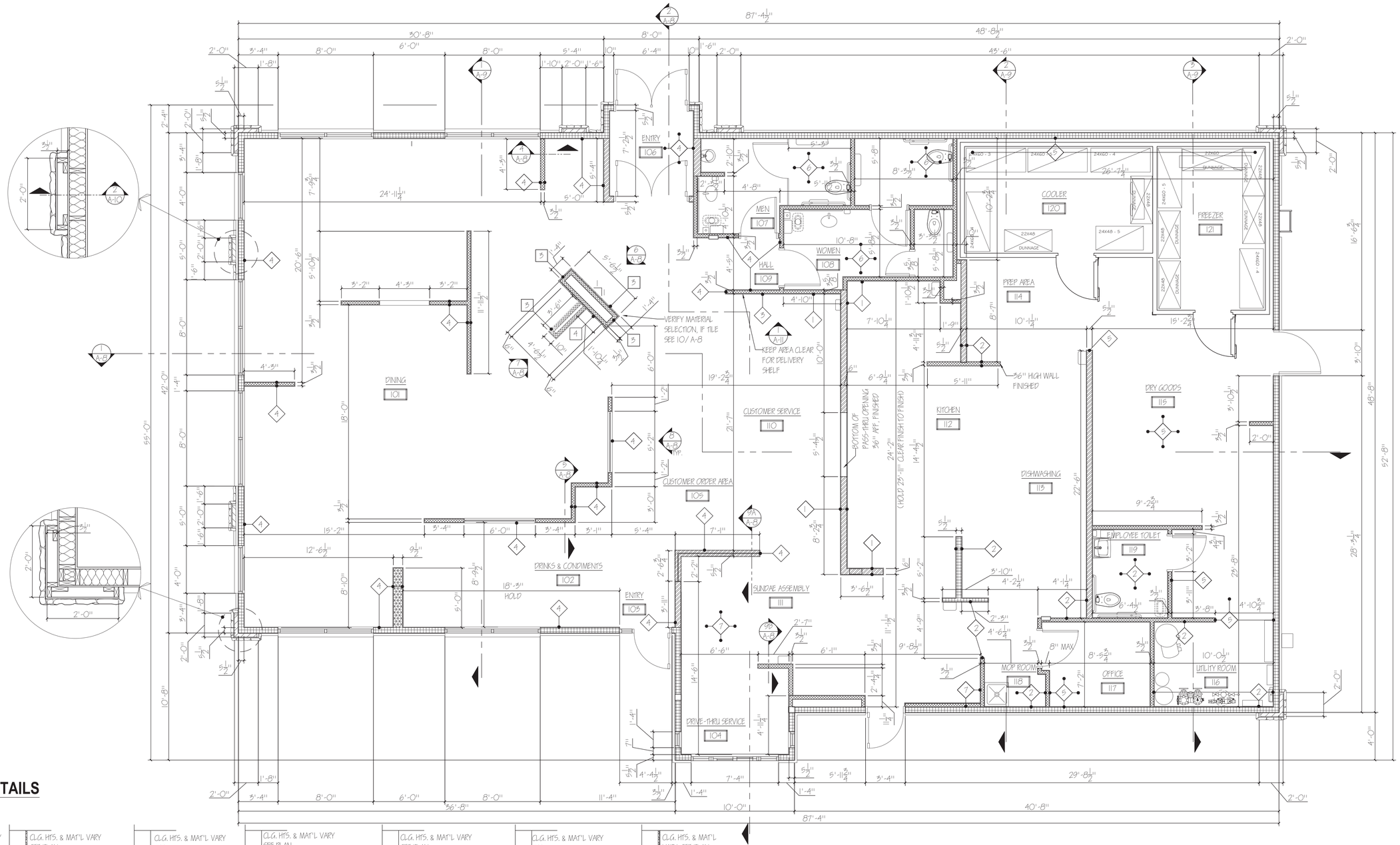
SHEET
Landscape Plan

Know what's below Call before you dig.

REVISIONS
2025/10/28 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
2026/03/17 REVISED PER CITY COUNCIL

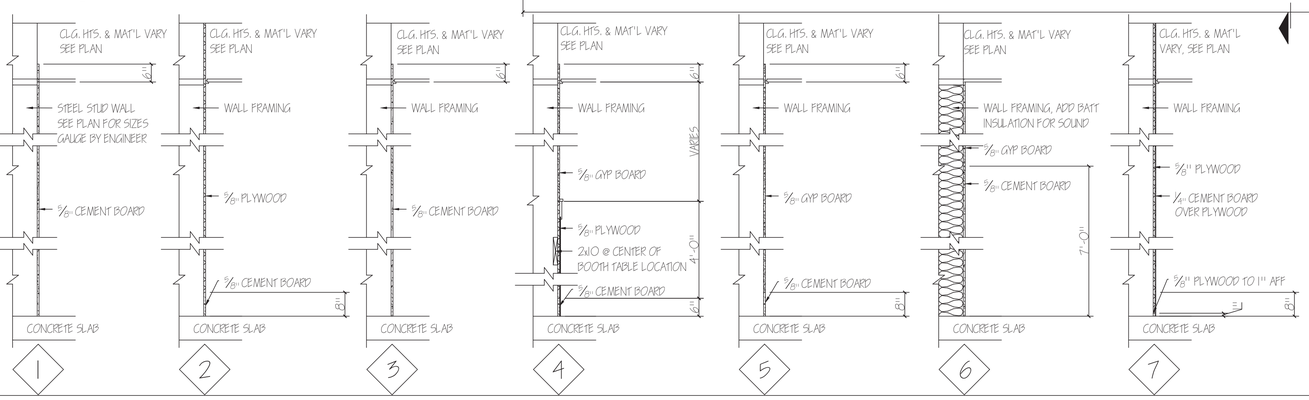
DRAWN BY:
G. Ostrowski
DESIGNED BY:
G. Ostrowski
APPROVED BY:
G. Ostrowski
DATE:
May 12, 2025
SCALE: 1" = 20'
20 10 0 10 20 30

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 VWC 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.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

MIR. METRO M

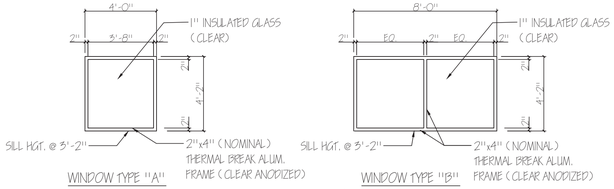
SHEET TITLE:

DIMENSIONED FLOOR PLAN

PROJECT NO: 25034

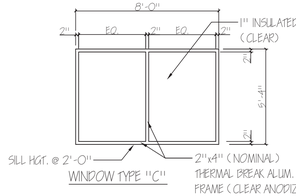
A-1.0

WINDOW TYPES

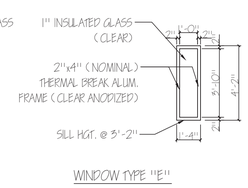


WINDOW TYPE "A"

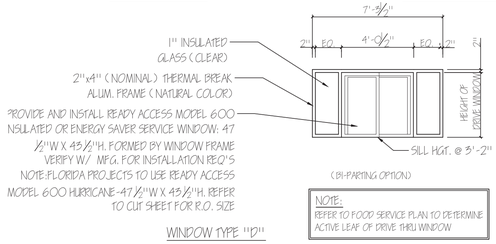
WINDOW TYPE "B"



WINDOW TYPE "C"

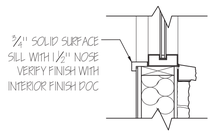


WINDOW TYPE "E"

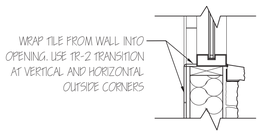


WINDOW TYPE "D"

NOTE:
REFER TO FOOD SERVICE PLAN TO DETERMINE ACTIVE LEAF OF DRIVE THRU WINDOW



SILL TYPE 1
TO BE USED WITH WINDOW TYPES A,B & C



SILL TYPE 2
TO BE USED WITH WINDOW TYPES D & E

DOOR SCHEDULE

DOOR:					FRAME:		HARDWARE GROUP	NOTES
NO.	WIDTH	HGT.	MAT'L	TYPE	MATERIAL	TYPE		
1	2 @ 36"	84"	ALUM	A	ALUM	A	1	
2	2 @ 36"	84"	ALUM	A	ALUM	B	2	
3	36"	84"	ALUM	A	ALUM	C	3	
4	42"	84"	ALUM	B	ALUM	D	4	
5	36"	84"	HPL	C	ALUM	E	5	OPTIONAL ARM PULL
6	36"	84"	HPL	C	ALUM	E	5	OPTIONAL ARM PULL
7	36"	60"	HPL	E	ALUM	E, 3'-4"	6	
8	28"	60"	HPL	E	ALUM	E, 2'-8"	6	
9	36"	84"	HPL	D	ALUM	E	7	GLASS FOR DOOR PROVIDED BY GC
10	36"	84"	HPL	C	ALUM	E	8	
11	36"	84"	ALUM	A	ALUM	B, 3'-4"	3	

NOTE: SEE PROTOTYPE SHEET T-1 FOR NATIONAL ACCOUNT INFORMATION

HARDWARE GROUPS

GROUP #	DOOR	QTY	DESCRIPTION	CATALOG #	FINISH	MFG
1	1	2	CONT. HINGE	112HD	628	IVES
EXTERIOR DOUBLE DOOR		1	REMOVABLE MULLION	565A	628	VON DUPRIN
		2	PANIC HARDWARE	35A-NL-OP-388-299	628	VON DUPRIN
		2	RIM CYLINDER	20-057	628	SCHLAGE
		2	90 DEG OFFSET PULL	8190HD 10" O	630	IVES
		2	CH STOP	1005	630	GLYNN
		2	SURFACE CLOSER	4111 EDA	689	LCN
		2	MOUNTING PLATE	4110-18	689	LCN
		2	BLADE STOP SPACER	4110-61	689	LCN
		2	MEETING STILE	8199AA	AA	ZERO
		2	DOOR SWEEP	39A	A	ZERO
		1	THRESHOLD	625A-MSLA-10	A	ZERO

*NOTE 5 - PERIMETER WEATHERSTRIPPING BY DOOR/ FRAME MFG.

GROUP #	DOOR	QTY	DESCRIPTION	CATALOG #	FINISH	MFG
2	2	2	CONT. HINGE	112HD	628	IVES
INTERIOR DOUBLE DOOR		2	PUSH/ PULL BAR (SET)	9190HD-10"-NS	630	IVES
		2	CH STOP	1005	630	GLYNN
		2	SURFACE CLOSER	4111 EDA	689	LCN
		2	MOUNTING PLATE	4110-18	689	LCN
		2	BLADE STOP SPACER	4110-61	689	LCN

GROUP #	DOOR	QTY	DESCRIPTION	CATALOG #	FINISH	MFG
3	3,11	1	CONT. HINGE	112HD	628	IVES
SECONDARY ENTRY & RUNNER DOOR		1	PANIC HARDWARE	35A-NL-OP-388-299	628	VON DUPRIN
		1	RIM CYLINDER	20-057	628	SCHLAGE
		1	90 DEG OFFSET PULL	8190HD 10" O	630	IVES
		1	CH STOP	1005	630	GLYNN
		1	SURFACE CLOSER	4111 EDA	689	LCN
		1	MOUNTING PLATE	4110-18	689	LCN
		1	BLADE STOP SPACER	4110-61	689	LCN
		1	DOOR SWEEP	39A	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 8310-895T 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	224HD	628	IVES
REAR EXTERIOR DOOR		1	RIM CYLINDER	20-057	628	SCHLAGE
		1	90 DEG OFFSET PULL	8190HD 10" O	630	IVES
		1	PUSH BAR	35A	320	VON DUP
		1	LOCK GUARD	LG12	630	IVES
		1	SURFACE CLOSER	4111 SHCUSH	689	LCN
		1	GASKETING	429A	A	ZERO
		1	DOOR SWEEP	328AA	AA	ZERO
		1	DOOR SWEEP	39A	A	ZERO
		1	THRESHOLD	65A-MSLA-10	A	ZERO
		1	RAIN DRIP	142A	A	ZERO

*NOTE - MOUNT 429A HEAD SEAL PRIOR TO MOUNTING CLOSER. KICK PLATES BOTH SIDES.

GROUP #	DOOR	QTY	DESCRIPTION	CATALOG #	MFG
5	5,6	3	HINGE		MARLITE
PUBLIC RR DOOR		1	PUSHPLATE	#53 x US32D	BURNS
		1	PULLPLATE	#5352B x US32D	BURNS
		1	SURFACE CLOSER	4011	LCN
		2	KICK PLATE	8" x 34" ALUM 628	ROCKWOOD
		1	WALL STOP	3211T-US32D	DCI
		1	ARM PULL	MPN 6981I	NEMCO

*NOTE - ARM PULL IS OPTIONAL. VERIFY WITH FRANCHISEE.

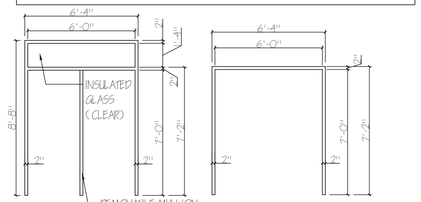
GROUP #	DOOR	QTY	DESCRIPTION	CATALOG #	MFG
6	7,8	2	HINGE		MARLITE
RR STALL DOOR		1	SPRING HINGE	SATIN 1502 SPRING 4.5x4	MCKINNEY
		1	PRIVACY LOCK	QCL 240.M.626.SA.4785.SC.6	STANLEY
		1	WALL STOP	3211T-US32D	DCI

*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	QCL 270.M.626.SA.4785.SC.KD	STANLEY
		1	WALL STOP	3211T-US32D	DCI

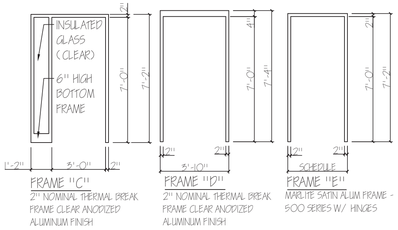
GROUP #	DOOR	QTY	DESCRIPTION	CATALOG #	MFG
8	10	3	HINGE		MARLITE
EMP RR DOOR		1	PRIVACY LOCK	QCL 240.M.626.SA.4785.SC.6	STANLEY
		2	KICK PLATE	8" x 34" ALUM 628	ROCKWOOD
		1	WALL STOP	3211T-US32D	DCI

FRAME TYPES



FRAME "A"
2" NOMINAL THERMAL BREAK FRAME CLEAR ANODIZED ALUMINUM FINISH

FRAME "B"
2" NOMINAL THERMAL BREAK FRAME CLEAR ANODIZED ALUMINUM FINISH



FRAME "C"
2" NOMINAL THERMAL BREAK FRAME CLEAR ANODIZED ALUMINUM FINISH

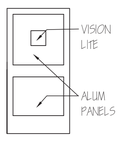
FRAME "D"
2" NOMINAL THERMAL BREAK FRAME CLEAR ANODIZED ALUMINUM FINISH

FRAME "E"
MARLITE SATIN ALUM FRAME - 500 SERIES W/ HINGES

DOOR TYPES



TYPE "A"
36" x 84" CLEAR ANODIZED ALUMINUM FINISH, ⅜" TEMPERED INSULATING GLASS PAIR @ DOOR 1, SINGLE LEAF @ DOOR 2



TYPE "B"
42" x 84" INSULATED CLEAR ANODIZED ALUM DOOR W/ 10"x10" 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



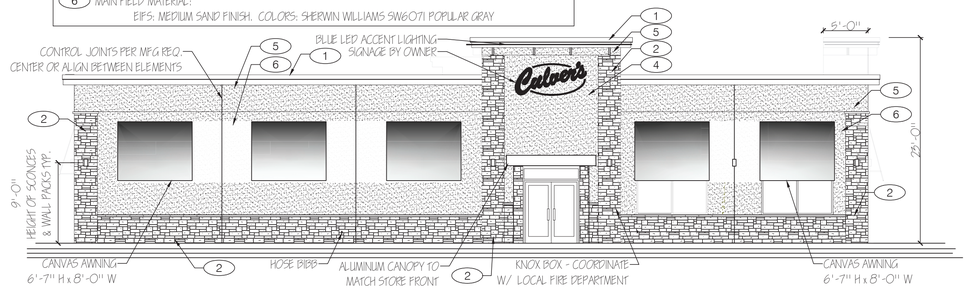
TYPE "E"
MARLITE 36" x 60" HIGH PRESSURE LAMINATE (HPL) DOOR FACED W/ WILSONART WA 10-776-60 KENSINGTON MAPLE

GENERAL NOTES:
1. DO NOT DRYSTACK CULTURED STONE

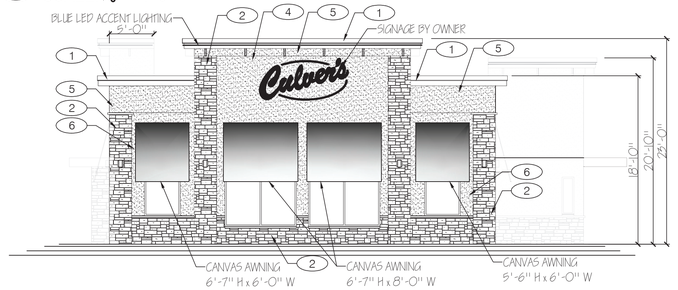
MATERIAL OPTIONS:
1. METAL ROOF EDGE AND RUNNER CANOPY FLASHING:
   - EXCEPTIONAL METALS, COLOR: HARBOR BLUE
   - (RUNNER CANOPY ALTERNATIVE COLOR- POWDER COAT RAL 5001 GREEN BLUE)
2. STONE:
   - ENVIRONMENTAL STONEWORKS, STYLE: TUSCAN LEDGE, COLOR: ASPEN NICKEL CREEK
3. SILL & ACCESSORIES:
   - COORDINATE 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 SW7038 TONY TAUPE
5. HORIZONTAL ACCENT BAND:
   EIFS: MEDIUM SAND FINISH, COLORS: SHERWIN WILLIAMS SW7019 GAUNTLET GRAY
6. MAIN FIELD MATERIAL:
   EIFS: MEDIUM SAND FINISH. COLORS: SHERWIN WILLIAMS SW6071 POPULAR 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:
- BARABOO TENDT & AWNING, CANVAS COLOR: SUNBRELLA ROYAL BLUE TWEED 4617 STRAIGHT PROFILE

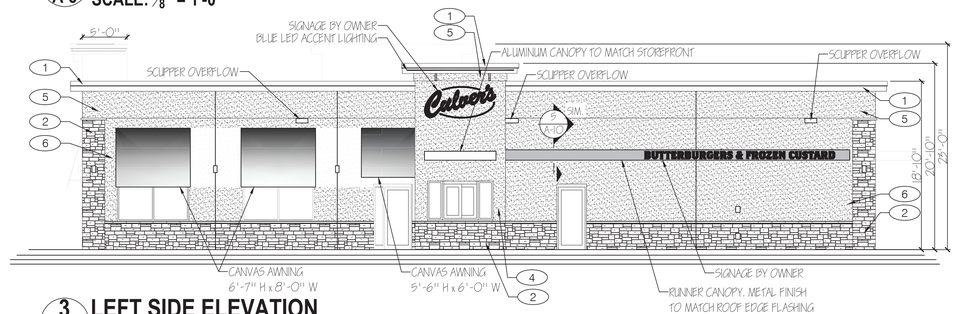
SCONCE LIGHTING (CORNER & ENTRY):
- LITHONIA LIGHTING, OLL-WU LED P1 40K 120 DDB, COLOR: DARK BRONZE (SUB OLL-WD FOR DOWN LIGHT ONLY OPTION FOR DARK SKY COMPLIANCE)



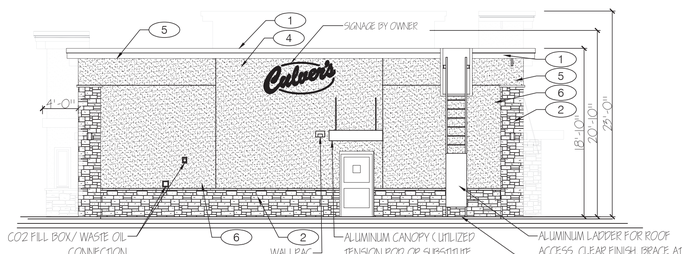
1 RIGHT SIDE ELEVATION
A-3 SCALE: ⅛" = 1'-0"



2 FRONT ELEVATION
A-3 SCALE: ⅛" = 1'-0"



3 LEFT SIDE ELEVATION
A-3 SCALE: ⅛" = 1'-0"



4 REAR ELEVATION
A-3 SCALE: ⅛" = 1'-0"

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ARCHITECT OF RECORD:
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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
608-643-7980

MIR. METRO M

SHEET TITLE:
EXTERIOR ELEVATIONS, DOOR & WINDOW SCHEDULE

PROJECT NO: 25034

A-3.0



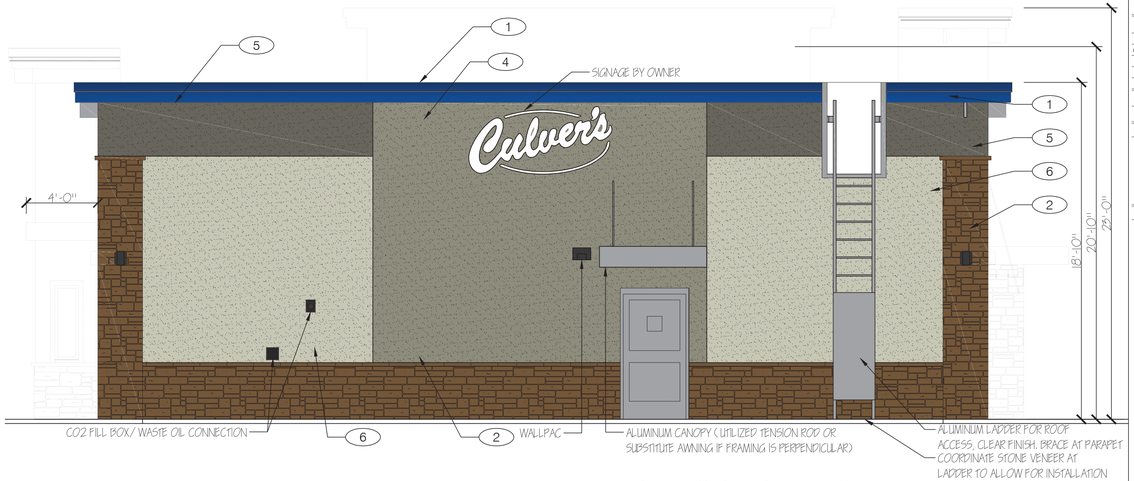
RIGHT SIDE ELEVATION

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



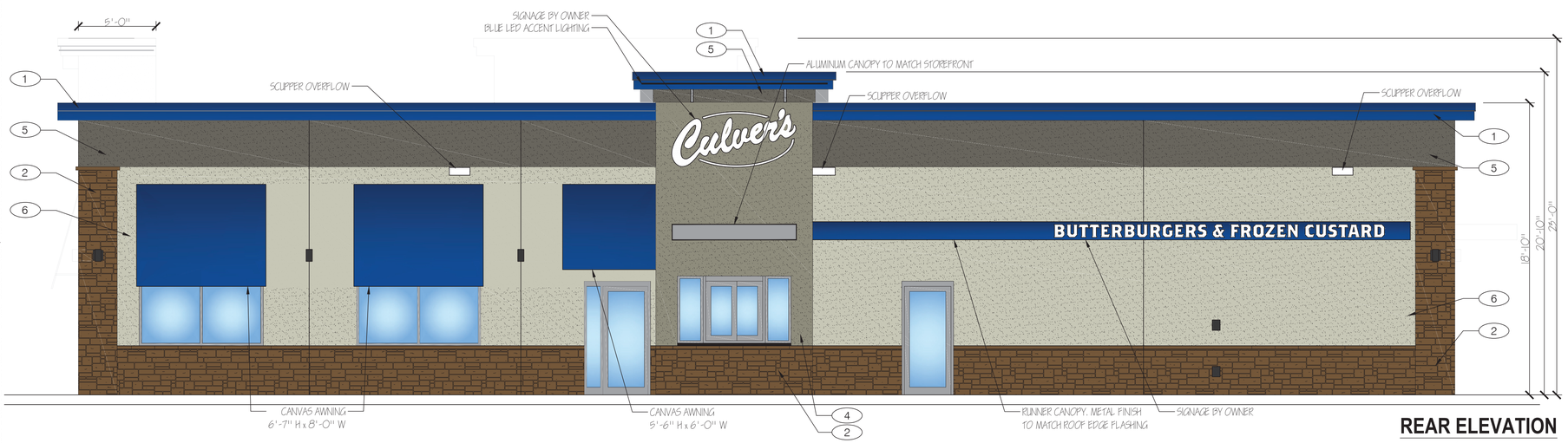
FRONT ELEVATION

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



LEFT SIDE ELEVATION

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



REAR ELEVATION

SCALE: 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
   - (RUNNER CANOPY ALTERNATIVE COLOR- POWDER COAT RAL 5001 GREEN BLUE)
2. STONE:
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3. SILL & ACCESSORIES:
   - COORDINATE PRODUCT WITH MFG., MATCH COLOR TO ASPEN NICKEL CREEK, FLAT
4. LIGHT STONES TO BE USED AT SCONCE FIXTURES
   TOWERS AND DRIVE-THRU BUMP OUT:
5. EIFS: MEDIUM SAND FINISH, COLORS: SHERWIN WILLIAMS SW7053 TONY TAUPE
   HORIZONTAL ACCENT BAND:
6. EIFS: MEDIUM SAND FINISH, COLORS: SHERWIN WILLIAMS SW7019 GAUNTLET GRAY

MAIN FIELD MATERIAL:
EIFS: MEDIUM SAND FINISH. COLORS: SHERWIN WILLIAMS SW6071 POPULAR 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:

- BARABOO TEND & AWNING, CANVAS COLOR: SUNBRELLA ROYAL BLUE TWEED 4617 STRAIGHT PROFILE

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www.mrpdesign.com

BUILDING PERMIT DRAWING SET

ISSUES / REVISIONS:

DATE	DESCRIPTION
07.15.25	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 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
608-643-7980

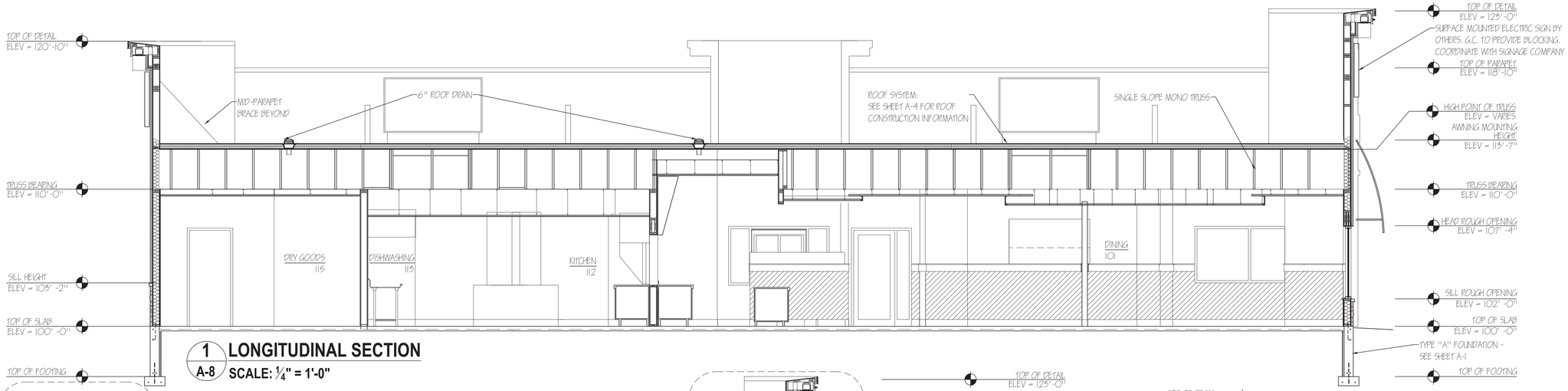
MIR. METRO M

SHEET TITLE:

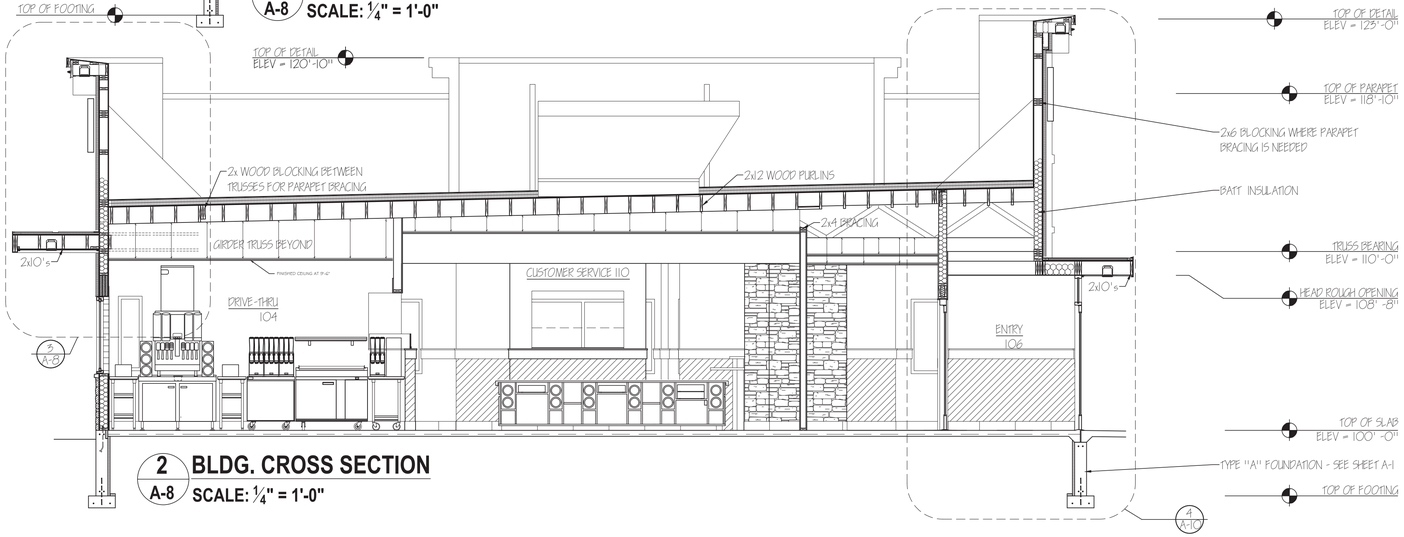
EXTERIOR ELEVATIONS, DOOR & WINDOW SCHEDULE

PROJECT NO: 25034

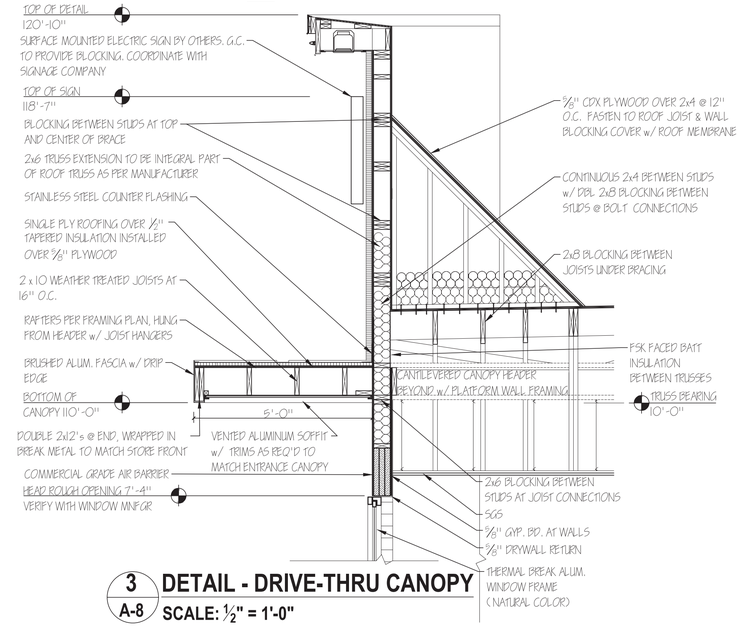
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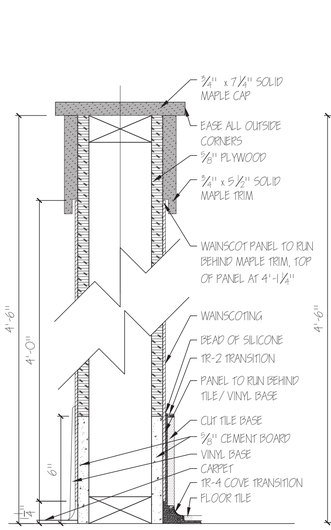
1 A-8 LONGITUDINAL SECTION
SCALE: 1/4" = 1'-0"



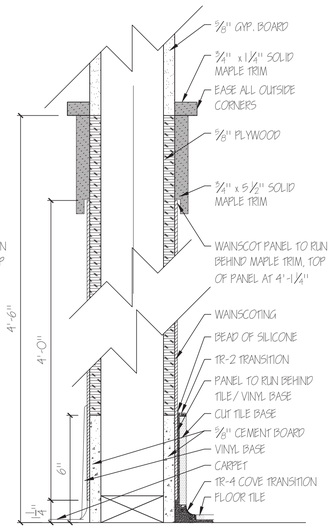
2 A-8 BLDG. CROSS SECTION
SCALE: 1/4" = 1'-0"



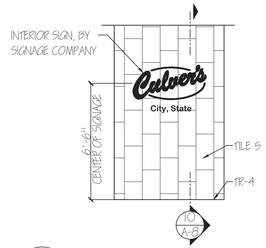
3 A-8 DETAIL - DRIVE-THRU CANOPY
SCALE: 1/2" = 1'-0"



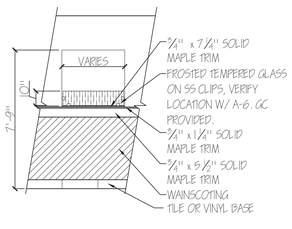
4 A-8 DETAIL - HALF WALL
SCALE: 3" = 1'-0"



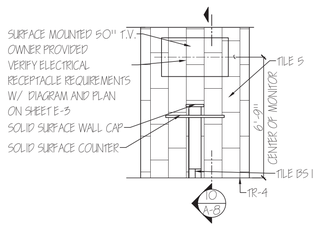
5 A-8 DETAIL - FULL WALL
SCALE: 3" = 1'-0"



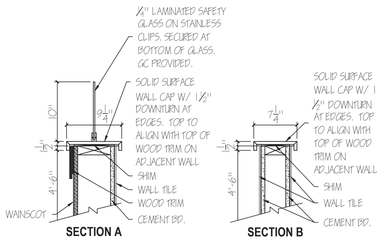
6 A-8 ELEV. - FEATURE WALL
SCALE: 1/4" = 1'-0"



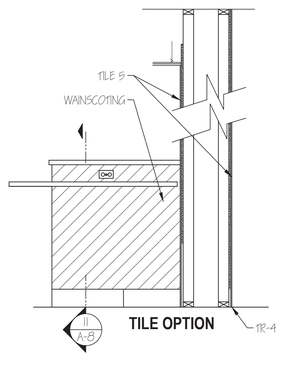
8 A-8 ELEV. - DECO GLASS
SCALE: 1/4" = 1'-0"



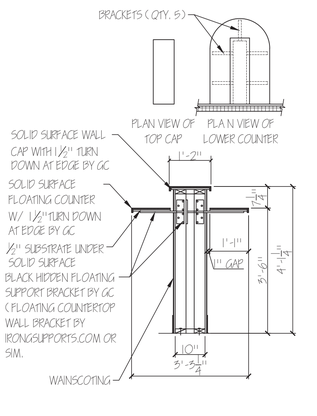
7 A-8 ELEV. - DINING
SCALE: 1/4" = 1'-0"



9 A-8 SECT. - CAP
SCALE: 1" = 1'-0"



10 A-8 SECT. - FEATURE WALL
SCALE: 1/2" = 1'-0"



11 A-8 SECT. - TO-GO
SCALE: 1/2" = 1'-0"

MAPLE TRIM PACKAGE:	
DESCRIPTION	SIZE
FULL WALL TOP CAP	3/4" X 1 1/4"
HALF WALL & PUNCHED OPENING TOP CAP	3/4" X 7 1/4"
WAINSCOTING CAP	3/4" X 5 1/2"

WAINSCOTING INSTALLATION GENERAL NOTES:

1. USE MANUFACTURER RECOMMENDED ADHESIVES AND INSTALLATION METHODS
2. GC TO VERIFY INSTALLATION FOR EXTERIOR WALLS w/ MARLITE 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

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Kennesaw, Georgia 30144
P. 770-917-9172
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www.mrpdesign.com

PRELIMINARY
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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 1/4 OF SECTION 10 T .1N., R.9E
CITY OF FARMINGTON HILLS, MI

PARCEL ID:
#22-23-10-476-067

Culver's
BUTTERBURGERS & FROZEN CUSTARD

Culver Franchising System, Inc.
1240 Water Street
Prairie du Sac, WI
53578
608-843-7980

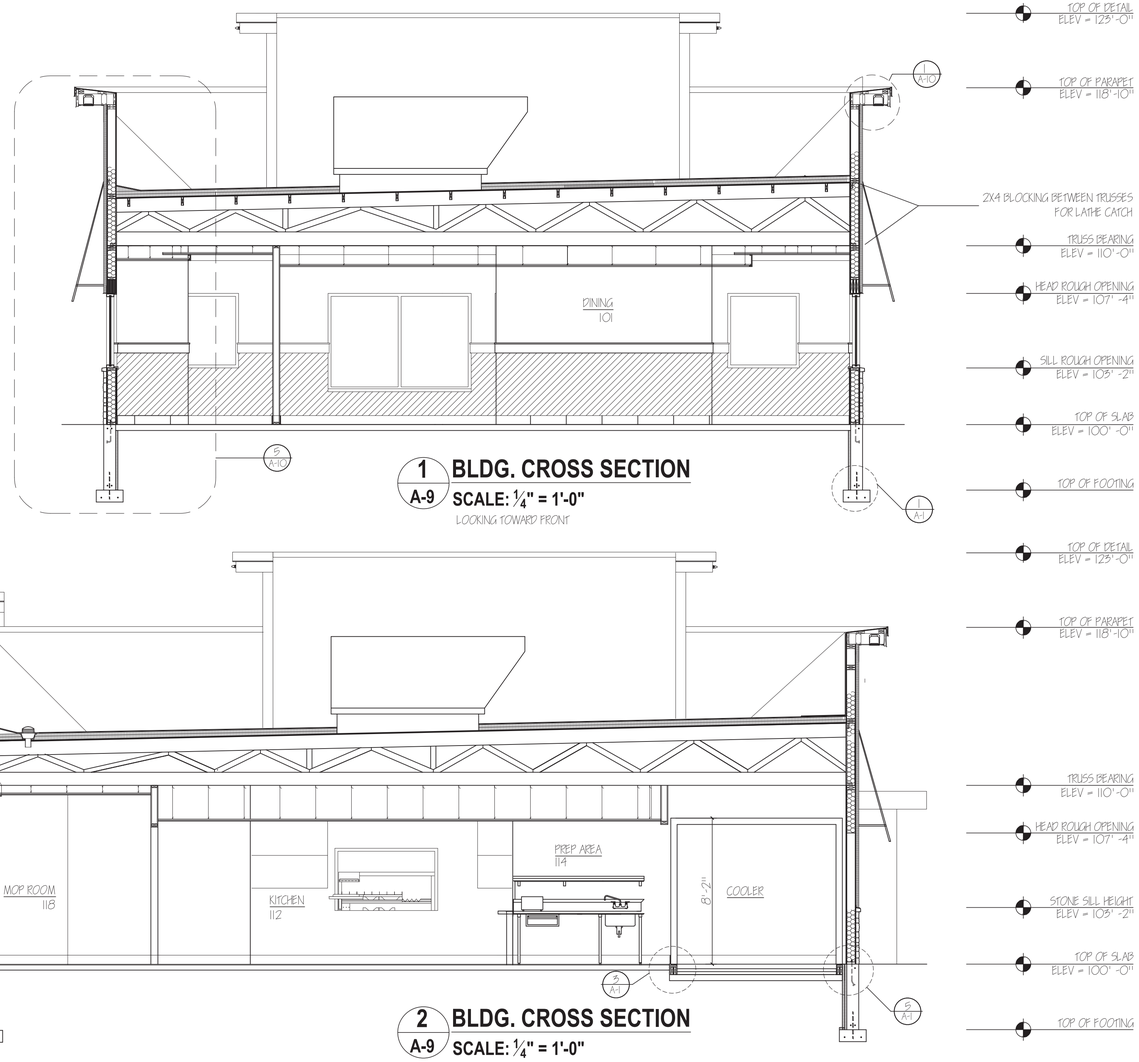
MIR. METRO M

SHEET TITLE:

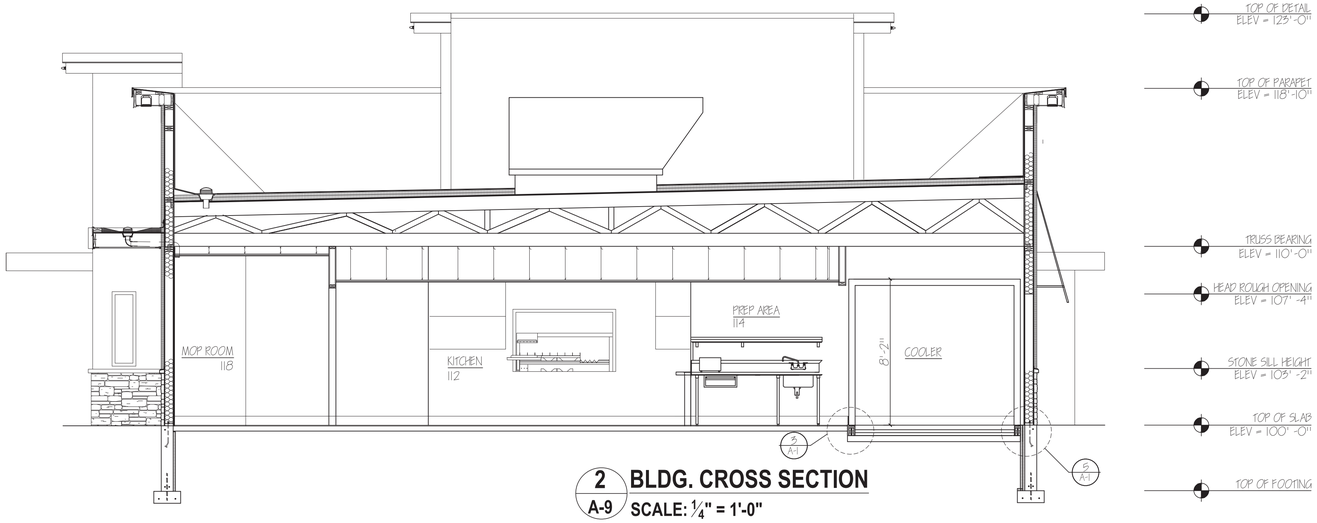
CROSS SECTIONS & DETAILS

PROJECT NO: 25034

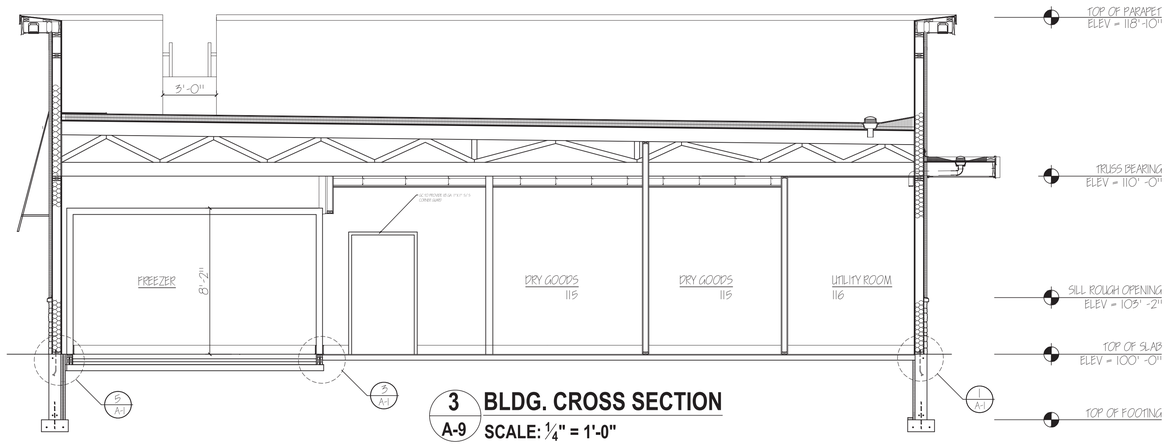
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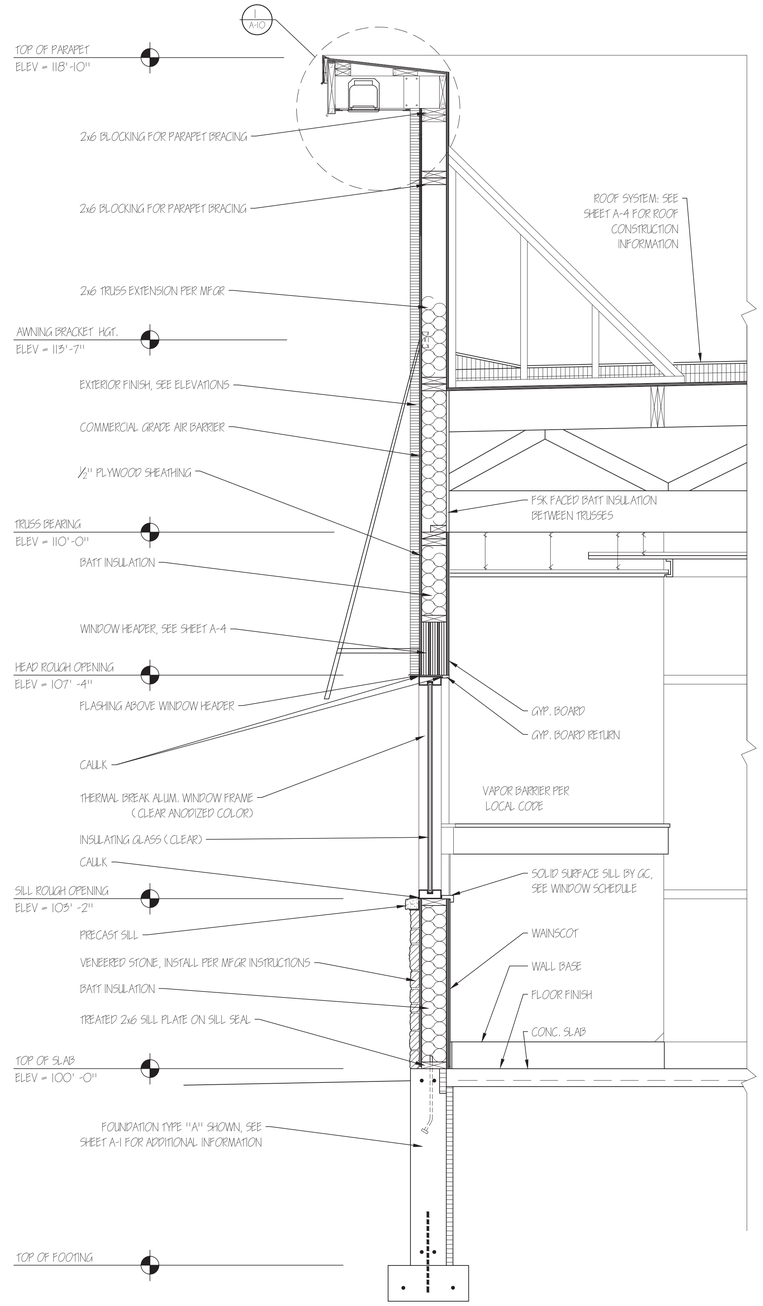
1 / A-9 BLDG. CROSS SECTION
SCALE: 1/4" = 1'-0"
LOOKING TOWARD FRONT



2 / A-9 BLDG. CROSS SECTION
SCALE: 1/4" = 1'-0"



3 / A-9 BLDG. CROSS SECTION
SCALE: 1/4" = 1'-0"
LOOKING TOWARD BACK



4 / A-9 TYP. DINING ROOM WALL SECTION
SCALE: 3/4" = 1'-0"

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PROJECT TITLE:

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Culver Franchising System, Inc.
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MIR. METRO M

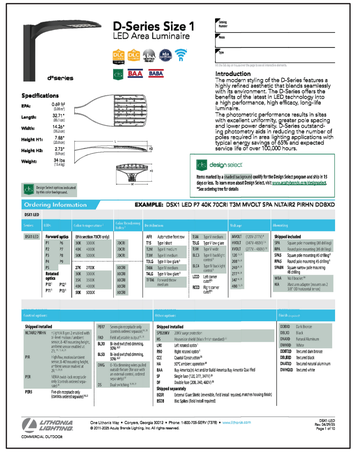
SHEET TITLE:

SECTIONS & DETAILS

PROJECT NO: 25034

A-9.0

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D-Series Size 1
LED Area Luminaire

Specifications

Luminaire

EPA:	0.69 ft² (0.06 m²)
Length:	32.71" (83.1cm)
Width:	14.26" (36.2cm)
Height: H1:	7.68" (20cm)
Height: H2:	2.73" (7cm)
Weight:	34 lbs (15.4kg)

Introduction
The modern styling of the D-Series features a highly refined aesthetic that blends seamlessly with its environment. The D-Series offers the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire.
The photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. D-Series outstanding photometry aids in reducing the number of fixtures in a design. D-Series is designed for maximum typical energy savings of 63% and expected service life of over 100,000 hours.

design select
Items marked by a Design Select symbol qualify for the Design Select program and ship in 10 days or less. To learn more about Design Series, visit www.acuitybrands.com/designseries
*See ordering tree for details

Ordering Information **EXAMPLE:** DSX1 LED P7 40K 70CRI T3M MVOLT SPA NLTAIR2 PIRHN DDBXD

DSX1 LED

Series	Drive	Color temperature	Color consistency	Distribution	Voltage	Mounting
DSX1 LED	**Forward optics** P1 P1 P2 P2 P3 P3 P4 P4	30K 3000K 40K 4000K 50K 5000K	70CRI 70 CRI only	T1S Type I short T2S Type II short T2M Type II medium T3S Type III short T3M Type III medium T4M Type IV medium T4W Type IV wide T5S Type V short T5W Type V wide T5VS Type V very short T5VW Type V very wide TFTM Forward throw medium	MVOLT 120-277V* HVOLT 347-480V* 120 120V 208 208V 240 240V 277 277V 347 347V* 480 480V*	**Shipped included** SPA Square pole mounting (all sizes) RPA Round pole mounting (all sizes) SPA4 Square pole mounting (4 @ 90°) RPA4 Round pole mounting (4 @ 90°) SPA90 Square pole with mounting (2 @ 90°) WBA Wall bracket* BS Bird spikes (square mount on 4, 90° @ rotated arms)

Control options	Other options	Finish
Shipped installed NLTAIR2 nLIGHT AIR generation 2 enabled* PIR Bi-level with integral sensor, 8' mounting height, ambient sensor enabled at 5fc** PIR1FC3V Bi-level with integral sensor, 8' mounting height, ambient sensor enabled at 1fc**, 3V power to sensor PIRH Bi-level with integral sensor, 15-30' mounting height, ambient sensor enabled at 5fc** PIRH1FC3V Bi-level with integral sensor, 15-30' mounting height, ambient sensor enabled at 1fc**, 3V power to sensor PER Five-pin receptacle only (controls ordered separately)** PER7 Seven-pin receptacle only (controls ordered separately)** DMG 0-10V dimming wires pulled outside fixture (for use with an external control, ordered separately)* DMG Wired for DMG protocol** DS Dual switching**	**Shipped installed** CCE Coastal Construction* SF Single fuse (120, 277, 347V)* DF Double fuse (208, 240, 480V)* **Shipped separately** BSW Bird spikes, stainless steel* EGS Emergency battery backup, Non-CEC compliant (7W)*	**Shipped included** DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DSSXD Sandstone DBTXD Textured dark bronze DMBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white DSTXD Textured sandstone

LITHONIA LIGHTING COMMERCIAL OUTDOOR
One Lithonia Way • Conyers, Georgia 30012 • Phone: 1-800-705-SERV (7378) • www.lithonia.com
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DSX1 LED Rev. 04/20/20 Page 1 of 10



WST LED
Architectural Wall Sconce

Specifications

Luminaire

Height:	8-1/2" (21.6cm)
Width:	10" (25.4cm)
Depth:	10-3/16" (25.9cm)
Weight:	20 lbs (9.1kg)



Introduction
The WST LED is designed with the specifier in mind. Offering a simple appearance, this wall unit's soft, non-pixelated light source for end-user visual comfort. For emergency egress lighting, the WST LED offers six battery options, including remote. For additional code compliance and energy savings, the WST LED has a dimming driver option. With its many standard and optional features, three lumen packages, and high LPW, the WST LED is your "go to" luminaire for most any application.

Ordering Information **EXAMPLE:** WST LED P1 40K VF MVOLT DDBTXD

WST LED

Series	Performance Package	Color temperature	Distribution	Voltage	Mounting
WST LED	P1 1,000 lumen package P2 1,500 lumen package P3 2,000 lumen package	27K 2700K 30K 3000K 40K 4000K 50K 5000K	VF Visual comfort forward throw MV Visual comfort wide	MVOLT 120V 277V 347V* 480V*	**Shipped included** CR6 Surface mounting bracket PIR5 Factory-integrated motion sensor* **Shipped separately** BSW Surface-mounted back box*

Options	Finish (required)
ACEM6 7W ACEM6 14W Wireless acuity emergency battery pack, 6" x 6" x 3", mounting height 10'-14'* ACEM6 7WR Wireless acuity emergency battery pack, 6" x 6" x 3", mounting height 10'-14', Remote only* PE Photocell, on/off, button type* PER Photocell, on/off, button type, for use with motion sensor* PIR Motion sensor, 6' mounting height, adjustable sensor view, for use with 120V, 277V, or MVOLT* PIRH Motion sensor, 15-30' mounting height, adjustable sensor view, for use with 120V, 277V, or MVOLT* PIRHFC3V Motion sensor, 15-30' mounting height, ambient sensor enabled at 3 fc**, 3V power to sensor* PIRHN Motion sensor, 15-30' mounting height, ambient sensor enabled at 5 fc**, 120V, 277V, or MVOLT* PIRHN7 Motion sensor, 15-30' mounting height, ambient sensor enabled at 5 fc**, 347V or 480V* PIRHN7FC3V Motion sensor, 15-30' mounting height, ambient sensor enabled at 3 fc**, 347V or 480V* PIRHNFC3V Motion sensor, 15-30' mounting height, ambient sensor enabled at 3 fc**, 120V, 277V, or MVOLT* SF Single fuse (120, 277, 347V)* DF Double fuse (208, 240, 480V)* DS Dual switching** 3RL 3 lamp remote output (not field adjustable, for use with remote ballast, ordered separately)* 3WH Emergency battery backup, Non-CEC compliant (7W)*	ETAC Emergency battery backup, CA Title 20 Non-compliant (7W)* ETAW Remote emergency battery backup, 10.7W CEC Non-compliant (wet location)* EWHS Emergency battery backup, 10.7W CEC Non-compliant (cold weather)* EWHSC Emergency battery pack, 20°F, 10.8W non-compliant, CA Title 20 CEC* ECAMB Remote emergency battery backup, 10.7W CEC Non-compliant (wet location)* EWHSCR Remote emergency battery backup, 10.7W CEC Non-compliant (cold weather)* ULCS Wall cube compliant* WLL Right side wall mounted* WRL Rear wall mounted, Non-CEC compliant*	DDBTXD Dark bronze DBLBTXD Black DNATXD Natural aluminum DWHGXD White DSSTXD Sandstone DBTXD Textured dark bronze DBLBTXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white DSSTXD Textured sandstone

See Accessories and Notes on next page.

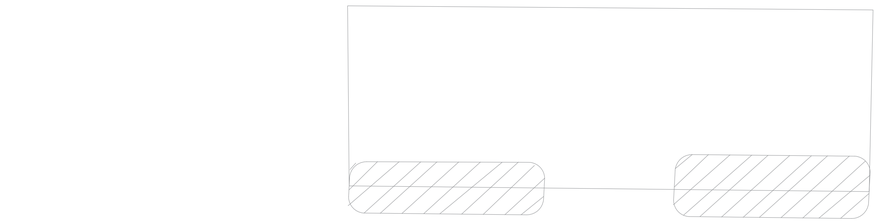
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WST LED Rev. 03/07/20

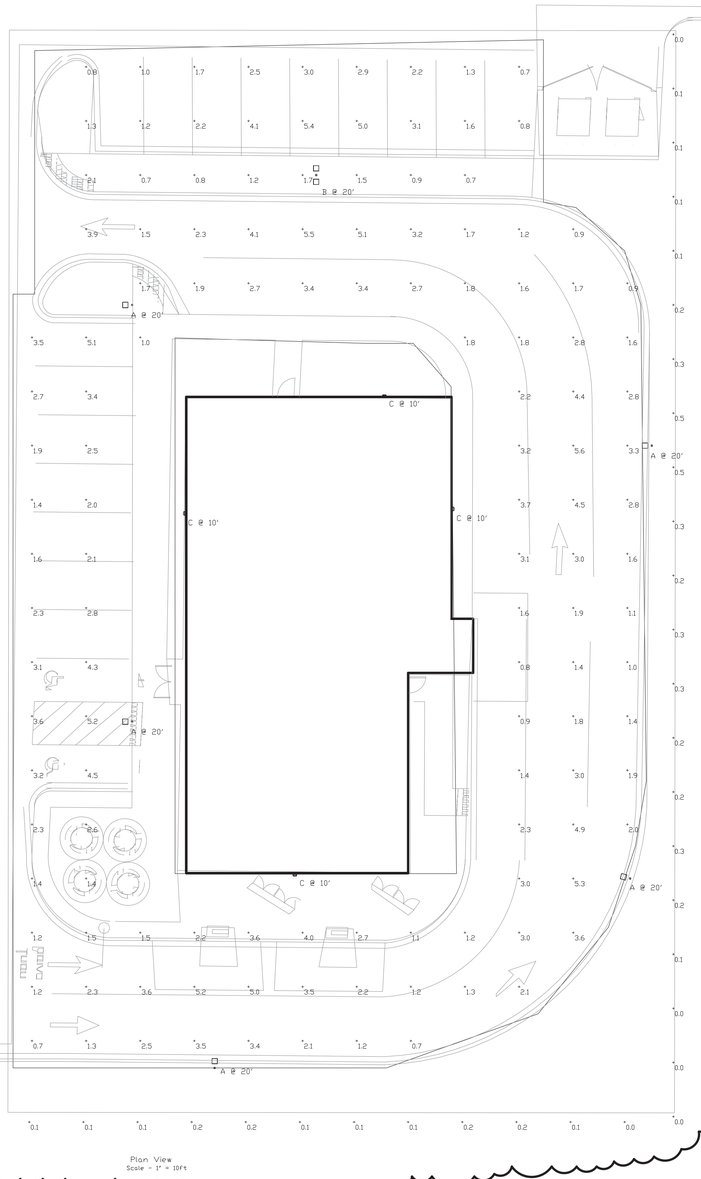
Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
propoerty 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 Outlput	LLF	Input Power
	A	5	Lithonia Lighting	RSX1 LED P1 40K R2	RSX LED Area Luminaire Size 1 P1 lumen Package 4000K CCT Type R2 Distribution with HS shield	1	5384	0.95	51.34
	B	1	Lithonia Lighting	RSX1 LED P1 40K R2	RSX LED 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 MVO	WPX1 LED wallpack 3000lm 4000K color temperature 120-277 Volts	1	2913	0.95	24.42





Plan View
Scale - 1" = 10ft

ARCHITECT OF RECORD:

THOMAS E. MORGAN, JR.
ARCHITECT

423 FISCHER TRAIL
ELLIJAY, GEORGIA 30540

SEAL:

BABLU KAZI
ENGINEER
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
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

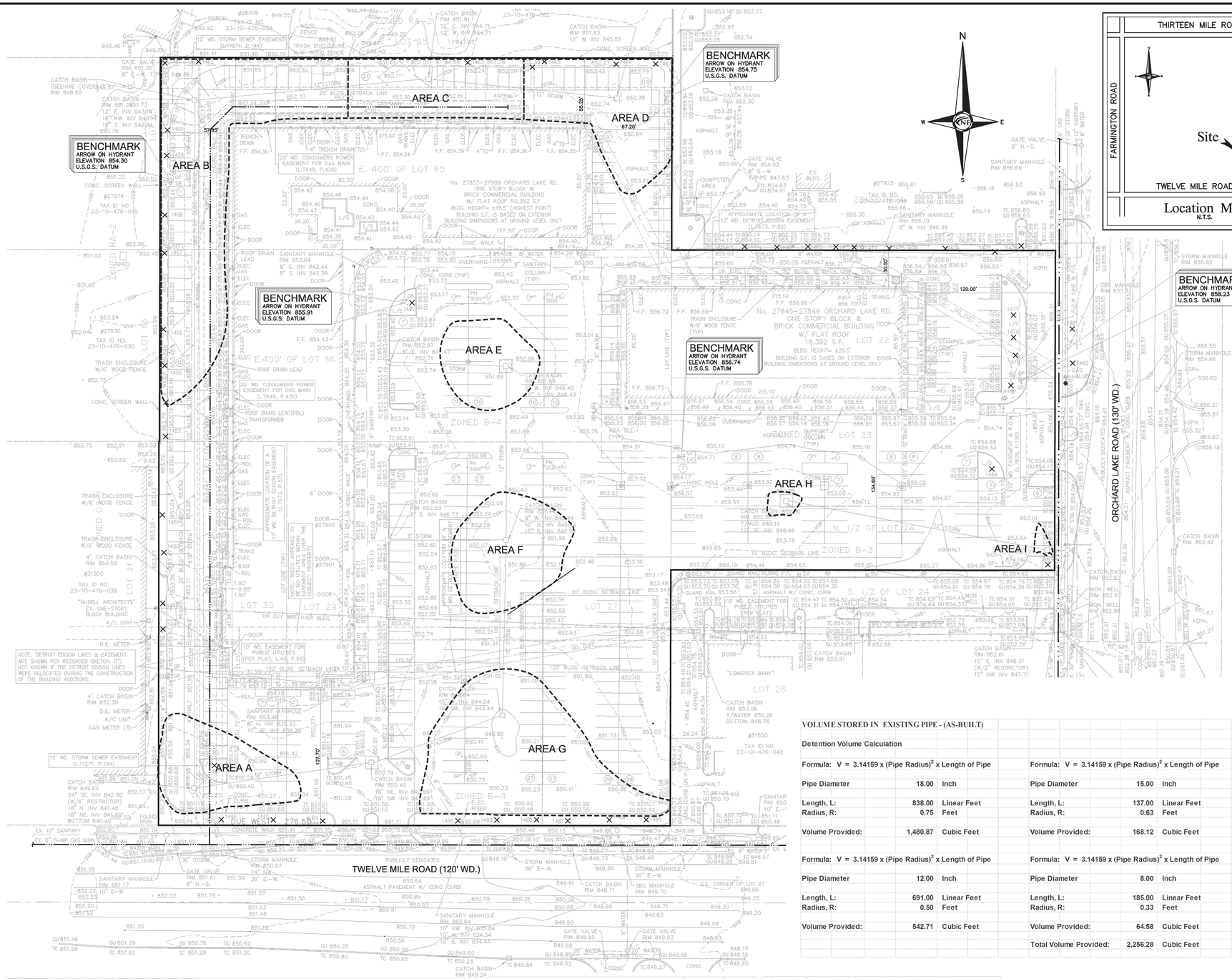
Culver Franchising System, Inc.
1240 Water Street
Prairie du Sac, WI
53578
608-643-7980
MIR. METRO M

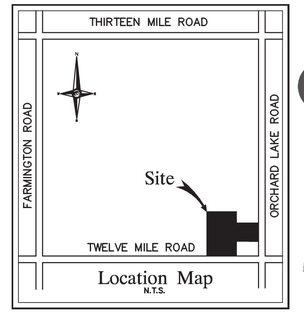
SHEET TITLE:

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 x h x (A_1 + (A_1 x A_2) ^ 0.50 + A_2)		
Area, A_1:	5,848.00	Square Feet
Area, A_2:	4.00	Square Feet
Storage Elevation:	851.34	Feet
Outlet Elevation:	849.60	Feet
Depth of Storage, h:	1.74	Feet
Volume Provided:	3,482.87	Cubic Feet

Parking Lot Volume Calculation - As-Built Area B (5-18-79)		
Formula: Conical Frustum		
Formula: V = 1/3 x h x (A_1 + (A_1 x A_2) ^ 0.50 + A_2)		
Area, A_1:	17,439.00	Square Feet
Area, A_2:	4.00	Square Feet
Storage Elevation:	853.79	Feet
Outlet Elevation:	851.24	Feet
Depth of Storage, h:	2.55	Feet
Volume Provided:	15,051.05	Cubic Feet

Parking Lot Volume Calculation - As-Built Area C (5-18-79)		
Formula: Conical Frustum		
Formula: V = 1/3 x h x (A_1 + (A_1 x A_2) ^ 0.50 + A_2)		
Area, A_1:	6,314.00	Square Feet
Area, A_2:	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 x h x (A_1 + (A_1 x A_2) ^ 0.50 + A_2)		
Area, A_1:	8,261.00	Square Feet
Area, A_2:	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 x h x (A_1 + (A_1 x A_2) ^ 0.50 + A_2)		
Area, A_1:	4,298.00	Square Feet
Area, A_2:	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 x h x (A_1 + (A_1 x A_2) ^ 0.50 + A_2)		
Area, A_1:	6,652.00	Square Feet
Area, A_2:	4.00	Square Feet
Storage Elevation:	852.30	Feet
Outlet Elevation:	851.44	Feet
Depth of Storage, h:	0.86	Feet
Volume Provided:	1,954.81	Cubic Feet

Parking Lot Volume Calculation - As-Built Area G (5-18-79)		
Formula: Conical Frustum		
Formula: V = 1/3 x h x (A_1 + (A_1 x A_2) ^ 0.50 + A_2)		
Area, A_1:	13,881.00	Square Feet
Area, A_2:	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 x h x (A_1 + (A_1 x A_2) ^ 0.50 + A_2)		
Area, A_1:	413.00	Square Feet
Area, A_2:	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	Cubic Feet

Parking Lot Volume Calculation - As-Built Area I (5-18-79)		
Formula: Conical Frustum		
Formula: V = 1/3 x h x (A_1 + (A_1 x A_2) ^ 0.50 + A_2)		
Area, A_1:	217.00	Square Feet
Area, A_2:	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

VOLUME STORED IN EXISTING PIPE - (AS-BUILT)					
Detention Volume Calculation					
Formula: V = 3.14159 x (Pipe Radius)^2 x Length of Pipe			Formula: V = 3.14159 x (Pipe Radius)^2 x Length of Pipe		
Pipe Diameter	18.00	Inch	Pipe Diameter	15.00	Inch
Length, L:	838.00	Linear Feet	Length, L:	137.00	Linear Feet
Radius, R:	0.75	Feet	Radius, R:	0.63	Feet
Volume Provided:	1,480.87	Cubic Feet	Volume Provided:	168.12	Cubic Feet
Formula: V = 3.14159 x (Pipe Radius)^2 x Length of Pipe			Formula: V = 3.14159 x (Pipe Radius)^2 x Length of Pipe		
Pipe Diameter	12.00	Inch	Pipe Diameter	8.00	Inch
Length, L:	691.00	Linear Feet	Length, L:	185.00	Linear Feet
Radius, R:	0.50	Feet	Radius, R:	0.33	Feet
Volume Provided:	542.71	Cubic Feet	Volume Provided:	64.58	Cubic Feet
			Total Volume Provided:	2,256.28	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)

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
LICENSED 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').

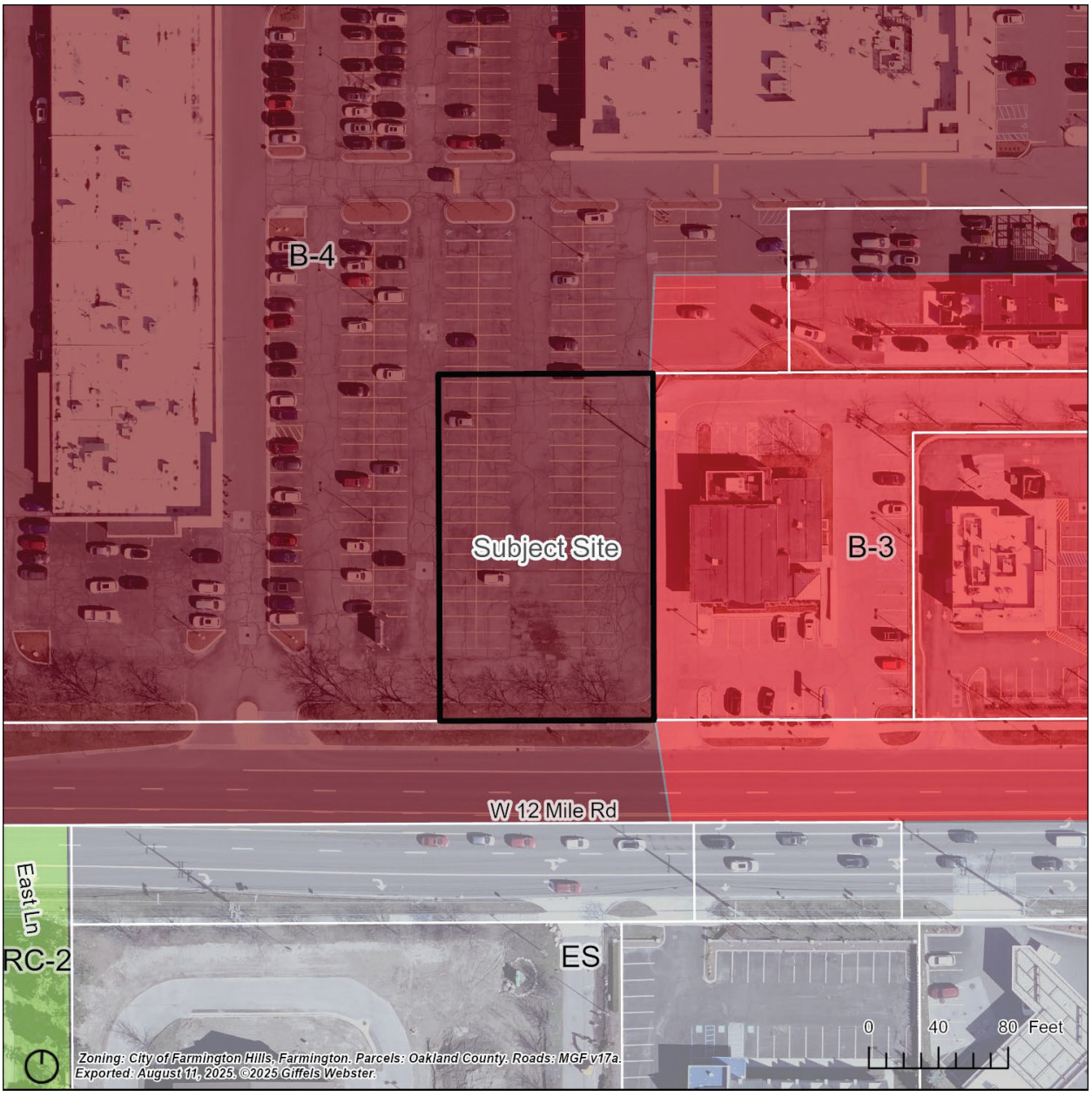
22. **Other Issues. Unless the applicant plans to seek relief from ordinance requirements as part of an amendment to the PUD agreement, the drive-thru requires significant redesign.**

We are available to answer questions.

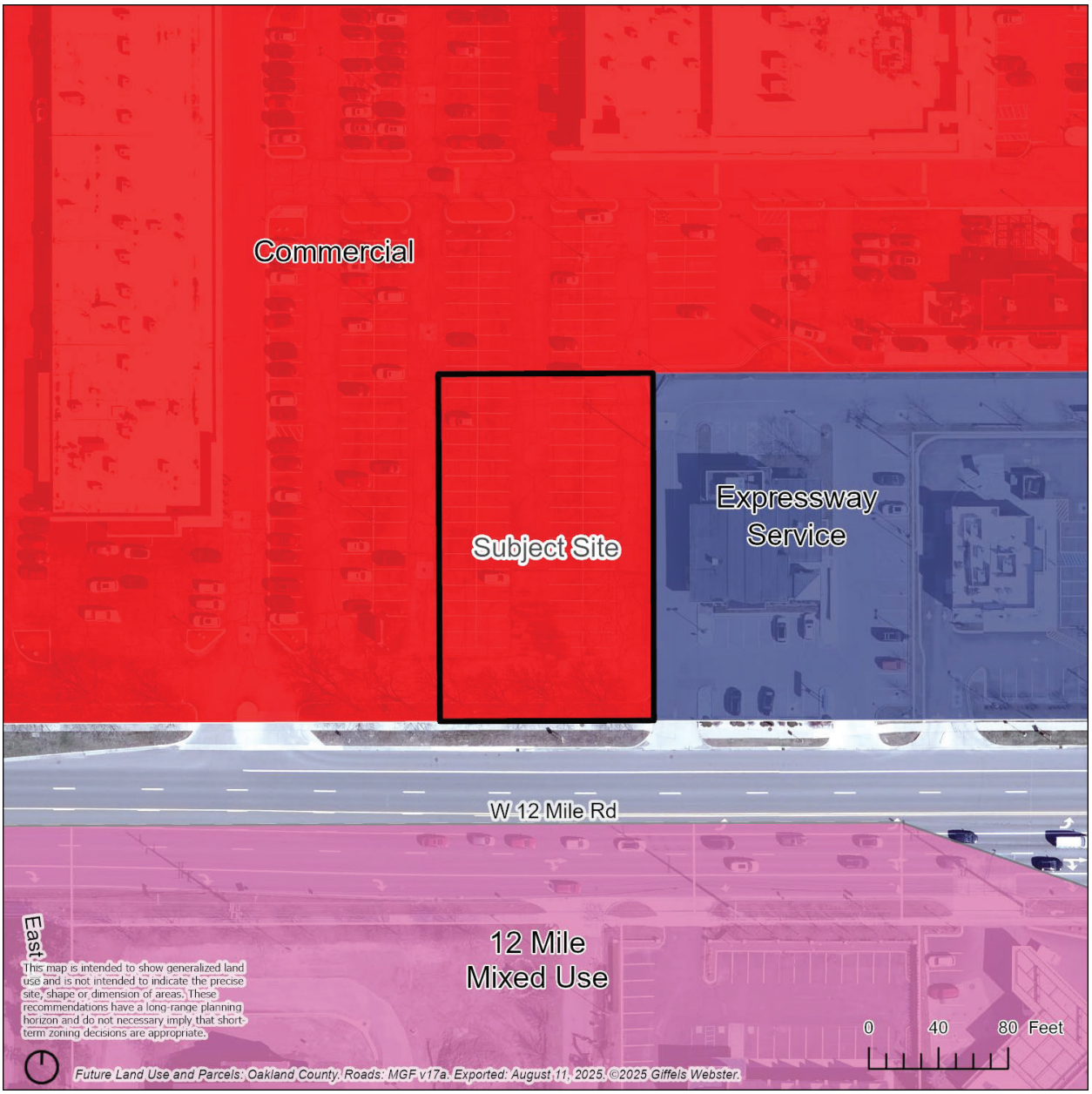
Respectfully,
Giffels Webster

Joe Tangari, AICP
Principal Planner

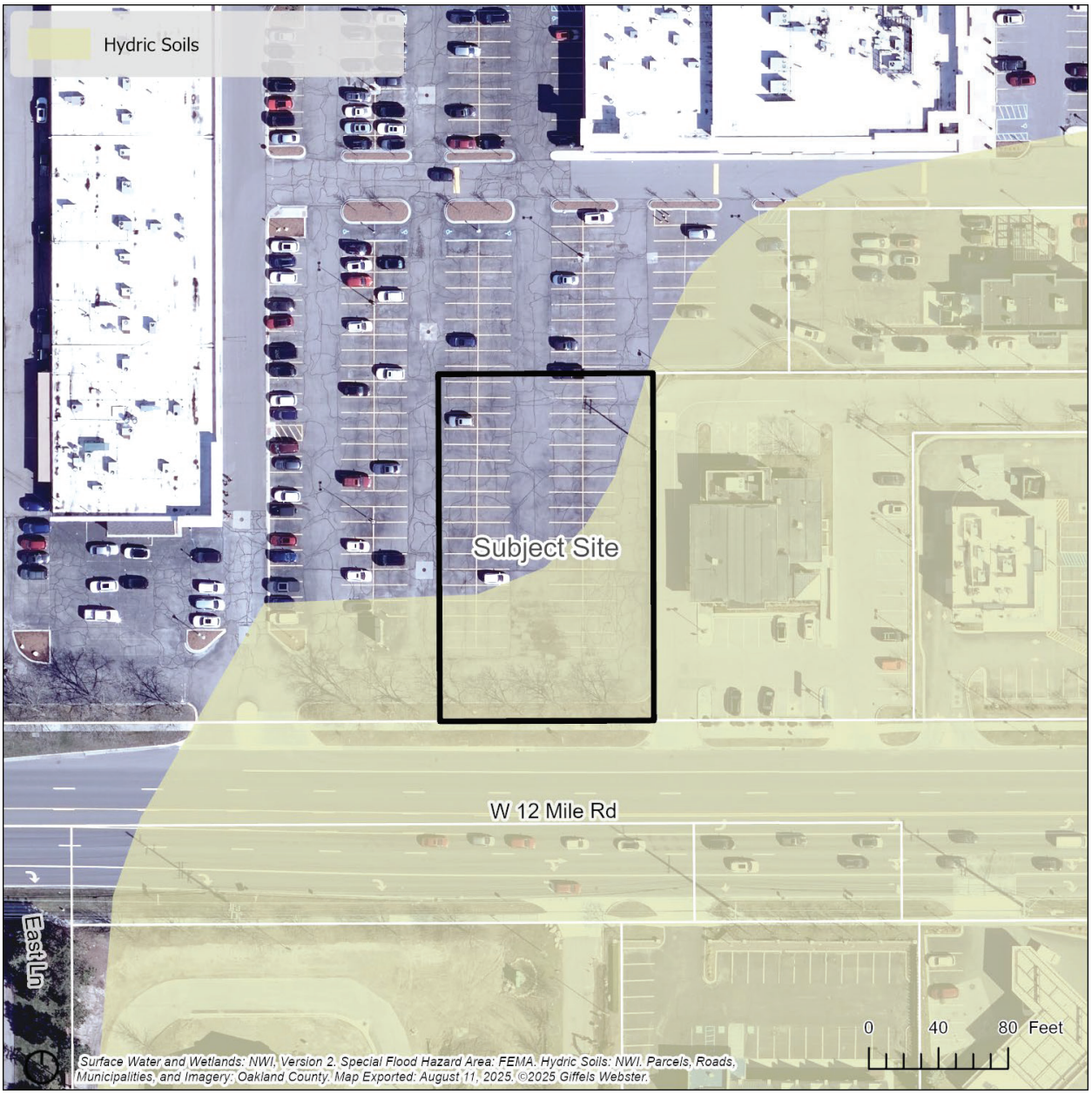
Julia Upfal, AICP
Senior Planner



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

DATE: **April 7, 2026**

TO: **Charmaine Kettler-Schmult, Dir. of Planning & Community Development**

FROM: **Planning Office**

SUBJECT: **Amend PUD 12 Plan, 2014 incl. SP 60-7-2025 – 12 Mile and Orchard Lake**
23-10-476-067 – Culver's – Revised Site Plan dated 3-17-2026

The Planning Office has the following comments regarding the revised site plan dated March 17, 2026 and submitted April 2, 2026 for the project noted in the subject line of this memorandum.

1. Items identified in the Giffels Webster review dated November 12, 2025:
    a. Access easement permitting blanket access across the two parcels, including 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. Ordinance requires ten stacking spaces with five in advance of the ordering station. The revised plans show thirteen vehicles stacking: three ahead of ordering, two vehicles at ordering stations, two vehicles at pay window, and six vehicles in waiting areas.
    e. The off-street parking calculation for the parcel is calculated to be 60 spaces with only 18 spaces provided on the parcel. The access agreement to share parking spaces between the parcels is required to meet the required 60 spaces.
    f. Off-street parking requirement for the shopping center is calculated based on use as "planned commercial or shopping center" resulting in 329 required spaces. Removal of the spaces from the Culver's site and adding the 18 new spaces results in 340 spaces on the site meeting the "shopping center" parking requirements. The applicant's parking study identified 415 existing 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 existing parking count, (excerpt of the traffic study showing area attached.)
    g. 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.
    h. Lighting at the southern property line maximum allowed is 0.3fc, which is provided.
    i. The uniformity ratio of average to minimum allowed is 4:1, which was updated to 3.4:1.
    j. 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.

k. The lighting compliance notes (Sec. 34-5.16.3.B.v) need to be added to the plans.
l. Lighting cut sheets were provided, and cut-off requirements are met.
m. 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. Drive-in restaurants including drive-through windows are not permitted in B-4.
   b. Fast food or carry-out restaurant standard in B-4 cannot be in a stand-alone building.
   c. The front yard setback is still deficient where 120 ft. is required and 44.7 ft. is provided.
   d. Drive-in restaurants standard requires vehicular access drives to be located at least 60 ft. from the right-of-way of any intersecting street, where 10 ft. is provided.
   e. Drive-thru stacking standard requires 10 stacking spaces, including five before the ordering station. The plan shows five, but two are at the order confirmation boards.
   f. 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.
   g. 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 to be addressed identified by the Planning Office on the updated documents submitted April 2, 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).

2. Shared Parking Analysis

This section of the report will analyze the parking conditions of the study area. The first section will review the existing parking conditions at Orchard 12 Plaza. The next section will review the parking requirements for the proposed Culver's. The final section will review the shared parking within the Plaza and the current existing businesses.

2.1 Existing Parking Conditions

To evaluate the current parking conditions, the shared parking lot was split into sections. **Figure 4** illustrates the sections.

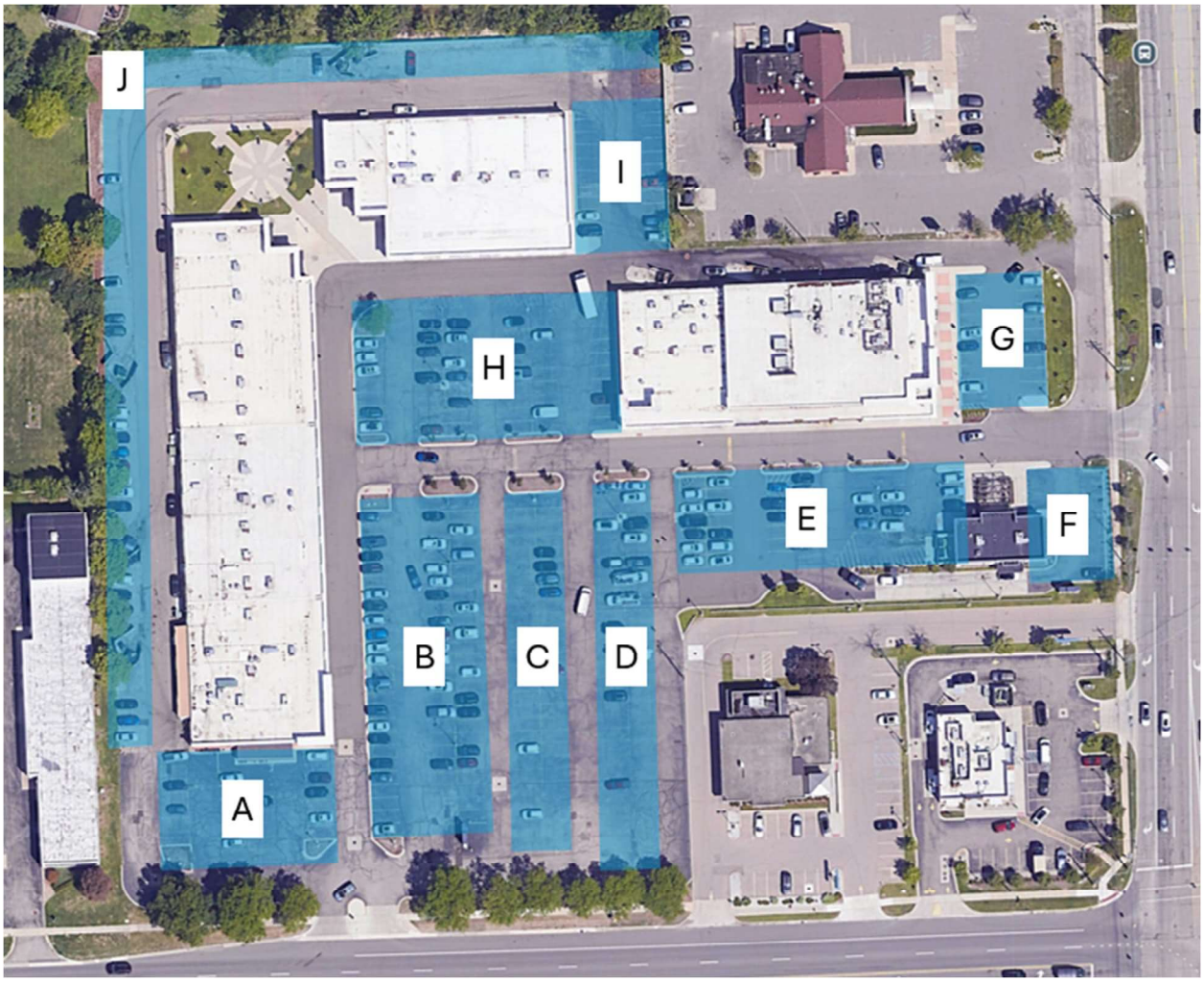


Figure 4. Parking Lot Evaluation Sections

The existing parking spots were counted to obtain and evaluate the current parking conditions. **Table 1** below displays the parking inventory by section.

Table 1. Existing Parking Inventory

Section	Standard Parking Spaces	Handicap Parking Spaces	Total Parking Spaces
A	25	2	27
B	72	2	74
C	52	2	54
D	56	0	56
E	32	3	35
F	11	0	11
G	17	1	18
H	51	5	56
I	21	0	21
J	63	0	63
Total	**400**	**15**	**415**

Currently the parking lot of the Orchard 12 Plaza contains 400 standard parking spaces and 15 handicap parking spaces.

2.2 Proposed Parking Conditions

Table 2 summarizes the proposed parking spaces based on the site plan shown in **Figure 3**. The only parking areas that change are areas C and D, which would be reduced to accommodate the proposed Culvers. The total number of parking spaces would decrease from 415 spaces to 351 spaces to accommodate the proposed Culvers.

Table 2. Proposed Parking

Section	Standard Parking Spaces	Handicap Parking Spaces	Total Parking Spaces
A	25	2	26
B	72	2	74
C	10	2	12
D	16	0	16
Culver's	16	2	18
E	32	3	35
F	11	0	11
G	17	1	18
H	51	5	56
I	21	0	21
J	63	0	63
Total	**334**	**17**	**351**

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

March 05, 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 19, 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. This is the 4th traffic study submittal for this project. The previous three reports were dated 8/18/25 (initial submittal), 1/30/26 (Revision 1), and 2/16/26 (Revision 2).

The following is a summary of the revised *Orchard 12 Plaza Parking and Traffic Study* (*dated February 19, 2026*).

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 an acceptable level of service (LOS D). It should be noted that the previous version of the study (dated 2/16/26) reported the 12 Mile Road driveway currently operates at a failing level of service (LOS F) using Synchro results. As stated in the comment response memo (dated 2/19/26), the current study reported LOS based on SimTraffic results rather than Synchro results since the Synchro model does not fully consider the large gaps in westbound traffic flow on 12 Mile Road, as traffic flows are metered by the signalized intersection.

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 operate at a failing level of service (LOS E). The study concludes that the proposed development is estimated to have a minimal impact on the Orchard 12 Plaza driveways. The 12 Mile Road driveway is estimated to experience less than 10 seconds of additional delay due to the site generated traffic. It should be noted that the previous version of the study (dated 2/16/26) reported the delay was projected to increase from 52.3 seconds under existing conditions to 123.6 seconds under build conditions. The delay and level of service reported in the latest revised study shows improvement over prior versions of the traffic study since AECOM decided to utilize a different methodology to report the capacity analysis results.

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.
    - In AECOM's comment response memo (dated 2/19/26), it was stated that there was no exact recording of the number of left-turning vehicles directly turning into the eastbound through lane. The study estimates that approximately 4 peak hour site vehicles may first turn into the TWLTL on 12 Mile Road and then merge into the eastbound lanes. The study concludes that crash exposure can be expected to slightly increase due to the addition of site traffic, however, there is not expected to be a significant increase in crashes.

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 a previous iteration of the 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.
- In a previous iteration of the study (dated 2/16/26), there is a reported queue in the northbound direction at the south site driveway. In the comment response letter (dated 2/19/26), it was stated that the model was revised to reflect the current striping/configuration of the lanes on Orchard Lake Road. A northbound TWLTL was added to the southern driveway. Therefore, no queue occurs at the northbound through movement at the site drive under the new configuration.

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 3 and 4 vehicles in each of the southbound through lanes over the existing model results. Vehicle queue growth in the southbound left turn lane at the traffic signal is expected to grow by less than one vehicle over existing model results. It should be noted in the previous study (dated February 16, 2026) the southbound queue was projected to be extended by 5 vehicles in each lane. In the comment response memo, it was stated that the southbound queue on Orchard Lake Road is expected to continue to queue to the north site driveway. The SimTraffic model results show a queue growth in the range of 71-75 feet, or between 3 and 4 vehicles.

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. In the comment response memo, AECOM stated that the constructability of the new right turn lane will need to be coordinated with the civil team.

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 revised site plan now closes off access to the south. However, parking has been removed to allow vehicles to travel straight out of the drive-through which eliminates approximately 13 parking spaces located directly in front of existing adjacent businesses. AECOM should address if this may cause issues with the nearby business owners.

5. Summary and Recommendations

- No recommendations were provided in the study. As requested, a safety conclusion was added to the report. AECOM provided a conclusion that, in their opinion, the additional traffic generated by the proposed Culvers development can be safely accommodated at this location given the results of their study and their field observations.

AECOM
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Project name:
Orchard 12 Plaza Parking and Traffic Study

Project ref:
60758373

To:
City of Farmington HIlls

From:
AECOM

CC:
Project Proposer, NF Engineers, GHD

Date:
February 19, 2026

Memo

Thank you for the review comments from February 18, 2026. This submittal memo includes each review comment, followed by responses in red to assist City's review.

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.

There were changes in the level of service (LOS) due to the change in roadway configuration, in particular the removal of right turn lane along 12 Mile Road.

In the current submittal, there were additional updates as follows.

- The southbound driveway approach to 12 Mile is updated to include one-lane approach and widens to have a left-turn and a right-turn lane at the intersection. This update is based on the existing lane width of 21 feet. Field observations also confirmed that drivers treat the approach as a two-lane approach. The right-turn storage is modeled as 50' in length.
- In the tables reporting LOS for existing and build conditions, Tables 10 and 12 respectively, the LOS for southbound left-turn and right-turn movement are from SimTraffic results, rather than Synchro results. This is due to the fact that Synchro model does not fully consider the large gaps in westbound traffic flow on 12 Mile Road, as traffic flows are metered by the signalized intersection.

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.

The results have been updated based on the SimTraffic delay, and the left-turn movement is expected to experience an additional 4 seconds of delay per vehicle and the right-turn movement is expected to experience an additional 1.3 seconds of delay per vehicle, with the generated traffic. The LOS does change from LOS D to E.

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.

We performed additional field review for southbound Orchard Lake Road approach to 12 Mile Road. Southbound left-turn storage was reduced to 215 feet. To the immediate north of the left-turn lane, pavement markings include a wide TWLTL. We modified left-turn storage lengths in Synchro model to best simulate field conditions. However, it should be noted that the exact field condition allows both southbound left-turning vehicles and northbound left-urning vehicles to traverse the same area.

SimTraffic model output continues to report queue length of 309' for existing condition. The reported queue length does not reflect field condition, or the condition shown in the SimTraffic runs. We closely observed SimTraffic runs, which validates the existing condition model with field observation. The maximum queued left-turning vehicles in each run are around eight vehicles. For existing condition reporting in Table 13, we used the average queue length of 169', which is approximately equivalent to eight vehicles.

For the build condition, SimTraffic reported 95th percentile queue length of 319', again varying significantly from the number of queue vehicles as observed in each run. For the same reason as the existing condition, instead of reporting the 319', we reported the average queue length of 179', which corresponds to approximately nine vehicles. This result matches the observation of individual SimTraffic runs.

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.

There was no exact recording of the number of left-turning vehicles directly turning into the eastbound through lane. We added that in approximately 27% of the observed signal cycles, the eastbound queue extended to the driveway intersection. It is only under this condition that left turning vehicles would perform the two-stage left turn. We applied the same percentage to the build condition to estimate the number of vehicles that are likely to first turn into the TWLTL.

We added statement about crash conditions and increased exposure in the conclusion section of the report.

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?

On-site observation concluded vehicles did not 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.

The model was revised to reflect the current striping/configuration of the lanes. A northbound TWLTL was added to the southern driveway. No queue occurs at the northbound through movement at the drive under the new configuration.

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.

We revised this section to clarify that the segments of southbound Orchard Lake Road between the traffic signal and southern driveway, and between the southern driveway and the northern driveway will continue to be filled with queued vehicles. All expected vehicle queue growth is expected on the southbound approach to the northern driveway intersection. The model results show that queue growth is in the range of 71 and 75 feet, or between three and four vehicles.

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.

We added statement in the turn lane analysis section, regarding the recent intersection modification at 12 Mile Road and Orchard Lake Road. The previous right turn lane was repurposed as a westbound through lane. The constructability of the a new right turn lane will need to be coordinated with the civil team.

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?

Safety conclusion was added to the report.

AECOM

Orchard 12 Plaza Parking and Traffic Study

February 19, 2026

Delivering a better world

Quality information

Prepared by	Checked by	Verified by	Approved by
Carlie delaPaz	Luke Liu	Saumil Shah	Luke Liu

Revision History

Revision	Revision date	Details	Authorized	Name	Position
0	7/7/2025	Draft			
1	8/18/2025	Parking Occupancy		S. Binkowski	Project Manager
2	1/30/2026	City Comments		L. Liu	Project Engineer
3	2/16/2026	City Comments		L. Liu	Project Engineer
4	2/19/2026	City Comments		L. Liu	Project Engineer

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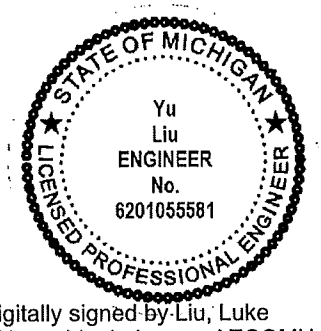
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Executive Summary

The purpose of this report is to conduct a shared parking analysis and driveway operations analysis for the proposed Culver's restaurant located in the existing Orchard 12 Plaza in Farmington Hills, Michigan. The study area includes three existing access points to the Orchard 12 Plaza. One driveway is located off 12 Mile Road and two driveways are located off Orchard Lake Road.

Existing parking lot conditions were evaluated, and the parking inventory was collected. Currently there are 400 standard parking spaces and 15 handicap parking spaces. The proposed number of parking spaces with Culver's would be 334 standard parking spaces and 17 handicap parking spaces, for a total of 351 spaces. Farmington Hills' ordinances were utilized to establish a base parking calculation required for the existing developments within the plaza. The base parking calculation in accordance with the City of Farmington Hills Ordinance resulted in 543 parking spaces being required to serve the existing developments. The shared parking analysis resulted in the weekday peak hour requiring 444 parking spaces, and the weekend peak hour requiring 482 parking spaces.

A parking occupancy study was conducted on Friday, August 15, 2025, from 5:00 p.m. to 7:00 p.m. and Saturday, August 16, 2025, from 12 noon to 2:00 p.m. The highest parking occupancy occurred on Saturday between 12:30 p.m. to 1:00 p.m. The total maximum parking occupancy for the entire site was 186 spaces, well below the total number of parking spaces for the proposed site plan with 351 spaces. The location of the proposed Culver's had the lowest parking occupancy during all time periods with little to no vehicles parked. It is expected that the proposed Culver's may need a maximum of 31 spaces, which adding those spaces to those occupied would still be well below that maximum parking occupancy found during the study.

Turning movement counts were collected on May 14, 2025, to properly evaluate the driveway operations. The AM and PM peak hour of each intersection was utilized in the evaluation. These counts were inputted into Synchro12 with the existing geometry to analyze the level of service. HCM7 was utilized to determine the level of service of each unsignalized driveway. Under the existing conditions all driveways operate at an acceptable level of service.

The Institute of Traffic Engineers' *Trip Generation Manual, 11th Edition*, was referenced to estimate the trips that would be generated by the proposed Culver's restaurant. ITE land use code 934 – Fast Food Restaurant with a Drive-Through was utilized. The proposed Culver's consists of 4,125 square-feet of construction, and that variable was used to estimate the generated trips. The PM peak hour is estimated to generate a total of 136 trips.

To properly distribute the estimated trips throughout the roadway network and the driveways, a trip distribution based on existing traffic patterns entering and exiting the site was developed. The generated trips were added to the existing traffic volumes to develop the build conditions. Under the build conditions, all driveways are predicted to operate at acceptable levels of service.

The queue analysis indicated that additional trips generated by the proposed development can be expected to slightly increase vehicle queue at site driveways approaching 12 Mile Road and Orchard Lake Road. At the intersection of site driveway and 12 Mile Road, approximately one (1) additional vehicle in each lane can be expected to be waiting for exiting the site. The total vehicle queue on the driveway approach will be approximately four (4) vehicles in the longest queue. For the 16 site-generated vehicles making left-turn out of the driveway, it is expected that approximately 27% or four (4) vehicles will first turn into the TWLTL and then merge into the eastbound through lanes. On the Orchard Lake Road side of the plaza, the northern driveway is expected to experience one (1) additional vehicle waiting to exit the site. The southern driveway is expected to experience one (1) additional vehicle to exit the site.

The eastbound 12 Mile Road approach to Orchard Lake is expected to experience an average of approximately one (1) additional vehicle in the left, through and shared through/right turn lanes. It is expected that the queue with additional vehicles will not consistently block the site driveway intersections. On the southbound Orchard Lake Road approach to 12 Mile Road, queuing conditions are expected to be similar to that of existing condition and slight growth of queue lengths can be expected at the southbound Orchard Lake Road approach at the northern driveway intersection. For the segments of southbound Orchard Lake Road between 12 Mile Road and the southern driveway intersection, and between the southern driveway intersection and northern driveway intersection, these segments are expected to be filled with vehicle queue in the build condition, same as the existing condition. The additional southbound Orchard Lake Road vehicle queue at the northern driveway intersection is expected to be between three (3) and four (4) vehicles in each of the southbound through lanes. Vehicle queue growth in the southbound left turn lane at the traffic signal is expected to grow by less than one (1) vehicle and stay contained in the left-turn storage area.

The turn lane analysis at the northern and southern driveway off Orchard Lake Road resulted in a right-turn taper under both existing and build conditions meeting the warrant. For the driveway off 12 Mile Road, the right turn lane or taper analysis indicated that a right turn taper is warranted for existing condition and a right turn lane is warranted for build condition.

1. Introduction

The purpose of this report is to conduct a shared parking analysis and a driveway operations analysis for the new Culver's restaurant in Orchard 12 Plaza located in Farmington Hills, Michigan. The study area is in the northwest quadrant of the intersection of 12 Mile Road and Orchard Lake Road.

The study area includes the shared Plaza parking lot and the three driveways located off Orchard Lake Road and the existing driveway located off 12 Mile Road. **Figure 1** depicts the study parking lot and the driveways included in the operational analysis. **Figure 2** illustrates the proposed Culver's restaurant. **Figure 3** illustrates the proposed site plan.

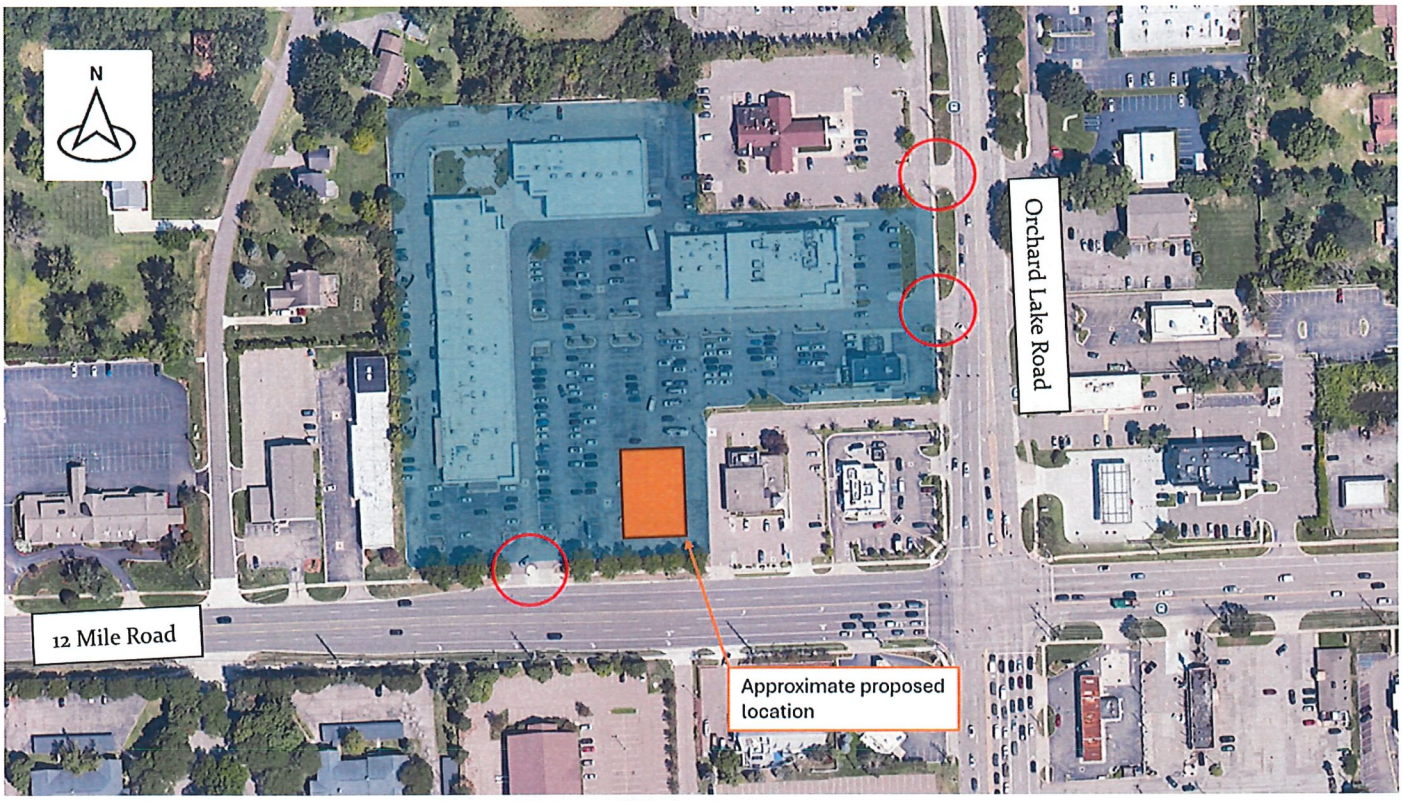


Figure 1. Study Intersections

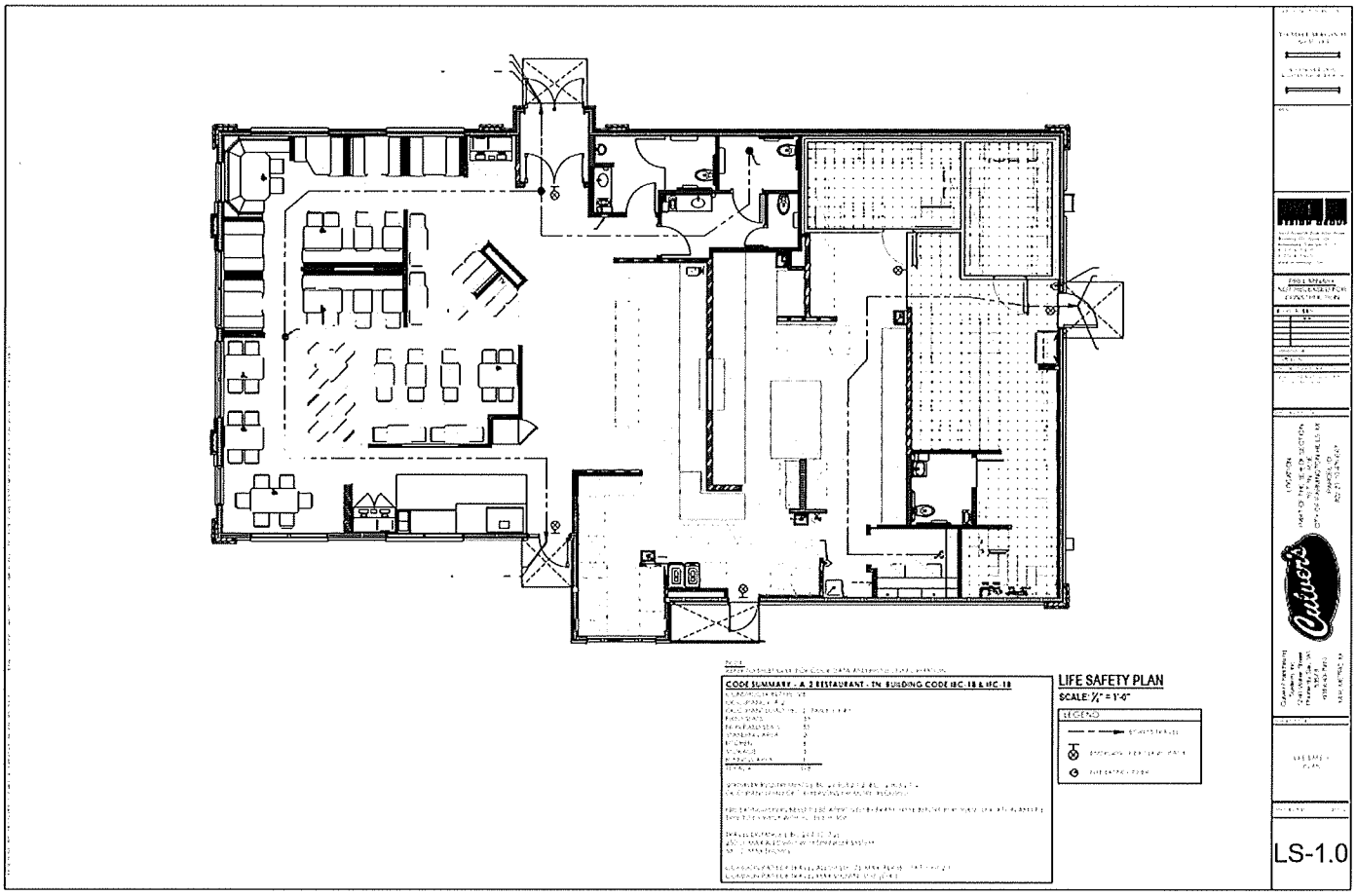


Figure 2. Proposed Culver's

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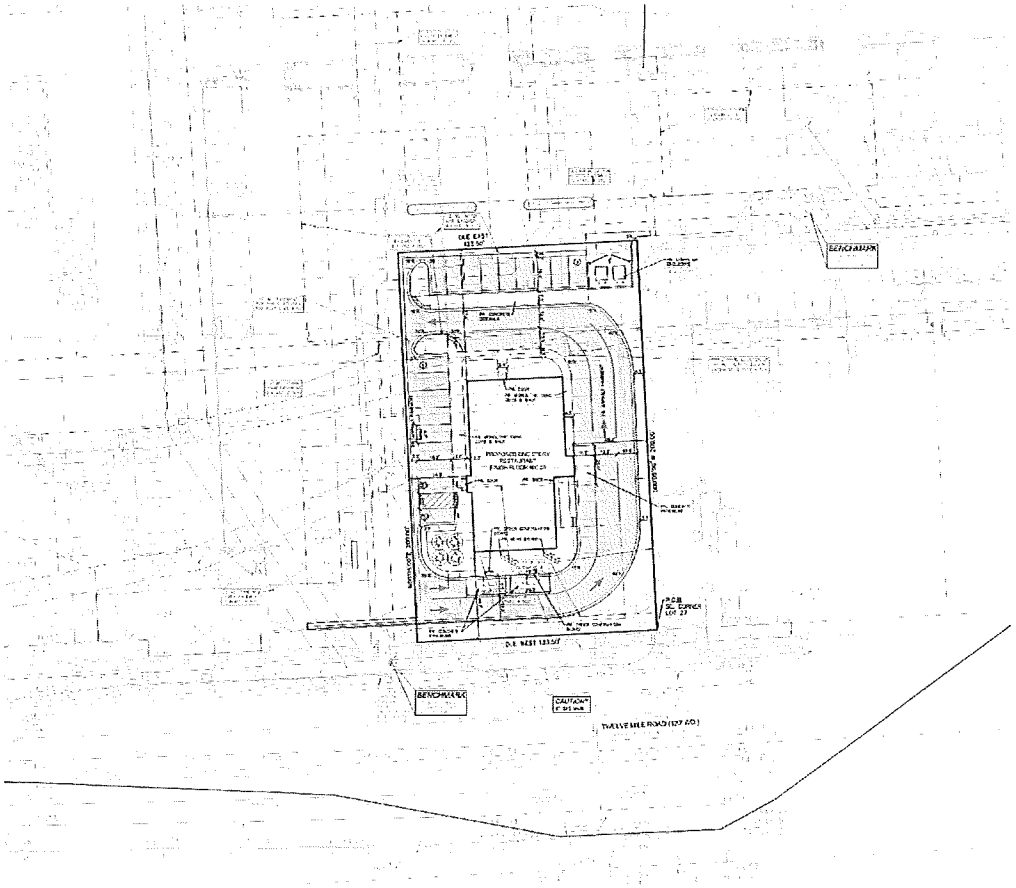


Figure 3. Proposed Site Plan

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2. Shared Parking Analysis

This section of the report will analyze the parking conditions of the study area. The first section will review the existing parking conditions at Orchard 12 Plaza. The next section will review the parking requirements for the proposed Culver's. The final section will review the shared parking within the Plaza and the current existing businesses.

2.1 Existing Parking Conditions

To evaluate the current parking conditions, the shared parking lot was split into sections. **Figure 4** illustrates the sections.

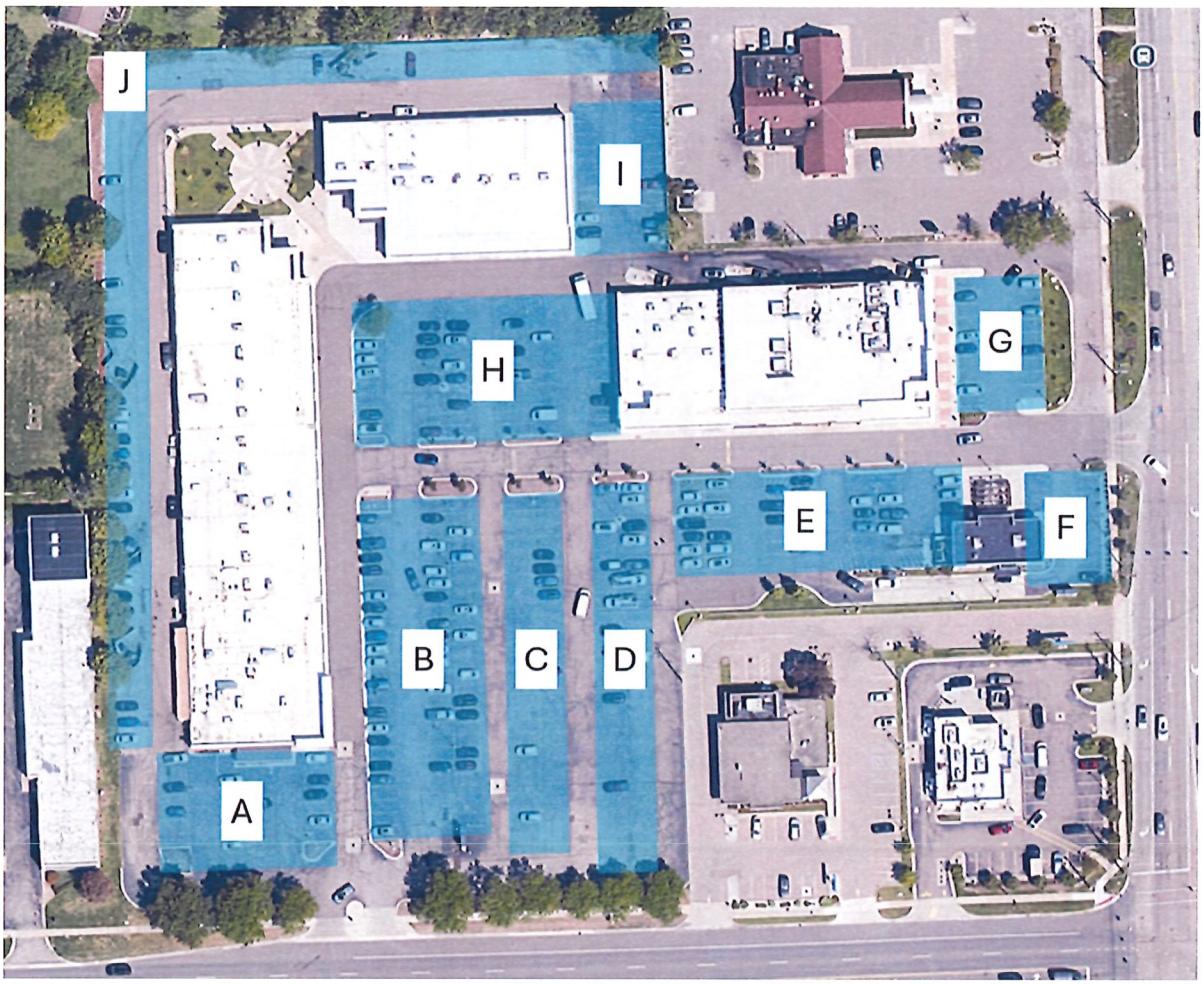


Figure 4. Parking Lot Evaluation Sections

The existing parking spots were counted to obtain and evaluate the current parking conditions. **Table 1** below displays the parking inventory by section.

Table 1. Existing Parking Inventory

Section	Standard Parking Spaces	Handicap Parking Spaces	Total Parking Spaces
A	25	2	27
B	72	2	74
C	52	2	54
D	56	0	56
E	32	3	35
F	11	0	11
G	17	1	18
H	51	5	56
I	21	0	21
J	63	0	63
Total	**400**	**15**	**415**

Currently the parking lot of the Orchard 12 Plaza contains 400 standard parking spaces and 15 handicap parking spaces.

2.2 Proposed Parking Conditions

Table 2 summarizes the proposed parking spaces based on the site plan shown in **Figure 3**. The only parking areas that change are areas C and D, which would be reduced to accommodate the proposed Culvers. The total number of parking spaces would decrease from 415 spaces to 351 spaces to accommodate the proposed Culvers.

Table 2. Proposed Parking

Section	Standard Parking Spaces	Handicap Parking Spaces	Total Parking Spaces
A	25	2	26
B	72	2	74
C	10	2	12
D	16	0	16
Culver's	16	2	18
E	32	3	35
F	11	0	11
G	17	1	18
H	51	5	56
I	21	0	21
J	63	0	63
Total	**334**	**17**	**351**

2.3 Parking Requirements

The majority of the study site is zoned B-4, Planned Shopping Center. In accordance to Chapter 34 of Farmington Hills Zoning Ordinance, Section 5 – Site Standards, the parking requirement is one parking space for every 150 square-feet of usable floor area for the first 15,000 square-feet, and one space for each 175 square-feet for the next 15,001 to 100,000 square-feet. It is our understanding that the City applies different standards to developed planned shopping centers and determines parking requirements as if each business within the Orchard 12 Shopping Plaza is its own building with no option of shared parking.

Prior to determining the amount of parking that is shared within the site, the parking space requirement per the City's ordinance needs to be calculated for each space within the Plaza. To calculate the base parking requirements for Orchard 12 the following assumptions were made:

- Usable Floor Area – A previous parking study was utilized to determine the usable floor area for existing tenants. All vacant spaces were categorized as Planned Commercial or Shopping Center under the City Ordinance. Where there are vacancies, an estimate of 75% of the total square-footage was categorized as usable floor area.
- The Studio for Hair has 10 chairs and Ana Nails Salon has 7 chairs. The Studio's and Ana Nails' chair count was obtained from the company's website.
- Due to there not being a classification for massage studios, Aroma Massage was classified as a general service establishment.
- From a previous parking demand study prepared for the proposed Starbuck's drive-through site on April of 2013, the maximum demand for the site is 20 parking spaces. The parking demand was based on the *ITE Parking Generation, Fourth Edition (ITE, 2010)*.

Table 3 summarizes the number of parking spaces based on ordinance and the previous parking study.

The total base parking space requirement is 543 spaces without any shared use parking taken into consideration; this incorporates the total visitor and employee parking. With this estimate, the existing parking is 143 parking spaces short of the calculated requirement within the Orchard 12 Plaza. It is important to note that Orchard 12 is an existing development and the land uses that are in place now were used in the calculations.

Table 3. Base Parking Calculation

Tenant Name	Classification	Total Sq Ft	Usable Sq Ft	Indicator*	Total
Scrambler's	On Site Food/beverage consumption	3,300	2,497	Usable floor area – 1 spot per 85 sq ft	**29**
Bonchon	On Site Food/beverage consumption	3,629	2,722	Usable floor area – 1 spot per 85 sq ft	**32**
Jimmy John's	On Site Food/beverage consumption	1,486	1,000	Usable floor area – 1 spot per 85 sq ft	**12**
Bangkok Sala	On Site Food/beverage consumption	2,030	1,325	Usable floor area – 1 spot per 85 sq ft	**16**
Verizon	Retail Store	3,070	2,500	Usable floor area – 1 spot per 175 sq ft	**14**
Jet's Pizza	Drive-in, fast-food, carryout	1,700	500	Usable floor area – 1 spot per 30 sq ft	**17**
The Studio for Hair	Beauty Parlor or Barbershop	1,700	-	3 spaces for each of the first 2 chairs 1 1/2 spaces for each additional chair	**8**
Ara Nails Studio	Beauty Parlor or Barbershop	1,700	-	3 spaces for each of the first 2 chairs 1 1/2 spaces for each additional chair	**14**
Thrive Hot Yoga	Indoor Health Studio	3,400	-	Leasable Area – 1 spot per 120 sq ft	**28**
Vacant	Planned commercial or shopping center	1,700	1,275	1 per 150 sq ft up to 15,000 1 per 175 sq ft 15,001 to 100,000	**9**
Batteries Plus	Retail Store	1,700	1,500	Usable floor area – 1 spot per 175 sq ft	**9**
Capeira Jiu-Jitsu	Indoor Health Studio	4,300	-	Leasable Area – 1 spot per 120 sq ft	**36**
Watchband Plus	Retail Store	1,095	821	Usable floor area – 1 spot per 175 sq ft	**5**
Vacant	Planned commercial or shopping center	1,300	975	1 per 150 sq ft up to 15,000 1 per 175 sq ft 15,001 to 100,000	**7**
Pho Vinh	On Site Food/beverage consumption	3,400	2,500	Usable floor area – 1 spot per 85 sq ft	**29**

Tenant Name	Classification	Total Sq Ft	Usable Sq Ft	Indicator*	Total
Vacant	Planned commercial or shopping center	3,400	2,550	1 per 150 sq ft up to 15,000 1 per 175 sq ft 15,001 to 100,000	**17**
Vacant	Planned commercial or shopping center	3,400	2,550	1 per 150 sq ft up to 15,000 1 per 175 sq ft 15,001 to 100,000	**17**
Comicade	Retail Store	3,400	2,550	Usable floor area – 1 spot per 175 sq ft	**15**
Aroma Massage	Service establishment	3,400	2,550	Usable floor area– 1 spot per 175 sq ft	**15**
Blu Hookah Lounge	On Site Food/beverage consumption	2,858	2,144	Usable floor area – 1 spot per 85 sq ft	**25**
Kabuki	On Site Food/beverage consumption	3,305	2,478	Usable floor area – 1 spot per 85 sq ft	**29**
Craft Breww City	On Site Food/beverage consumption	8,307	6,230	Usable floor area – 1 spot per 85 sq ft	**73**
Einstein Bros Bagels	On Site Food/beverage consumption	2,300	1,610	Usable floor area – 1 spot per 85 sq ft	**19**
Happy's Pizza	Drive-in, fast-food, carryout	1,506	500	Usable floor area – 1 spot per 30 sq ft	**17**
Starbuck's Coffee	ITE Land Use Code 937	1,900		Total sq ft of coffee shop w/drive-thru	**20**
Proposed Culver's	ITE Land Use Code 934	4,125		Total sq ft of fast food w/drive-thru	**31**
Total					**543**

*Taken from the City of Farmington Hills Zoning Ordinance

2.4 Shared Parking

Due to the initially calculated base parking spaces being less than what is existing, a shared parking analysis is presented below. Within the Orchard 12 Plaza there are a mixture of tenants and a variety of operating hours. The businesses located within the Plaza have different parking patterns and can utilize the same parking spaces. In accordance with the Urban Land Institute's *Shared Parking Manual, Second Edition* shared parking is "the use of a parking space to serve two or more individual land uses without conflict or encroachment."

The ULI manual presents parking factors by time-of-day for each land use to aid in the determination of shared parking. Hours of operation and peak hours during the week and weekend were obtained by the business' website and interviewing the existing businesses within the Orchard 12 Plaza. **Table 4** displays the breakdown of these results. It is apparent from these results that the hours of operation are unique among the tenants. To calculate shared parking for the Orchard 12 Plaza the following assumptions were made:

- Operating hours where businesses did not follow typical convention were revised accordingly.
- Bikram Yoga does not currently hold classes between 11 a.m. to 4:30 p.m., the demand was reduced to employee parking only during 12 noon to 4:00 p.m. The number of employees at maximum is three, according to the owner.
- Verizon Wireless states that their peak periods are from 4:30 p.m. to 8:30 p.m., parking demand was reduced between 9 a.m. to 4 p.m. by 20% from original estimates during the weekday only. The number of employees at maximum is five, according to the owner.
- The Starbuck's percentage of parking utilization was calculated using the hourly customer breakdown provided by Starbucks owner

Table 4. Orchard 12 Existing Hours of Operation

Tenant Name	Hours of Operation		Peak Times	
	Weekday	Weekend	Weekday	Weekend
Scrambler's	6:30am – 3pm		7am-2pm	
Bonchon	Mon-Thurs: 11am – 9pm Fri: 11am – 10pm	Sat: 11am – 10pm Sun: 11am – 9pm	12pm – 6pm	4pm – 9pm
Jimmy John's	11am – 9pm		12pm – 1pm	
Bangkok Sala	11am – 9pm	Sat: 12:30pm – 9pm Sun: Closed	11am – 3pm 6pm – 8pm	
Verizon	9:30am – 8pm	12pm – 4pm	4:30pm – 8:30pm	12pm – 4pm
Jet's Pizza	Mon-Thurs: 11am – 10pm Fri: 11am – 11pm	Sat: 11am – 11pm Sun: 12pm – 10pm	12pm – 3pm 5pm – 9pm	
The Studio for Hair	Closed Monday Tues/Thurs: 12pm – 8pm Wed/Fri: 9am – 6pm	Sat: 9am – 5pm	11am – 5pm	
Ara Nails Studio	9:30am – 7pm	Sat: 9:30am – 7pm Sun: 11am – 5pm	2pm – 7pm	11am – 5pm
Thrive Hot Yoga	7am – 8pm	8am – 7pm	Typical Class Time 7am – 8:15am 10am – 11am 5pm – 6:30pm 7pm – 8pm	Typical Class Time 8am-9:30am 10am – 11am 11:30am – 12:30pm 4pm – 5:15pm 5:45pm – 6:45pm

Tenant Name	Hours of Operation		Peak Times	
	Weekday	Weekend	Weekday	Weekend
			No classes between 11am and 5pm	
Batteries Plus	8am – 7pm	Sat: 9am – 7pm Sun: 10am – 6pm	11am – 6pm	1pm – 4pm
Capeira Jiu-Jitsu	Mon: 9:30am – 10:30am, 5pm – 9:30pm Tues: 9am – 10:30am, 6pm – 8:30pm Wed: 5pm – 9:30pm Thurs: 9am – 10:30am, 7pm – 9pm Fri: 10am – 11am, 6pm – 7:30pm	Sat: 10:30am – 12:30pm Sun: Closed		
Watchband Plus	Mon/Thurs: Closed Tues/Fri: 10am – 2pm Wed: 10am – 4pm	Sat: 10am – 4pm Sun: Closed	10am – 2pm	
Pho Vinh	Mon: Closed Tues-Fri: 11am – 8pm	11am – 8pm		
Comicade	Mon: Closed Tues: 11am – 6pm Wed-Fri: 12pm – 7pm	Sat: 11am – 6pm Sun: 12pm – 5pm		
Aroma Massage	10am – 9pm			

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Tenant Name	Hours of Operation		Peak Times	
	Weekday	Weekend	Weekday	Weekend
Blu Hookah Lounge	11am – 11pm		5pm – 7pm	8pm – 11pm
Kabuki	11am – 10pm		11am – 2:30pm	
Craft Breww City	Mon-Thurs: 11am – 11pm Fri: 11am – 12am	Sat: 11am – 12am Sun: 11am – 11pm	5pm – 7pm	
Einstein Bros Bagels	5am – 6:15pm	Sat: 6am – 5:15pm Sun: 6am – 3:15pm	7am – 10am 12pm – 1:30pm	
Happy's Pizza	Mon/Tues: 10am – 11pm Wed-Fri: 10am – 12am	10am – 12am	11am – 2pm 5pm – 7pm	5pm – 9pm
Starbuck's Coffee	5am – 10pm	Sat: 5:30am – 10pm Sun: 6am – 9:30am	7:30am – 9:30am	
Proposed Culver's	10am – 10pm			

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Table 5. Weekday Shared Parking Estimate

Tenant Name	Classification	Base Spaces	Weekday																	
			6A	7A	8A	9A	10A	11A	12P	1P	2P	3P	4P	5P	6P	7P	8P	9P	10P	11P	12A
Scrambler's	Family Restaurant	29	7	29	29	29	29	29	29	29	29										
Bonchon	Fine/Casual Dining	32						13	32	32	32	32	32	32	32	32	32				
Jimmy John's	Fast Food Restaurant	12						10	12	12	11	7	7	7	10	9	6				
Bangkok Sala	Family Restaurant	16						16	16	16	16	16	7	12	16	16	16				
Verizon	Retail Typical	14				5	8	11	14	14	13	12	14	14	14	14	14				
Jet's Pizza	Fast Food Restaurant	17						14	17	17	17	17	9	10	14	14	9	5			
The Studio for Hair	Retail Typical	8				3	5	8	8	8	8	8	8	8							
Ara Nails Studio	Retail Typical	14				5	8	11	14	14	14	14	14	14	14						
Thrive Hot Yoga	Retail Typical	28		28	28	28	28							28	28	28					
Batteries Plus	Retail Typical	9			1	3	5	9	9	9	9	9	9	9	9	7					
Capeira Jiu-Jitsu	Retail Typical	36				36	36							36	36	36	36				
Watchband Plus	Retail Typical	5					5	5	5	5	5	4	4								
Pho Vinh	Fine/Casual Dining	29					4	12	22	22	19	12	15	22	28	29					
Comicade	Retail Typical	15							15	15	14	13	13	13	14						
Aroma Massage	Retail Typical	15				5	9	11	15	15	14	13	13	13	14	12	10				
Blu Hookah Lounge	Nightclub	25						5	5	5	5	5	7	25	25	25	25	25	25		
Kabuki	Fine/Casual Dining	29						29	29	29	29	12	15	22	28	29	29	29			
Craft Breww City	Family Restaurant	73						66	73	66	37	33	33	73	73	73	73	73	73		
Einstein Bros Bagels	Family Restaurant	19	5	19	19	19	19	17	19	19	10	9	9	14							
Happy's Pizza	Fast Food Restaurant	17					14	17	17	17	17	10	9	17	17	17	9	5	3	2	1
Starbuck's Coffee	Starbucks Data	20	14	20	20	20	18	16	12	12	12	10	8	8	6	2	2	0			
Vacant	Retail Typical	44	1	2	7	15	26	33	44	44	42	37	37	37	40	35	29	20	7	2	0
Proposed Culver's	Fast Food Restaurant	31					17	26	31	31	28	19	17	19	26	25	16	9			
		Total	**27**	**98**	**104**	**288**	**431**	**358**	**438**	**431**	**381**	**292**	**280**	**433**	**444**	**403**	**306**	**166**	**108**	**4**	**1**

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Table 6. Weekend Shared Parking Estimate

Tenant Name	Classification	Base Spaces	Weekend																	
			6A	7A	8A	9A	10A	11A	12P	1P	2P	3P	4P	5P	6P	7P	8P	9P	10P	11P	12A
Scrambler's	Family Restaurant	29	3	29	29	29	29	29	29	29	29										
Bonchon	Fine/Casual Dining	32						5	16	18	14	14	32	32	32	32	32	32			
Jimmy John's	Fast Food Restaurant	12						10	12	12	11	7	7	7	9	9	6				
Bangkok Sala	Family Restaurant	16							16	16	16	16	7	10	16	16	16				
Verizon	Retail Typical	14							14	14	14	14									
Jet's Pizza	Fast Food Restaurant	17						14	17	17	17	17	9	17	17	17	17	17	17		
The Studio for Hair	Retail Typical	8				4	6	8	8	8	8	8	8								
Ara Nails Studio	Retail Typical	14				7	10	14	14	14	14	14	14	14	11						
Thrive Hot Yoga	Retail Typical	28			28	28	28	28	28	28	3	3	28	28	28						
Batteries Plus	Retail Typical	9				5	6	8	9	9	9	9	9	7	7						
Capeira Jiu-Jitsu	Retail Typical	36					36	36	36												
Watchband Plus	Retail Typical	11					11	11	11	11	11	10									
Pho Vinh	Fine/Casual Dining	29						4	15	16	13	13	13	17	26	28					
Comicade	Retail Typical	15						14	14	15	15	14	14	12							
Aroma Massage	Retail Typical	15					11	14	14	15	15	14	14	12	11	11	10				
Blu Hookah Lounge	Nightclub	25						6	6	6	6	6	6	6	6	13	25	25	25		
Kabuki	Fine/Casual Dining	29						29	29	29	29	13	13	17	26	28	29	26			
Craft Breww City	Family Restaurant	73						66	73	62	47	29	33	73	73	73	73	73	73		
Einstein Bros Bagels	Family Restaurant	19	2	19	19	19	19	17	19	19	19	8	9								
Happy's Pizza	Fast Food Restaurant	17					9	14	17	17	15	10	9	17	17	17	17	17	3	2	1
Starbuck's Coffee	Starbucks Data	20	14	20	20	20	18	16	12	12	12	10	8	8	6	2	2	0			
Vacant	Retail Typical	44	1	2	13	22	31	40	42	44	44	42	40	35	33	31	29	22	13	4	0
Proposed Culver's	Fast Food Restaurant	31					17	26	31	31	28	19	17	19	26	25	16	9			
		Total	**20**	**70**	**109**	**134**	**231**	**409**	**482**	**442**	**389**	**290**	**290**	**331**	**344**	**302**	**272**	**221**	**131**	**6**	**1**

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Table 5 and Table 6 show the calculated estimate for the shared parking demand for the weekday and weekend, respectively. The shared parking estimate for the weekday peaked at 6:00PM, requiring 444 parking spaces. The weekend shared parking estimate peaked at 12:00PM and requires 482 parking spaces. Currently Orchard 12 has 400 standard parking spaces available for the plaza which is 82 spaces less than the estimated demand for the weekend peak.

2.5 Parking Occupancy

A parking occupancy study was conducted on Friday, August 15, 2025, from 5:00 p.m. to 7:00 p.m. and Saturday, August 16, 2025, from 12 noon to 2:00 p.m. The number of parked vehicles in each section shown in **Figure 4** were counted in 15-minute increments. These time periods were chosen based on the expected maximum parking estimates from **Table 5** for the weekday and **Table 6** for the weekend. These times were also confirmed with the City of Farmington Hills. **Table 7** summarizes the Friday counts and **Table 8** summarizes the Saturday counts. The highest parking occupancy occurred on Saturday between 12:30 p.m. to 1:00 p.m. **Figure 5** summarizes the percent occupancy for each section during that time period. The location of the proposed Culver's (parking areas C and D) had the lowest parking occupancy during all time periods with little to no vehicles parked. The area in front of Craft Breww City had the highest occupancy on Friday evening and the area in front of Scrambler's had high occupancy during Saturday. The number of handicapped spaces were highly used on Saturday and may need to be expanded. The total maximum parking occupancy for the entire site was 186 spaces, well below the total number of parking spaces for the site, which is 415 spaces. The proposed number of parking spaces with the Culver's would be 351 spaces.

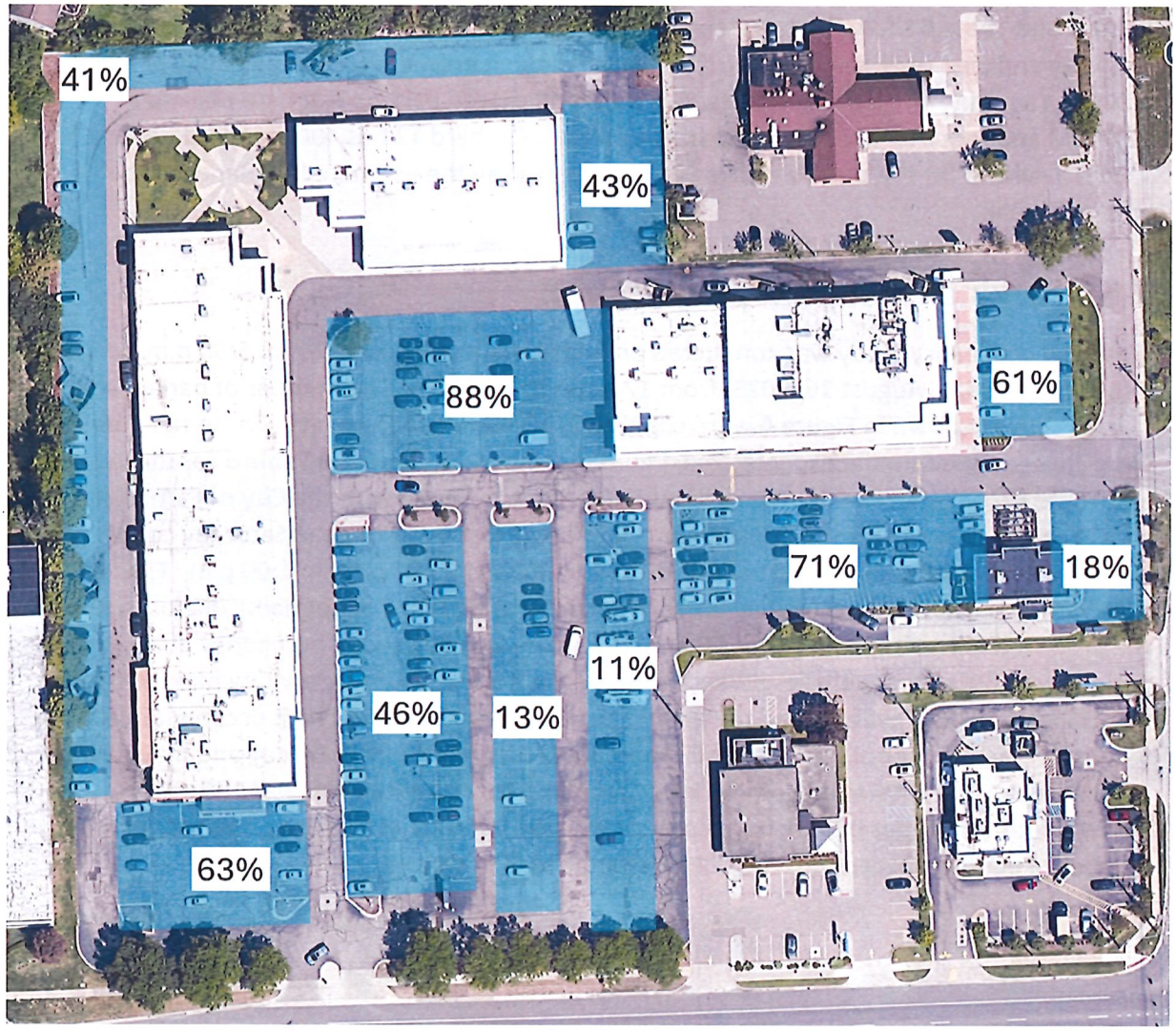


Figure 5. Maximum Parking Occupancy on Saturday

Table 7. Friday Parking Occupancy

Section	Existing*	5:00*	5:15*	5:30*	5:45*	6:00*	6:15*	6:30*	6:45*	Total Maximum**	Average**
A	25 / 2	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0%	0 / 0%
B	72 / 2	19 / 0	20 / 0	21 / 0	26 / 0	27 / 0	21 / 0	18 / 0	15 / 0	27 / 28%	21 / 35%
C	52 / 2	2 / 0	3 / 0	2 / 0	3 / 0	6 / 0	8 / 0	7 / 0	9 / 0	6 / 9%	5 / 11%
D	56 / 0	7 / 0	11 / 0	12 / 0	16 / 0	17 / 0	15 / 0	18 / 0	15 / 0	17 / 25%	14 / 30%
E	32 / 3	26 / 1	29 / 1	28 / 1	27 / 1	26 / 1	26 / 1	29 / 2	30 / 1	27 / 83%	29 / 77%
F	11 / 0	2 / 0	1 / 0	1 / 0	1 / 0	1 / 0	1 / 0	2 / 0	2 / 0	1 / 18%	2 / 9%
G	17 / 1	5 / 0	7 / 0	4 / 0	3 / 0	5 / 0	7 / 0	6 / 0	11 / 0	5 / 33%	6 / 28%
H	51 / 5	30 / 1	34 / 1	35 / 2	34 / 2	34 / 2	29 / 3	28 / 3	27 / 3	36 / 61%	34 / 64%
I	21 / 0	14 / 0	15 / 0	14 / 0	14 / 0	15 / 0	14 / 0	13 / 0	13 / 0	15 / 67%	14 / 71%
J	63 / 0	18 / 0	18 / 0	18 / 0	17 / 0	17 / 0	16 / 0	16 / 0	15 / 0	17 / 27%	17 / 27%
Total	**400 / 15**	**123 / 2**	**138 / 2**	**135 / 3**	**141 / 3**	**148 / 3**	**137 / 4**	**137 / 5**	**137 / 4**	**151 / 34%**	**142 / 36%**

** General Parking / Handicap Parking **Total Parking Spaces Occupied / Percentage Occupied*

Table 8. Saturday Parking Occupancy

Section	Existing*	12:00*	12:15*	12:30*	12:45*	1:00*	1:15*	1:30*	1:45*	Total Maximum**	Average**
A	25 / 2	18 / 2	17 / 2	15 / 2	15 / 2	19 / 1	14 / 0	15 / 0	12 / 0	17 / 63%	17 / 63%
B	72 / 2	29 / 1	25 / 2	32 / 2	30 / 2	30 / 0	25 / 0	33 / 0	30 / 0	34 / 46%	31 / 42%
C	52 / 2	7 / 0	7 / 0	7 / 0	7 / 0	6 / 0	6 / 0	6 / 0	4 / 0	7 / 13%	7 / 13%
D	56 / 0	4 / 0	7 / 0	6 / 0	9 / 0	8 / 0	9 / 0	16 / 0	15 / 0	6 / 11%	10 / 18%
E	32 / 3	18 / 0	20 / 0	25 / 0	20 / 0	22 / 0	26 / 0	29 / 0	22 / 0	25 / 71%	23 / 66%
F	11 / 0	3 / 0	2 / 0	2 / 0	1 / 0	1 / 0	1 / 0	0 / 0	0 / 0	2 / 18%	2 /18%
G	17 / 1	13 / 1	8 / 0	10 / 1	7 / 0	7 / 0	4 / 0	5 / 0	4 / 0	11 / 61%	8 / 44%
H	51 / 5	40 / 1	43 / 3	46 / 3	35 / 2	35 / 2	32 / 2	36 / 2	34 / 1	49 / 88%	40 / 71%
I	21 / 0	9 / 0	8 / 0	9 / 0	9 / 0	9 / 0	9 / 0	9 / 0	8 / 0	9 / 43%	9 / 43%
J	63 / 0	26 / 0	26 / 0	26 / 0	24 / 0	24 / 0	21 / 0	21 / 0	22 / 0	26 / 41%	24 / 38%
Total	**400 / 15**	167 / 5	163 / 7	178 / 8	157 / 6	161 / 3	147 / 2	170 / 2	151 / 1	**186 / 45%**	**171 / 41%**

** General Parking / Handicap Parking **Total Parking Spaces Occupied / Percentage Occupied*

3. Driveway Operations Analysis

The purpose of this section is to summarize the existing and build conditions, including the safety and operational conditions of the three existing Orchard 12 driveways. Due to the operating hours of the proposed Culvers Restaurant the PM peak hour was evaluated. The three driveways are illustrated in **Figure 6** and are defined as:

1. Orchard 12 Driveway & 12 Mile Road
2. Southern Orchard 12 Driveway & Orchard Lake Road
3. Northern Orchard 12 Driveway & Orchard Lake Road

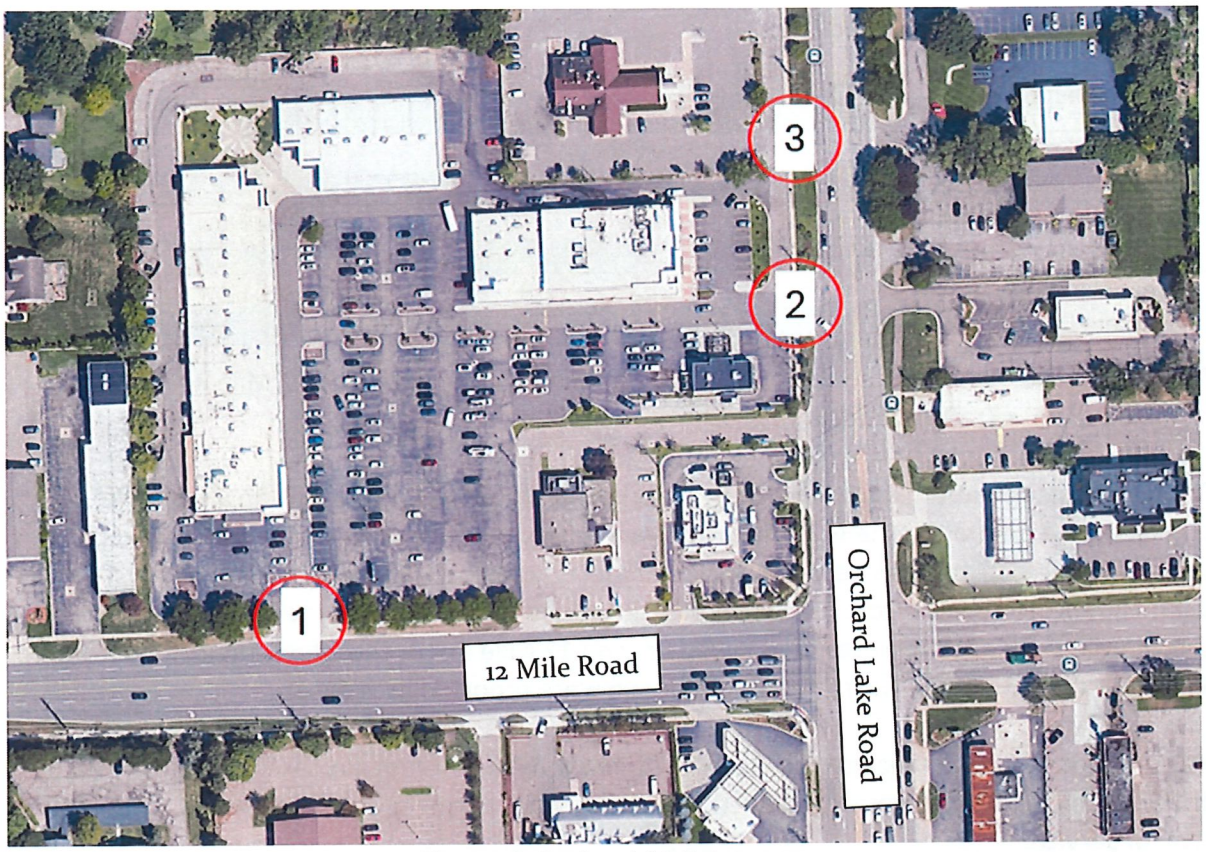


Figure 6. Orchard 12 Driveways

3.1 Existing Condition Driveway Analysis

Driveway turning movement counts were collected on Wednesday May 14, 2025. The peak hour of each driveway was evaluated and analyzed in the study. **Table 9** summarizes the PM peak hour of the driveways.

Table 9. Driveway Count Summary

Driveway	PM Peak Hour
12 Mile Rd Driveway	4:30 PM – 5:30 PM
Southern Driveway	4:15 PM – 5:15 PM
Northern Driveway	4:00 PM – 5:00 PM

Figure 7 summarizes the PM peak hour volumes for the three study driveways. **Appendix A** contains the turning movement volumes for the driveways. The peak hour volumes were implemented into Synchro12 that models the existing conditions. **Table 10**, below summarize the driveway operations.

Table 10. Existing PM LOS Conditions

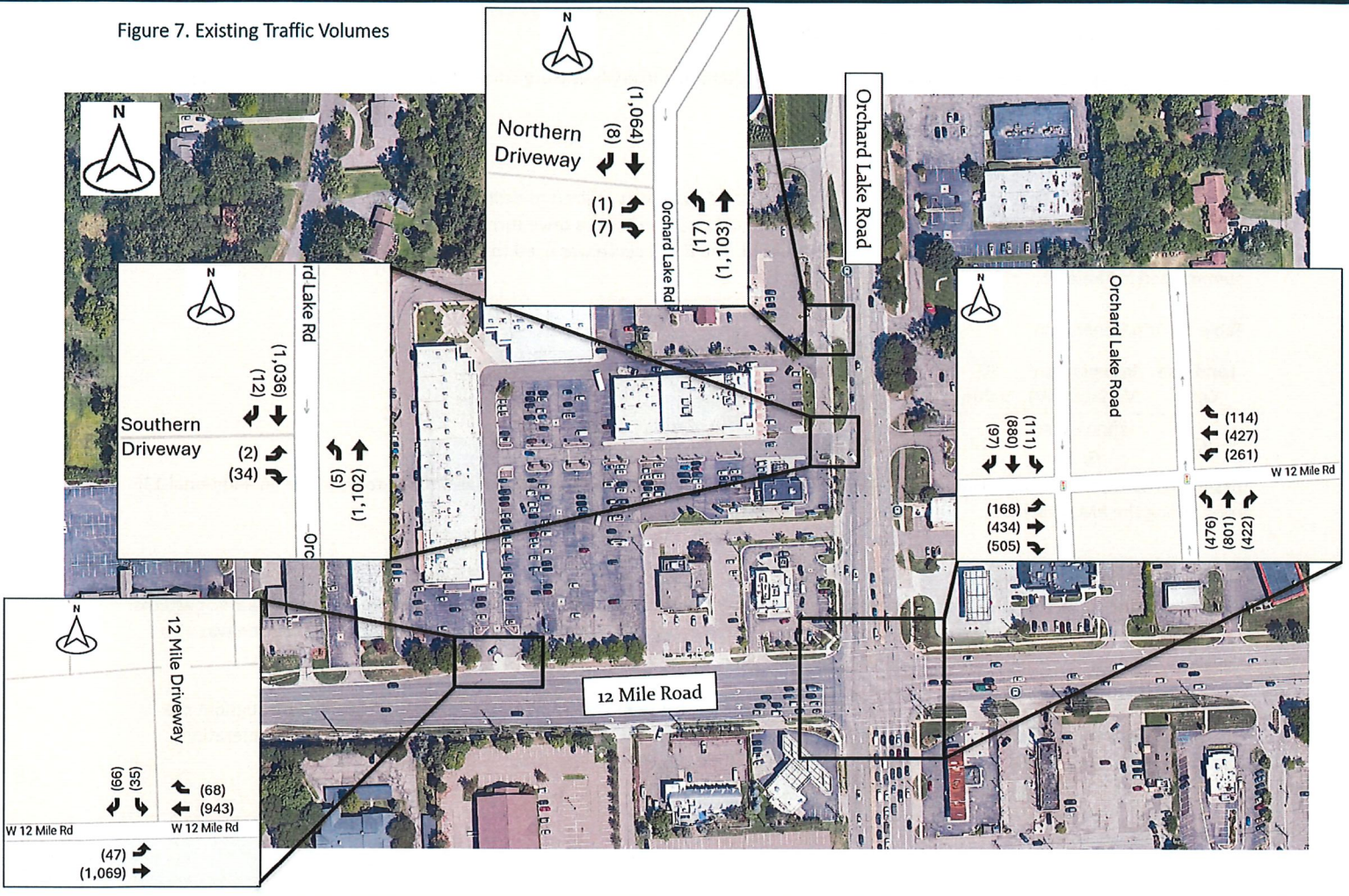
Intersection	Eastbound			Westbound			Northbound			Southbound		Int*
	L	T	R	L	T	R	L	T	R	L*	R*	
12 Mile Road & Orchard12 Driveway	B			Free Flow			N/A			D	A	D
		B									D	
Orchard Lake Road & Northern Driveway	B			N/A			B			Free Flow		B
		B						B				
Orchard Lake Road & Southern Driveway	B			N/A			B			Free Flow		B
		B						B				

*The level of service reported for the southbound driveway approach to 12 Mile Road was based on the SimTraffic12 model results.

During field observation, large gaps were observed in the westbound traffic flow from the signalized intersection to the site driveway intersection. Vehicles on the driveway approach were able to complete their respective turning movements utilizing the gaps and without significant delay. Results from the Synchro12 showed lower LOS due to the model's lack of consideration for gaps in westbound traffic flow on 12 Mile Road. Therefore, the results from SimTraffic12 better align with field condition and were reported in Table 10.

HCM 7th was utilized to analyze the stop-controlled driveways off of Orchard Lake Road. The driveway operational analysis concluded that the driveways currently operate at an acceptable level of service.

Figure 7. Existing Traffic Volumes



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3.2 Build Condition Driveway Analysis

Based on the proposed site plan, a trip generation, trip distribution and analysis were conducted to evaluate how the existing driveways will operate under Build Condition.

3.2.1 Trip Generation

The Institute of Traffic Engineer's *Trip Generation Manual 11th Edition* was utilized to estimate the trips that would be generated. The proposed site consists of 4,125 square-feet of a fast-food restaurant with a drive through. ITE land use code (LUC) 934 – Fast-Food Restaurant with a Drive-Through Window was utilized. The fitted curve was used to estimate the generated trips and are summarized in **Table 11.**

Table 11. Trip Generation

Land Use Code	Independent Variable (IV)	IV Value	PM Peak Hour		
			In	Out	Total
934	1000 sq. Ft GFA	4.13	71	65	136

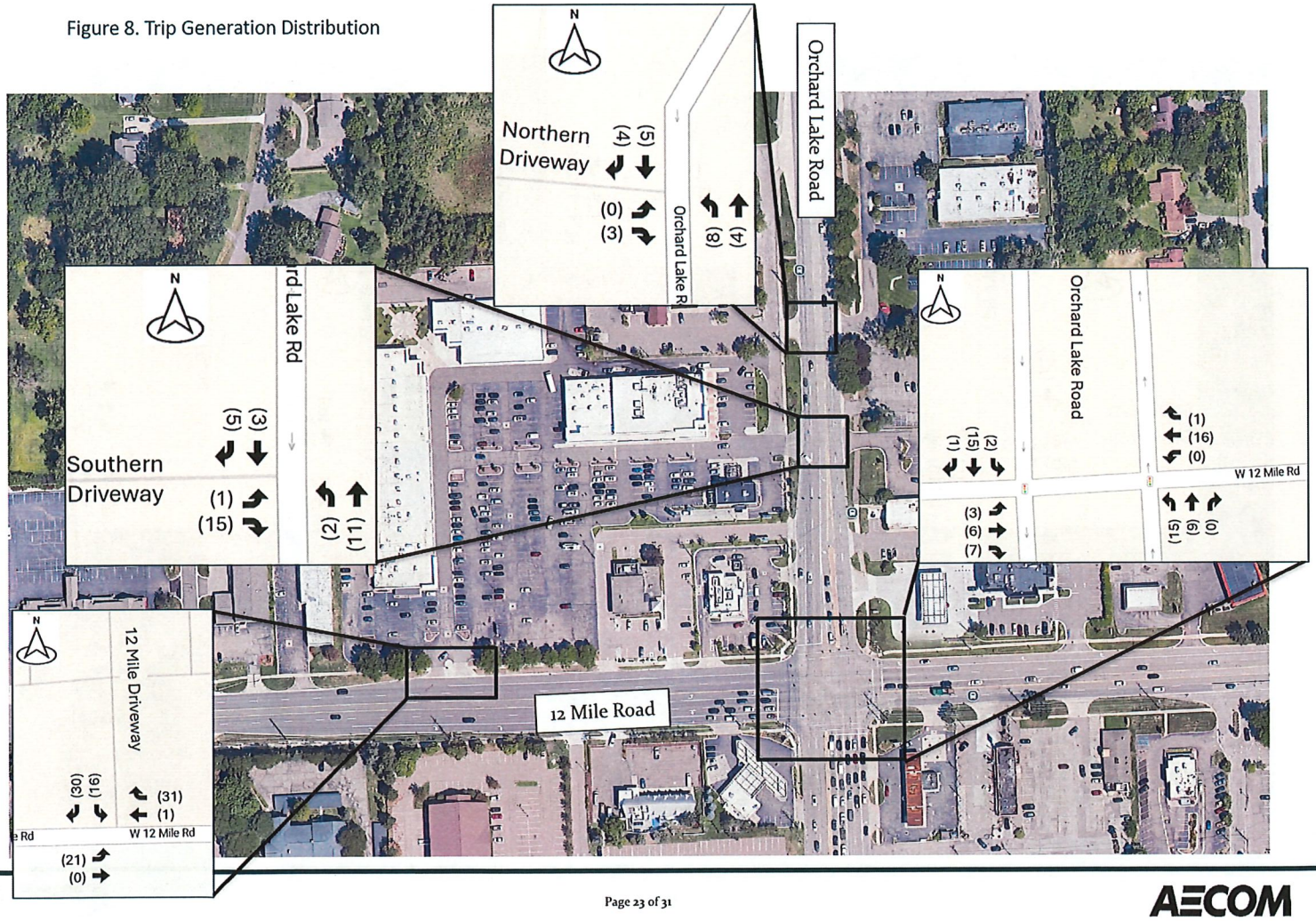
Based on the *Trip Generation Manual 11th Edition*, the proposed development expansion is estimated to generate an additional 136 trips during the PM peak hour.

3.2.2 Trip Distribution

To properly distribute the estimated trips throughout the roadway network, a trip distribution based on the existing traffic patterns entering and exiting the site were referenced. The 12 Mile Road and Orchard Lake Road turning movement distribution was also considered when distributing the trips exiting the plaza.

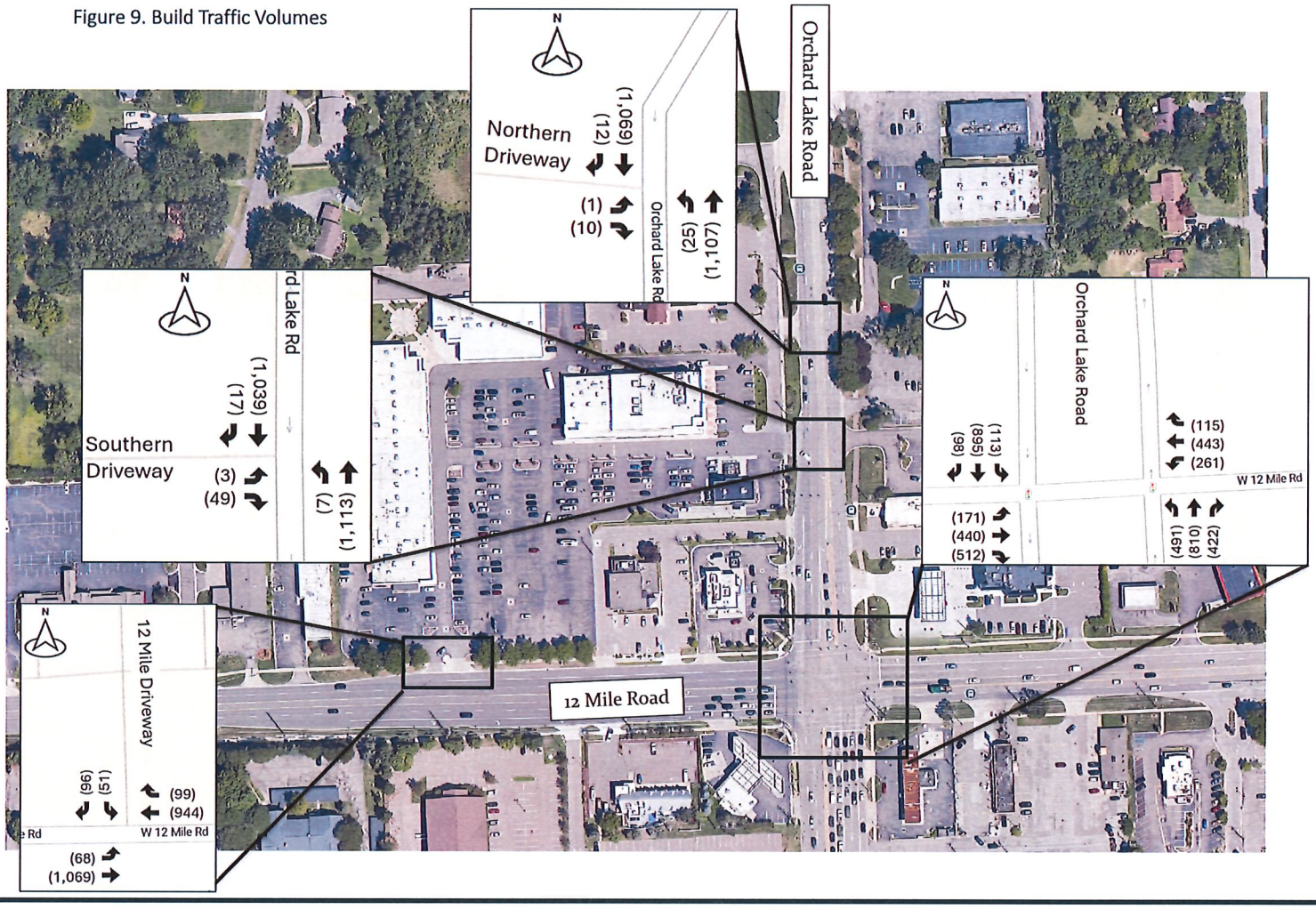
Based on the aforementioned trip distribution and engineering judgement, the generated trips were distributed throughout the network. **Figure 9** below summarizes the trip generation distribution. The sum of the existing volumes and the trip generation estimated trips result in the build traffic volumes. **Figure 10** summarizes the total build traffic volumes.

Figure 8. Trip Generation Distribution



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Figure 9. Build Traffic Volumes



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3.2.3 Build Condition Operational Analysis

The future build year traffic volumes were inputted into Synchro 12 utilizing the existing geometry. **Tables 12** summarize the Build PM peak hour levels of service, respectively. These are based on the Synchro12 Reports which can be found in **Appendix D**.

Table 12. Build PM Peak Hour Levels of Service

Intersection	Eastbound			Westbound			Northbound			Southbound		Int*	Δ from Ex
	L	T	R	L	T	R	L	T	R	L*	R*		
12 Mile Road & Orchard12 Driveway	B			Free Flow			N/A			E	A	E	D→E
		B											
Orchard Lake Road & Northern Driveway	B			N/A			B			Free Flow		B	B→B
		B						B					
Orchard Lake Road & Southern Driveway	B			N/A			B			Free Flow		B	B→B
		B						B					

*Similar to the existing condition analysis, the level of service conclusion for the southbound approach at the intersection of 12 Mile Road and Orchard12 Driveway was based on the SimTraffic12 results.

Based on SimTraffic model results, the southbound left movement is expected to experience an additional 4 seconds of delay per vehicle and the southbound right turn movement is expected to experience an additional 1.3 seconds of delay per vehicle. The overall intersection LOS is expected to change from LOS D to E.

Based on the build conditions, the Orchard Lake driveways are estimated to operate at the same level of service as the existing conditions. The 12 Mile Road driveway is estimated to experience less than 10 seconds of additional delay due to the generated traffic. The proposed development is estimated to have a minimal impact on the Orchard 12 Plaza driveways.

3.3 Queue Analysis

On-site observations on queuing conditions were conducted to validate the SimTraffic model. The maximum on-site queues are summarized in **Table 13**; the length of the queues were determined based on the average car length of 20 feet. Data was collected for the three Orchard 12 plaza driveway intersections, as well as eastbound 12 Mile Road approaching Orchard Lake Road and southbound Orchard Lake Road approaching 12 Mile Road.

3.3.1 Queue Observation

On-Site Queue- Inside Driveways

The internal intersections surrounding the site drives did not cause a queueing issue within the Orchard 12 Plaza. During the observation, drivers were seen to leave gaps and treat the internal intersections as an all-way stop and continuing through the movement when the lane is clear.

On the driveway approach to 12 Mile Road, a maximum of three (3) vehicles were observed waiting to exit the site. The Orchard Lake Road driveways were observed to have a maximum of 4 vehicles, occurring at the southern driveway. No vehicle queue was observed at the northern driveway for exiting onto Orchard Lake Road.

Eastbound Queue on 12 Mile Road approaching Orchard Lake Road

The eastbound queue on 12 Mile Road approaching Orchard Lake Road had variations in the afternoon peak hour. Maximum queue lengths were measured at the beginning of green signal indication for eastbound 12 Mile Road. A total of 26 signal cycles were observed, and in seventh (7) of the 26 signal cycles, or approximately 27% of the observed signal cycles, the eastbound queue in the through lanes reached or slightly past the site driveway intersections. At around 4:15 PM, the maximum queue was observed with 30 vehicles in one of the eastbound through lane. The eastbound queue on 12 Mile Road dissipated to an extend clear of the site driveway intersection before 4:30 PM. The eastbound queue extended into the site driveway intersection at two other times within the peak hour, at around 4:50 PM and around 5:20 PM.

The queue of left-turn vehicles was contained within the marked left-turn storage lane and did not extend to the site driveway intersection. Traffic entering the site by making a eastbound left turn movement from the two-way-left-turn-lane (TWLTL) were not blocked by vehicle queue from the signalized intersection. A maximum of three (3) vehicles were queued in the TWLTL waiting for westbound platoon to clear before completing their turn into the Plaza.

For vehicles exiting the site, making left turn onto 12 Mile Road, drivers occasionally turned into the TWLTL and waited for gaps before merging into eastbound through lanes. This occurred when the queue on eastbound 12 Mile Road extended to the location of the driveway. During other times when the eastbound queue did not extend to the driveway location, exiting vehicles turned directly into the eastbound through lanes.

Southbound Queue on Orchard Lake Road approaching 12 Mile Road

The southbound left turn queue did not exceed the existing storage length present at the intersection of 12 Mile Road and Orchard Lake Road at any time throughout the PM peak hour.

Based on the observation, most of the cycles allowed the southbound through queue to fully pass through the intersection without having to queue up again. Out of the 26 observed cycles, 20 cycles blocked the southern driveway, and 17 cycles blocked the northern driveway. The longest queue that was observed was approximately 840 feet (42 observed cars) from the through lane stop bar at the signal. When vehicle queue extended past the driveway intersections, drivers typically left gaps at the driveway to allow left-turning vehicles to enter the site or exiting right-turn vehicles to join the queue. Based on on-site observations, the left-turning vehicles exiting the site onto Orchard Lake Road turned directly into northbound through lanes.

Northbound Queue between South Site Drive and 12 Mile Road

The northbound queue at the southern drive was observed due to concerns of the left turn vehicles potentially queueing up the traffic to the signal. There was a maximum of two vehicles waiting for a gap in the southbound traffic flow to complete the turning movement. There was not significant queuing on this movement. It was observed that when a vehicle was making a left turn into the plaza, drivers headed southbound made gaps to allow the vehicle to complete the turning movement. If there was not a gap available, drivers turning into the plaza utilized the northern driveway via the TWLTL.

3.3.2 Queue Modeling – Existing Condition

Existing condition traffic model was established using SimTraffic12 and validated with observed queue lengths. **Tables 13** displays the 95th percentile queue under the existing PM peak hour conditions.

Table 13. Existing PM Peak Hour Queue

Intersection	Eastbound Queue (ft)				Westbound Queue (ft)				Northbound Queue (ft)					Southbound Queue (ft)			
12 Mile Road & Orchard Lake Road	L	T	TR	R	L	L	T	TR	L	L	T	T	R	L*	T	T	R
	228	322	304	252	196	254	265	330	284	250	362	301	130	169	339	359	315
12 Mile Road & Orchard12 Driveway	L	T	T		T		TR		N/A					L		R	
	51	15	11		-		-							64		57	
Orchard Lake Road & Northern Driveway	LR				N/A				L	T	T			T		TR	
	30								36	-	-			239		184	
Orchard Lake Road & Southern Driveway	LR				N/A				L	T	T			T		TR	
	50								22	-	-			155		141	

*The SimTraffic simulation was observed, and it was noted the southbound left turn movement at the intersection of 12 Mile Road and Orchard Lake Road was not accurately represented in the queue report. The peak hour run of the simulation was recorded and a maximum of eight (8) vehicles were queued up in the left turn lane. The average queue was more reflective of the observed on-site queueing condition, so the average queue length was utilized for the movement. Within the SimTraffic software the average queue length graphic was shown and can be found in the figure to the right.



3.3.3 Queue Modeling – Build Condition

SimTraffic12 was utilized to simulate the build conditions. The model utilized the same parameters as the existing analysis but with the build condition volumes. **Tables 14 displays** the 95th percentile queue under the build PM peak hour conditions.

Table 14. Build PM Peak Hour Queue

Intersection	Eastbound Queue (ft)				Westbound Queue (ft)				Northbound Queue (ft)					Southbound Queue (ft)			
12 Mile Road & Orchard Lake Road	**L**	**T**	**TR**	**R**	**L**	**L**	**T**	**TR**	**L**	**L**	**T**	**T**	**R**	**L***	**T**	**T**	**R**
	280	339	312	257	193	236	304	318	276	249	341	294	135	179	333	350	309
Δ from Ex	+52	+17	+8	+5	-3	-18	+39	-12	-8	-1	-21	-7	+5	+10	-6	-9	-6
12 Mile Road & Orchard12 Driveway	**L**	**T**	**T**		**T**		**TR**		**N/A**					**L**		**R**	
	67	22	6		-		-							89		74	
Δ from Ex	+16	+7	-5		-		-							+25		+17	
Orchard Lake Road & Northern Driveway	**LR**				**N/A**				**L**	**T**	**T**			**T**		**TR**	
	43								41	-	-			310		259	
Δ from Ex	+13								+5	-	-			+71		+75	
Orchard Lake Road & Southern Driveway	**LR**				**N/A**				**L**	**T**	**T**			**T**		**TR**	
	62								22	-	-			155		146	
Δ from Ex	+12								-					-		+5	

*To remain consistent among the queue analysis, the average queue length of the southbound left turn movement was utilized at the intersection of 12 Mile Road and Orchard Lake Road. The peak hour run of the simulation was analyzed and a maximum of nine (9) vehicles were queued up in the left turn lane as observed. Within the SimTraffic software the average queue length graphic was shown and can be found in the figure to the right.



As shown in Table 14, the queue analysis indicated that additional trips generated by the proposed development can be expected to slightly increase vehicle queue at site driveways approaching 12 Mile Road and Orchard Lake Road. At the intersection of site driveway and 12 Mile Road, approximately one (1) additional vehicle in each lane can be expected to be waiting for exiting the site. The total vehicle queue on the driveway approach will be approximately four (4) vehicles in the longest queue. For the 16 site-generated vehicles making left-turn out of the driveway, it is expected that approximately 27% or four (4) vehicles will first turn into the TWLTL and then merge into the eastbound through lanes.

On the Orchard Lake Road side of the plaza, the northern driveway is expected to experience one (1) additional vehicle waiting to exit the site. The southern driveway is expected to experience one (1) additional vehicle to exit the site.

The eastbound 12 Mile Road approach to Orchard Lake is expected to experience an average of approximately one (1) additional vehicle in the left, through and shared through/right turn lanes. It is expected that the queue with additional vehicles will not consistently block the site driveway intersections.

On the southbound Orchard Lake Road approach to 12 Mile Road, queuing conditions are expected to be similar to that of existing condition and slight growth of queue lengths can be expected at the southbound Orchard Lake Road approach at the northern driveway intersection. For the segments of southbound Orchard Lake Road between 12 Mile Road and the southern driveway intersection, and between the southern driveway intersection and northern driveway intersection, these segments are expected to be filled with vehicle queue in the build condition, same as the existing condition. The additional southbound Orchard Lake Road vehicle queue at the northern driveway intersection is expected to be between three (3) and four (4) vehicles in each of the southbound through lanes. Vehicle queue growth in the southbound left turn lane at the traffic signal is expected to grow by less than one (1) vehicle and stay contained in the left-turn storage area.

It is expected that drivers will continue to leave sufficient gap at the site driveway intersections at Orchard Lake Road and allow both relatively small amounts of entering and exiting traffic to complete their turning movements.

4. Crash Analysis

The purpose of this section is to analyze the crashes that have occurred at the three driveways within the past five years (2020-2024). Crash data was obtained from the Transportation Improvement Association's TCAT tool. A radius of 100 feet was utilized to analyze the crashes at the driveways.

4.1 12 Mile Road and Orchard 12 Driveway

The Orchard 12 Driveway located off 12 Mile Road experienced 7 crashes within the study period. A breakdown of crash occurrence by crash type and severity is shown below in **Table 15**.

Table 15. 12 Mile Road & Orchard 12 Driveway Crashes

Crash Type	K	A	B	C	O	Total
Angle					2	2
Sideswipe - Same					2	2
Rear-End					2	2
Other					1	1

"K" = Fatal Injury, "A" =Suspected Serious Injury, "B" = Suspected Minor Injury, "C" = Possible Injury, "O" = No Apparent Injury

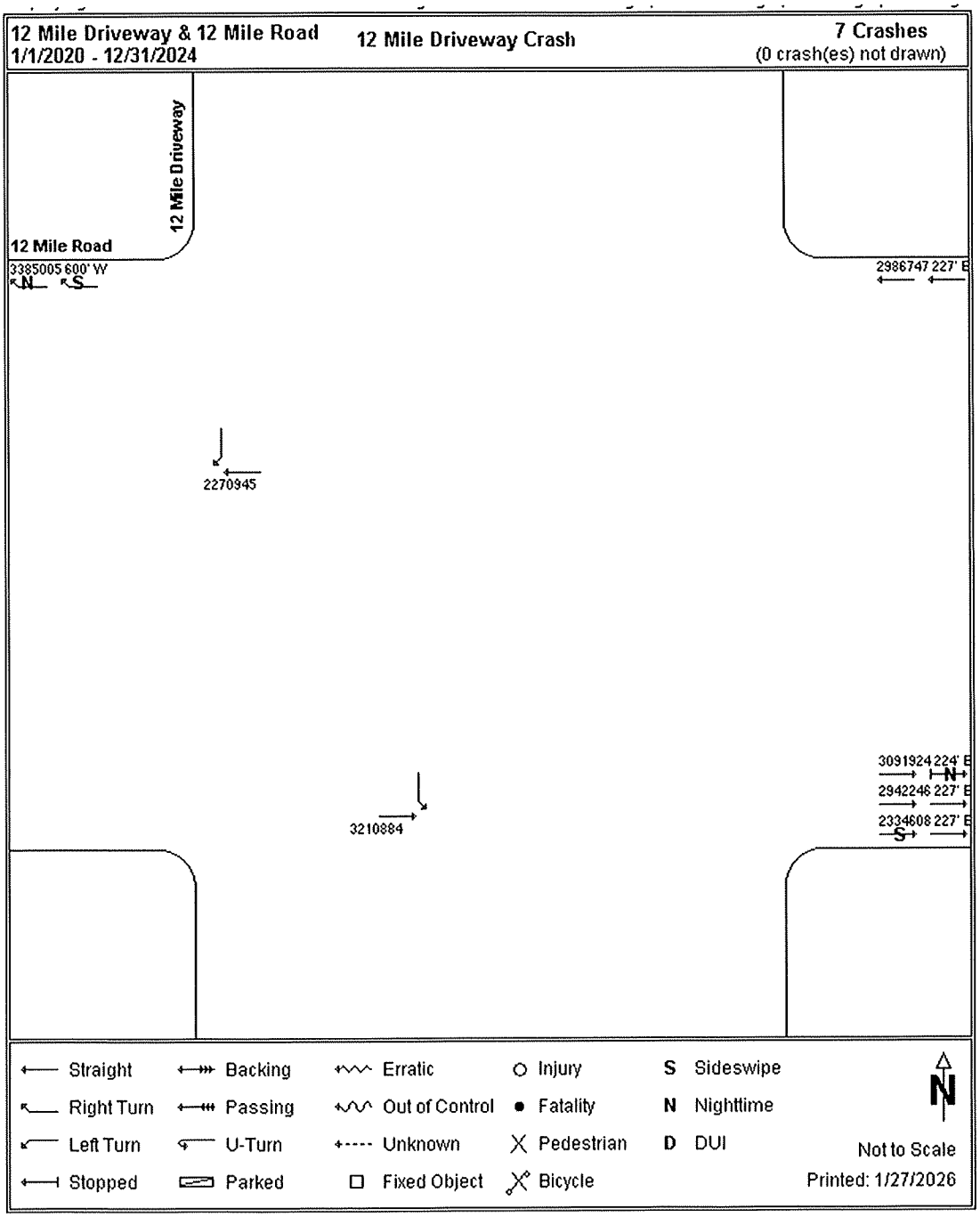
The crash analysis for this driveway suggests the following:

- Angle Crashes (29%, 2 crashes):
  - No significant correctable crash pattern was observed.
  - One crash caused by a southbound left turn exiting Orchard 12 and an eastbound travelling vehicle.
  - One crash caused by a southbound right turn exiting Orchard 12 and a westbound travelling vehicle.
- Sideswipe Same Crashes (29%, 2 crashes):
  - No significant correctable crash pattern was observed.
  - One crash occurred when one southbound right turning vehicle failed to yield to another right turning vehicle occupying the correct turn lane.
  - One crash occurred when on eastbound vehicle attempted to switch lanes and hit another eastbound travelling vehicle.
- Rear-End Crashes (29%, 2 crashes):
  - No significant correctable crash pattern was observed.
  - One crash occurred when one eastbound vehicle stopped in the middle lane to turn left into the plaza and another vehicle attempting to turn into the plaza collided with the vehicle.

  - One crash occurred when an eastbound vehicle heard sirens in the area and stopped suddenly and another eastbound vehicle collided into the first vehicle.

- Other Crash (13%, 1 crash):
  - No significant correctable crash pattern was observed.
  - The crash occurred when one vehicle was in the median turning into the shopping plaza, but realized they were attempting to enter the exit and moved forward. Another vehicle collided with the first vehicle trying to enter the same plaza.

Figure 10. Orchard 12 Driveway Crash Diagram



4.2 Southern Orchard 12 Driveway and Orchard Lake Road

The southern Orchard 12 Driveway located off Orchard Lake Road experienced 11 crashes within the study period. A breakdown of crash occurrence by crash type and severity is shown below in **Table 16**.

Table 16. Orchard Lake Road & Southern Driveway Crashes

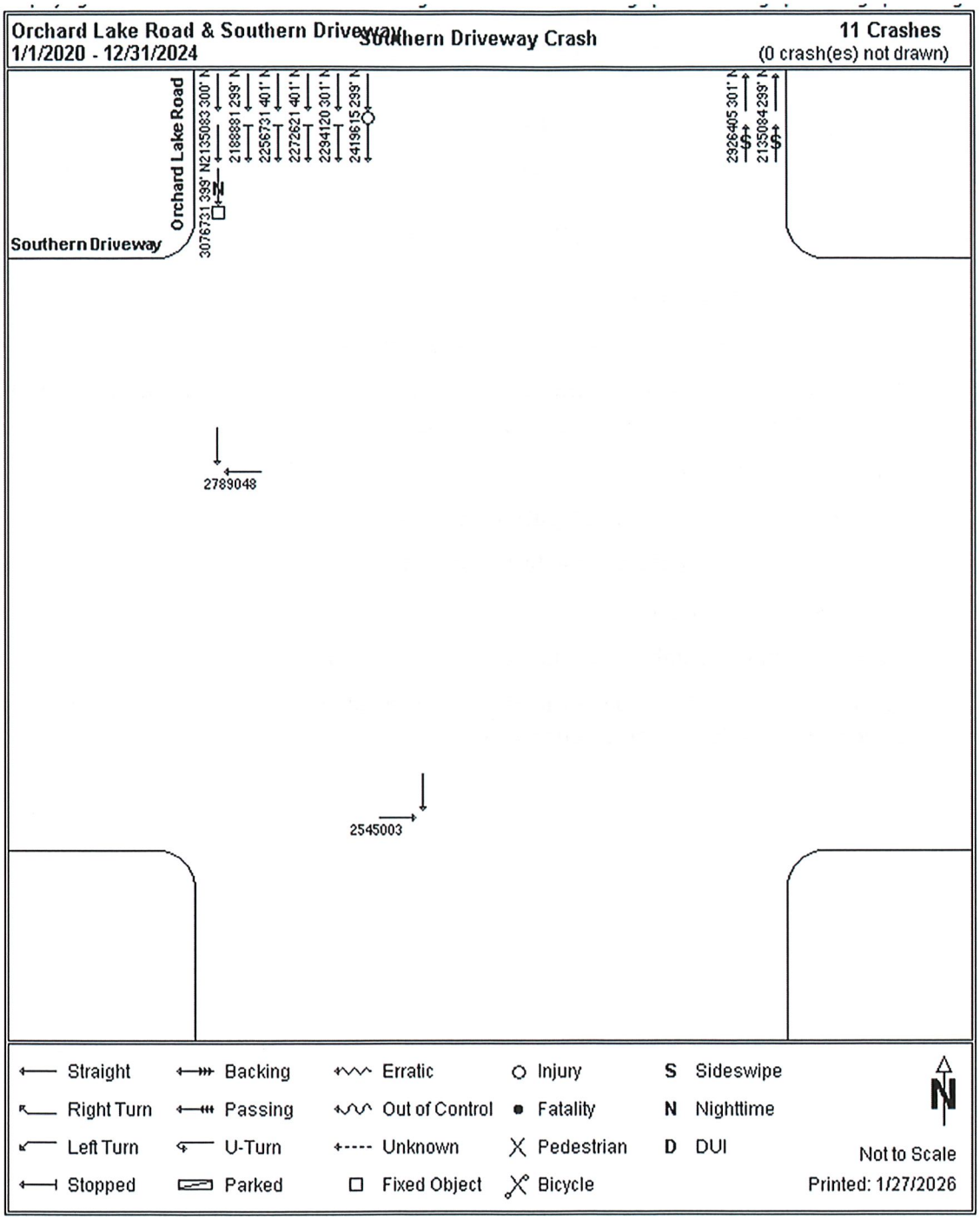
Crash Type	K	A	B	C	O	Total
Single					1	1
Angle					2	2
Rear-End				1	5	6
Sideswipe Same					2	2

"K" = Fatal Injury, "A" =Suspected Serious Injury, "B" = Suspected Minor Injury, "C" = Possible Injury, "O" = No Apparent Injury

The crash analysis for this driveway suggests the following:

- Rear-End Crashes (55%, 6 crashes):
  - All crashes occurred travelling southbound on Orchard Lake Road, and were due to vehicle attempting to switch lanes or were unable to stop.
  - All crashes caused by southbound vehicles unable to stop to a vehicle stopped on the road ahead of them.
- Single Crashes (9%, 1 crash):
  - No significant correctable crash pattern was observed.
  - The crash occurred when an animal was located on the roadway.
- Angle Crashes (18%, 2 crashes):
  - No significant correctable crash pattern was observed.
  - One crash occurred due to one vehicle turning left out of the Starbucks driveway and struck a southbound moving vehicle.
  - One crash occurred due to a vehicle in the median attempting to switch lanes into the through lane and struck the car ahead of them.
- Sideswipe Same (18%, 2 crashes):
  - Both crashes occurred due to a northbound travelling vehicle attempting to switch lanes and striking another northbound travelling vehicle.

Figure 11. Southern Driveway Crash Diagram



4.3 Northern Orchard 12 Driveway and Orchard Lake Road

The northern Orchard 12 Driveway located off Orchard Lake Road experienced 3 crashes within the study period. A breakdown of crash occurrence by crash type and severity is shown below in **Table 17**.

Table 17. Orchard Lake Road & Northern Driveway Crashes

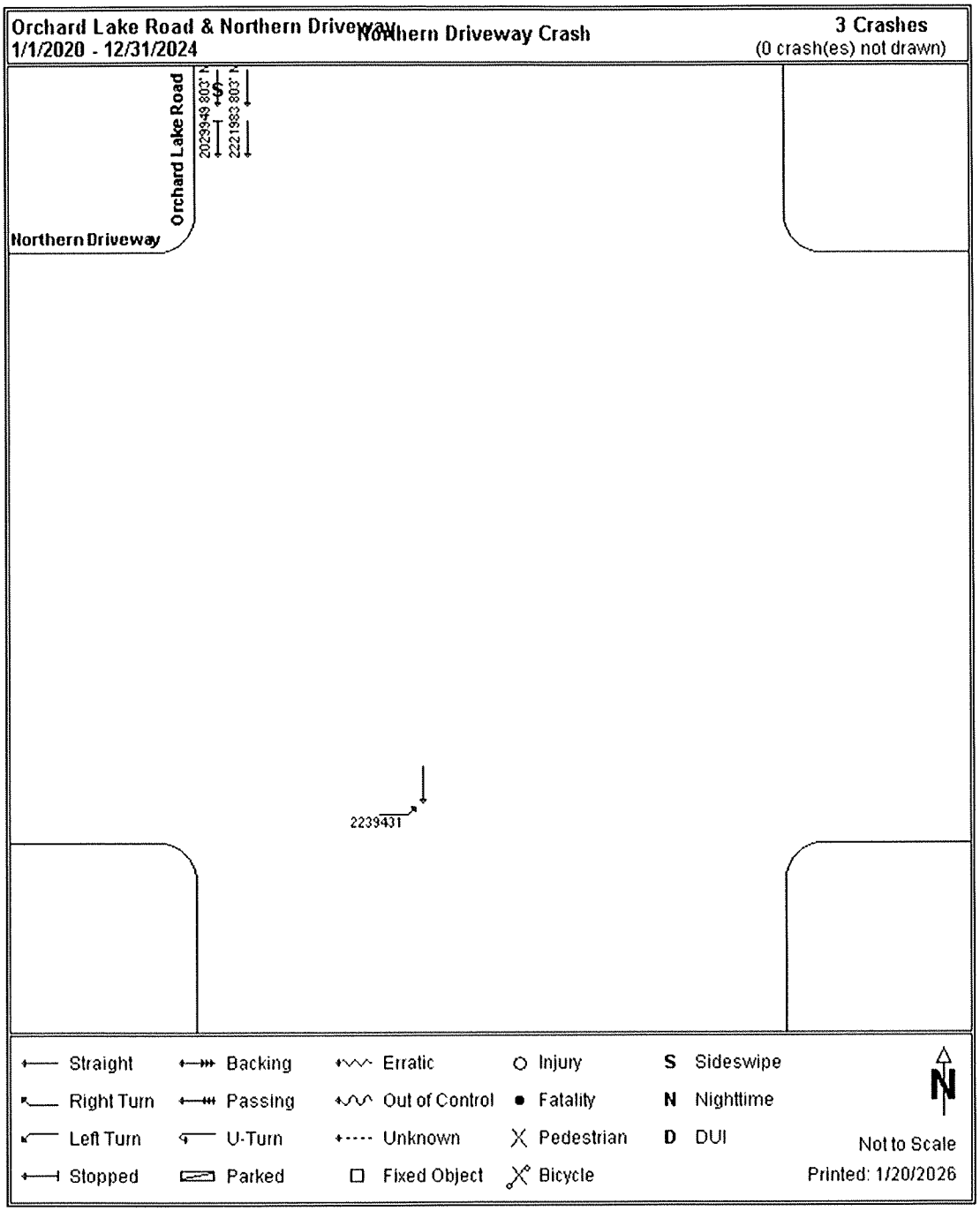
Crash Type	K	A	B	C	O	Total
Sideswipe – Same					1	1
Rear-End					1	1
Angle					1	1

"K" = Fatal Injury, "A" =Suspected Serious Injury, "B" = Suspected Minor Injury, "C" = Possible Injury, "O" = No Apparent Injury

The crash analysis for this driveway suggests the following:

- Sideswipe – Same (33%, 1 crash):
  - No significant correctable crash pattern was observed.
  - The crash was caused by a southbound vehicle unable to stop for a vehicle stopped in traffic and swerved to attempt to miss the vehicle.
- Rear-End Crashes (33%, 1 crash):
  - No significant correctable crash pattern was observed.
  - Crash caused by a southbound vehicle unable to stop to a vehicle stopped on the road.
- Angle Crashes (33%, 1 crash):
  - No significant correctable crash pattern was observed.
  - The crash occurred when a vehicle attempted to make a left turn out of the Orchard 12 driveway, and struck a southbound vehicle.

Figure 12. Northern Driveway Crash Diagram



5. Turn Lane Analysis

A right turn lane analysis was conducted for the Orchard 12 driveways utilizing the Road Commission of Oakland County's (RCOC) standards. An analysis was conducted on the existing conditions and the build conditions to determine if t a right turn lane or taper is warranted. The average daily traffic (ADT) was obtained from Southeast Michigan Council of Governments (SEMCOG) traffic count data system.

Figure 13. Existing Condition Right Turn Lane or Taper Warrant

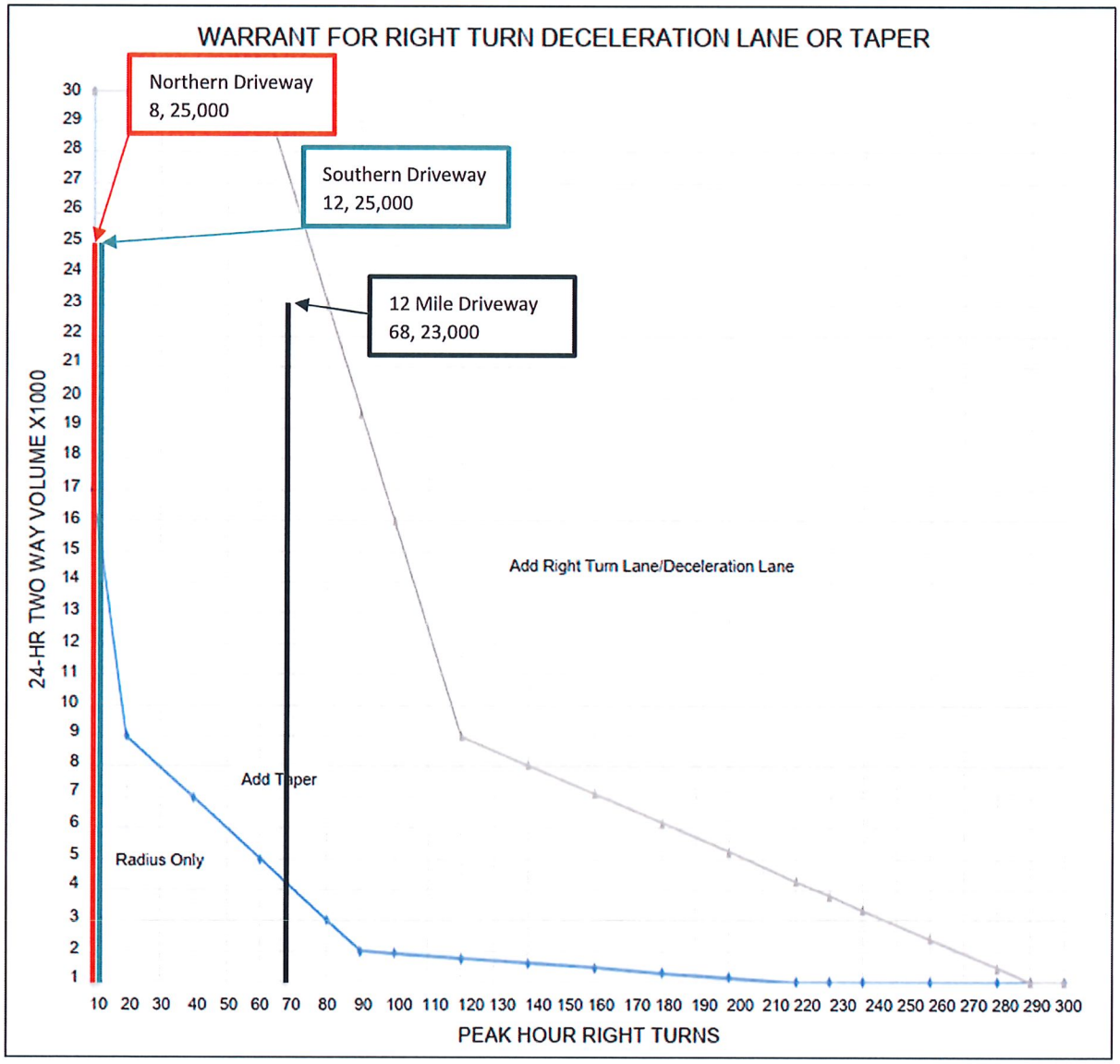
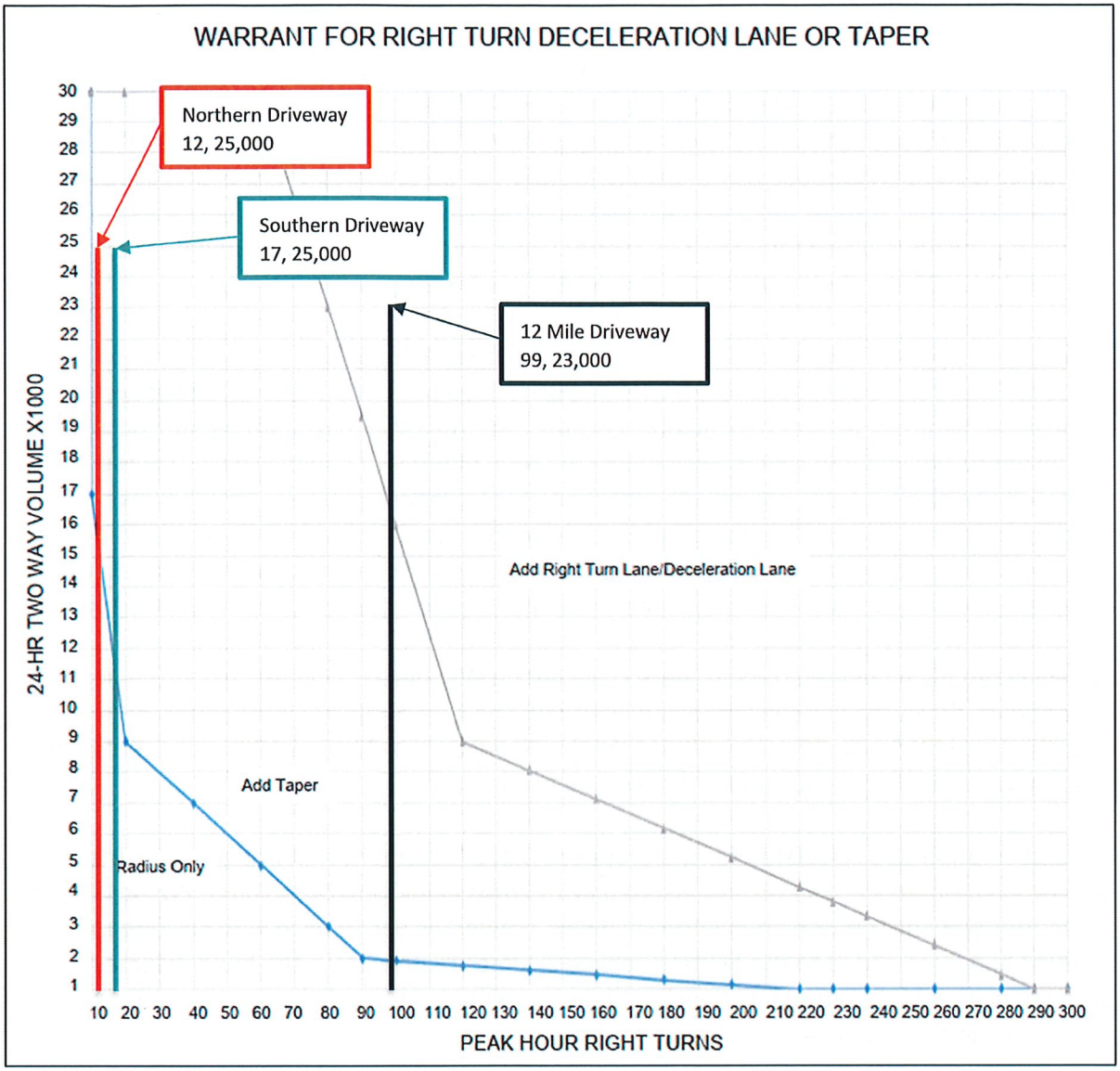


Figure 14. Build Condition Right Turn or Taper Warrant



Based on the right turn lane or taper analysis, the northern and the southern driveway located off Orchard Lake Road meet the warrant for a right-turn taper under both existing and build conditions. Under existing condition, the observed peak hour right turn entering volumes are twelve (12) and eight (8) vehicles per hour for the southern and northern driveways, respectively. Under build condition, these entering volumes are expected to grow to seventeen (17) and twelve (12) vehicles per hour. In the turn lane and taper analysis, both existing and projected right turn volumes are on the lower end of the chart.

For the driveway off 12 Mile Road, right turn lane or taper analysis indicates that a right turn taper is warranted for existing condition and a right turn lane is warranted for build condition. There was a recent project at the intersection of 12 Mile Road and Orchard Lake Road that added a second left-turn lane on the westbound 12 Mile Road approach to Orchard Lake Road. As part of the modification, the previous right-turn lane along westbound 12 Mile Road was repurposed to be a through lane.

6. Summary and Recommendations

This report presents the results of the shared parking study and driveway operations analysis for the proposed Culver's restaurant in the Orchard 12 Plaza, located in Farmington Hills. The base parking requirement for the site in accordance with the City of Farmington Hills Zoning Ordinance is 543 parking spaces without the inclusion of the shared parking analysis. Based on the shared parking analysis the weekday peak hour would require 444 parking spaces, and the weekend peak hour would require 482 parking spaces. The current parking inventory of Orchard 12 is 400 standard parking spaces and 15 Handicapped parking spaces.

A parking occupancy study was conducted on Friday, August 15, 2025, from 5:00 p.m. to 7:00 p.m. and Saturday, August 16, 2025, from 12 noon to 2:00 p.m. The highest parking occupancy occurred on Saturday between 12:30 p.m. to 1:00 p.m. The total maximum parking occupancy for the entire site was 186 spaces, well below the total number of parking spaces for the proposed site plan with 351 spaces. The location of the proposed Culver's had the lowest parking occupancy during all time periods with little to no vehicles parked. It is expected that the proposed Culver's may need a maximum of 31 spaces, which adding those spaces to those occupied would still be well below that maximum parking occupancy found during the study.

Driveway turning movement counts were collected on Wednesday May 14, 2025. The peak hour of each driveway was evaluated and analyzed. The existing driveway volumes were implemented into Sychro12 and analyzed. All the driveways for Orchard 12 were operating at an acceptable level of service under the existing conditions.

A trip generation was calculated for the proposed Culver's restaurant utilizing the ITE *Trip Generation Manual 11th Edition* and resulted in 136 trips being generated in the PM peak hour. These trips were distributed among the roadways network in accordance with existing traffic patterns and were added to the existing vehicle volumes to determine the build volumes. The build volumes were inputted into Synchro12 and resulted in all the driveways operating at acceptable levels of service.

An operational analysis on the Orchard12 driveways were analyzed under build conditions and they are estimated to operate at the same level of service as the existing conditions. The 12 Mile Road driveway is estimated to experience less than 10 seconds of additional delay due to the generated traffic. The proposed development is estimated to have a minimal impact on the Orchard 12 Plaza driveways.

The queue analysis indicated that additional trips generated by the proposed development can be expected to slightly increase vehicle queue at site driveways approaching 12 Mile Road and Orchard Lake Road. At the intersection of site driveway and 12 Mile Road, approximately one (1) additional vehicle in each lane can be expected to be waiting for exiting the site. The total vehicle queue on the driveway approach will be approximately four (4) vehicles in the longest queue. For the 16 site-generated vehicles making left-turn out of the driveway, it is expected that approximately 27% or four (4) vehicles will first turn into the TWLTL and then merge into the eastbound through lanes. On the Orchard Lake Road side of the plaza, the northern

driveway is expected to experience one (1) additional vehicle waiting to exit the site. The southern driveway is expected to experience one (1) additional vehicle to exit the site.

The eastbound 12 Mile Road approach to Orchard Lake is expected to experience an average of approximately one (1) additional vehicle in the left, through and shared through/right turn lanes. It is expected that the queue with additional vehicles will not consistently block the site driveway intersections. On the southbound Orchard Lake Road approach to 12 Mile Road, queuing conditions are expected to be similar to that of existing condition and slight growth of queue lengths can be expected at the southbound Orchard Lake Road approach at the northern driveway intersection. For the segments of southbound Orchard Lake Road between 12 Mile Road and the southern driveway intersection, and between the southern driveway intersection and northern driveway intersection, these segments are expected to be filled with vehicle queue in the build condition, same as the existing condition. The additional southbound Orchard Lake Road vehicle queue at the northern driveway intersection is expected to be between three (3) and four (4) vehicles in each of the southbound through lanes. Vehicle queue growth in the southbound left turn lane at the traffic signal is expected to grow by less than one (1) vehicle and stay contained in the left-turn storage area.

The crash analysis resulted in no K (fatal) or A (incapacitating injury) crashes occurred at the study intersections in the past 5 years. Based on the queue analysis and the analyzed crash history, the additional traffic generated from the proposed development can be safely accommodated at this location. At the driveway intersection at 12 Mile Road, the number of exiting vehicles making left-turn movement can be expected to grow by approximately 16 vehicles in the peak hour. It is expected based on queueing conditions that approximately four (4) of these vehicles may first turn into the TWLTL and then merge into eastbound lanes. For the past five (5) years, there was one (1) property damage only crash involving a driveway left-turn vehicle and an eastbound through vehicle. Crash exposure can be expected to slightly increase with the addition of vehicular traffic generated from the site. There is no evidence of expected significant increase in this crash pattern.

The turn lane analysis at the northern and southern driveway off Orchard Lake Road resulted in a right-turn taper under both existing and build conditions meeting the warrant. For the driveway off 12 Mile Road, the right turn lane or taper analysis indicated that a right turn taper is warranted for existing condition and a right turn lane is warranted for build condition.

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.

APPROVED 03/09/2026

MINUTES
CITY OF FARMINGTON HILLS
CITY COUNCIL MEETING
CITY HALL – COUNCIL CHAMBER
FEBRUARY 23, 2026 – 7:30 PM

The regular session of the Farmington Hills City Council was called to order by Mayor Rich at 7:37PM.

Councilmembers Present: Aldred, Boleware, Dwyer, Knol, Rich and Starkman

Councilmembers Absent: Bridges

Others Present: Acting City Manager Mondora, City Clerk Lindahl; Directors Brockway, Kettler-Schmult, Rushlow and Skrobola; City Attorney Saarala

PLEDGE OF ALLEGIANCE

The pledge of allegiance was led by Cub Scout Pack 362 from Farmington Steam Academy.

APPROVAL OF REGULAR SESSION MEETING AGENDA

MOTION by Knol, support by Boleware, to approve the agenda as published.

MOTION CARRIED 6-0.

ANNOUNCEMENTS/PRESENTATIONS FROM CITY BOARDS, COMMISSIONS AND PUBLIC OFFICIALS

Presentation of the Historic District Commission 2025 Annual Report. CMR 2-26-21

Ken Klemmer, Chair, Historic District Commission, presented the Historic District Commission 2025 Annual Report to City Council. The HDC oversees approximately 75 historic districts in the City. Mr. Klemmer highlighted HDC activities and goals, including cemetery monument restoration at Utley and West Cemeteries, community outreach activities, and certificates of appropriateness granted for various historically accurate maintenance, modifications, and repairs.

Councilmember Knol, as City Council Liaison to the Historic District Commission, thanked the Historic District Commission and highlighted Commission contributions and preservation efforts relative to the Spicer House and the Nehemiah Hoyt House; and HDC partnerships with the DPW, Boy Scouts, and community volunteers to preserve cemeteries.

Commission on Aging Field Trip to Rochester Hills OPC Social and Activity Center

Dan Fantore, Chair, Farmington Area Commission on Aging, reported in detail on a visit with Councilmember Starkman and Friends of Costick members Lori Darrell and Sue Homan to the Rochester Hills OPC Social & Activity Center, a well-maintained 2-story facility built in 2003.

CORRESPONDENCE

An email was received from former City Council member Matt Strickfaden regarding a FOIA request.

CONSENT AGENDA

MOTION by Dwyer, support by Starkman, to approve the consent agenda as published.

Roll Call Vote:

Yeas: ALDRED, BOLEWARE, DWYER, KNOL, RICH AND STARKMAN
Nays: NONE
Absent: BRIDGES
Abstentions: NONE

MOTION CARRIED 6-0.

CONSENT AGENDA ITEMS FOR DISCUSSION

There were no consent agenda items for discussion.

COUNCILMEMBERS' COMMENTS AND ANNOUNCEMENTS

Councilmember Knol announced that the Beautification Commission would host the annual Carol Posby Litter Walk on the last Saturday in April. Interested community members should contact the Community Development Office at 248-871-2545.

Mayor Rich wished Farmington Hills resident A. C. McDaniel a happy 100th birthday.

Mayor Rich noted that the State of the Cities address will be held on March 6 at 7:00 p.m. at Farmington High School. She wished observants a Happy Lunar New Year, and recognized Ramadan, and shared that Councilmembers had the opportunity to attend Iftar dinners at the Dawoodi Bohra mosque and the Tawheed Center.

CITY MANAGER UPDATE

The City will be hosting a hiring event on March 10 and March 16 at The Hawk at 5:00 pm. Multiple departments are hiring both part-time and full-time positions.

UNFINISHED BUSINESS

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

Director of Planning and Community Development Kettler-Schmult introduced this request to add a drive-through restaurant to the existing Orchard 12 Plaza. City Council held a public hearing and postponed the request on January 12, 2026.

Director Kettler-Schmult referenced the November 12, 2025 Giffels Webster review which had been the basis for the public hearing held before City Council, and noted changes had been made since. Outstanding issues included:

- Access easements for the shared parking lot still needed to be addressed, including access to the dumpsters.
- Staff determined that there is enough space to meet off-street parking requirements per the Zoning Ordinance. A more detailed parking plan will be required.
- The lighting plan needs to be updated to comply with current shielding standards, particularly along the rear parking area.

Director Kettler-Schmult reviewed the following requests for ordinance deviation, which had not changed since the January meeting:

- Permit a drive-in restaurant where the use is not permitted in the B-4 Zoning District.

- Permit a drive-in restaurant to be located in a stand-alone building where such use is not permitted in the B-4 Zoning District.
- Permit a front yard setback of 44.7' where 120' is required.
- Permit a vehicular access drive to be located within 60' of the road right-of-way of any intersecting street.
- Permit vehicle stacking spaces, order confirmation, and menu boards to be located in a front yard where such lanes and structures are prohibited.

Director Kettler-Schmult said that the applicant had submitted traffic study information and the most recent revision was received by staff on February 19. A detailed response by engineering staff had not yet been completed.

Allen Eizember, Nowak & Fraus Engineers, was present as well as owner Derrick Sesi and Traffic Engineer Luke Liu, AECOM.

Mr. Eizember highlighted the following changes to the proposed plan:
- A parking island was added around the entrance monument sign.
- Directional signs would direct traffic to go around the site to enter the drive-through queue.
- Left turn exits from the Culver site would be prohibited.

Mr. Eizember referenced a letter from Culver's that outlined franchise requirements and a letter of intent from the Orchard 12 Plaza management company stating that plaza tenant employees would be required to park in the back, and lighting would be updated if the request was approved.

Mr. Eizember provided an updated plan showing compliance with current standards. Existing wall packs on the back of the building would be updated to LED light fixtures and light poles would be added on the western property line for light and safety.

The proposed plan would add 65 parking spaces in the back area compared to 64 parking spaces removed as part of the development plan. Mr. Eizember referenced images that showed traffic at other Culver locations with 25-30 parked cars at the locations. The plan provided 17 or 18 parking spaces on the subject site, and only six or seven of the shared parking spaces in the adjacent parking lot would be necessary.

In response to questions from Councilmember Dwyer, Mr. Liu explained that an occupancy study was performed during both weekday and weekend peak times, and based on the data collected, the proposed design provided enough parking for the existing and proposed business uses.

City Engineer Saksewski confirmed that the study was based on real-time traffic counts, and that there was excess parking based on the actual parking lot counts that were provided.

Councilmember Dwyer said his concerns had been addressed, and he would support the proposal.

In response to questions from Council, Mr. Eizember and City Engineer Saksewski described the proposed traffic circulation and the queueing movement. The traffic would be forced to go north and come back around to join the queue.

Council discussed with the applicant various options for directing the traffic flow.

Councilmember Aldred observed that the rear parking area was already used and while the applicant was adding lighting no new spaces were being created. Mr. Sesi responded that the parking behind the buildings was underutilized. Requiring plaza employees to park in the rear parking area would create parking spaces for customers in the front.

Mr. Sesi stated that he has been working with the City to address traffic flow concerns. He explained that Culvers' tandem drive-through configurations are designed to move vehicles quickly and efficiently and, in his experience, do not result in backups. Mr. Sesi added that he is committed to operating in a manner that contributes positively to the Farmington Hills community.

Councilmember Knol said that she had visited the site, and remained concerned about the entrance on 12 Mile Rd. The existing monument sign was not in a good location and bollards around the sign made it dangerous. She acknowledged that the monument sign and end caps were plaza owner issues, and suggested the applicant work with the plaza owner. She noted that not only would cars be driving in from the south, but cars would also be entering the parking lot from the north and driving south. She also pointed out how difficult it is to enforce the rule that employees must park in the back.

Mr. Sesi said that the requirement for employees to park in the back would be reinforced and that businesses had backdoor entrances that made that parking convenient for employees. He said he was open to working with the plaza owner regarding the location of the monument sign, but he could not speak for the plaza owner.

Mr. Eizember acknowledged that the existing monument sign bollards were a hazard and said that the proposed plan added an island around the sign.

Mayor Pro Tem Boleware thanked the Engineering Department for their efforts regarding this project. She raised concerns about cars stacking and turning at the 12 Mile Rd entrance and noted that a turn lane into the plaza had been previously removed. She expressed concerns about left turns at the exit even if there is a No Left Turn sign. She noted that the vision for the 12 Mile Rd corridor included a focus on green space, and raised concern about allowing the menu boards to be closer to 12 Mile Rd.

Mr. Eizember said that landscaping would hide the menu boards from view. The applicants understood the importance of maintaining curb appeal. Mr. Sesi said that renderings of the landscaping could be provided.

Director Kettler-Schmult said that the proposed plan met the requirements of the zoning ordinance after additional striping was completed. The parking calculation was based on a 75% occupancy of the total space. She observed that the site may be busier than a standard shopping plaza.

Councilmember Starkman expressed concern that parts of the plan had not yet been finalized.

Mr. Sesi explained that the location was limited by Culver's franchise location rules, and that Culver's had stopped granting any new franchises in Michigan. He said they had approached every available option in the area allowed by Culver's and that the proposed site was the only available option. He shared his commitment to the site and noted his financial and time investment.

In response to north/south traffic flow concerns, Mr. Eizember clarified the one-way traffic flow and added that the applicant was open to making changes based on feedback from City staff.

Mayor Rich asked the applicant to address the length of time to leave the shopping plaza as shown in the traffic report.

Mr. Liu explained that the traffic report had been updated based on feedback from City staff with more accurate modeling than the previous report. The modeling was updated based on field observations that the exit aisle on 12 Mile Rd was 21 feet wide and wide enough for a left hand turn lane and a right hand turn lane and that there was a metering effect from the traffic signal at 12 Mile and Orchard Lake Rds that created large gaps in the westbound traffic flow. Mr. Liu said that the plan would increase the left turn delay onto 12 Mile Rd by about four seconds per vehicle and the right turn delay by just over one second.

City Engineer Saksewski noted that City staff had received a response to their previous review of the traffic study on Thursday night, with improvements based on field observations. Engineering had not yet had time to go through that response, but it appeared the improvements were significant and more accurate relative to the information gathered.

After discussion, the applicant agreed that they would be ready to submit the requested information for the April City Council meeting.

Public comment
Randall Carron, Scramblers, raised concerns that the proposal would eliminate half of Scramblers' parking spaces. He said that all the plaza employees already park in the rear parking area. He pointed out that a traffic light would help traffic flow, but in any event, the planned parking as shown on the plans would not work.

Motion

MOTION by Dwyer, 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 February 12, 2026, submitted by Ronald J. Sesi, to the City Council meeting to be held on April 13, 2026.

MOTION CARRIED 6-0.

NEW BUSINESS

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.

MOTION by Knol, support by Aldred, that the City Council of Farmington Hills hereby approves a temporary monthly salary increase of $3,000 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

Proposed Culvers Restaurant

12 Mile and Orchard Lake Road

Farmington Hills, MI

The Culver’s Commitment

- Total Development Cost: $3 Million
- Investment to Date: $250,000
- Taxable Value: $700,000
    - Based on Clawson Site (re-assessed this year)

Other Site Options

- Comerica Bank
  - No plans to move/sell property
  - Waiting for merger completion
- Middlebelt and 12 Mile
  - Was offered for $2.5 Million
  - Original Sheetz proposal
  - Contacted availability and pricing
    - Sheetz Real Estate – no response
    - Developer – SilkenGold – no response
    - Owner of Record – no response

Changes Since Last City Council Meeting

- Parking Islands
  - New Culver's Traffic directed to North
    - Separates stacking from parking
    - Avoids crossover traffic maneuvers
- First-Person Video of On-Site Maneuvering
- Culver's Site Renderings

Site Plan



Culver's Operations

- Peak Hours: 12pm -1 pm and 6pm – 8pm
- Indoor Dining (55%) – Drive-thru (45%)
- Stacking spaces
  - 5 behind ordering station (per ordinance)
  - 2 spaces at pay window
  - 6 "post-payment" spaces
- Average "Dwell Time" for Double Drive-Thru
  - 30 seconds from ordering to cash out



Site Photos – 3/7/2026 – 10:30am



Site Photos – 3/7/2026 – 10:30am



Site Photos – 3/7/2026 – 10:30am



Site Photos – 3/7/2026 – 10:30am



Site Photos – 3/7/2026 – 12:30pm



Site Photos – 3/7/2026 – 12:30pm



Site Photos – 3/7/2026 – 12:30pm



Site Photos – 3/7/2026 – 12:30pm



Site Photos – 3/7/2026 – 6:00pm



Site Photos – 3/7/2026 – 6:00pm



Site Photos – 3/7/2026 – 6:00pm



Site Photos – 3/7/2026 – 6:00pm

Overall Development Improvements

- Central Parking Islands
  - Help traffic flow
- No Parking Signs along main driveways
  - Reduce stopping/parking along front of building
- Snow storage areas
  - New front island
  - NE and SE corners of site

Site Plan



Site Maneuvering Plan



Site Maneuvering Video





Site Renderings



Site Renderings



Site Renderings



Site Renderings

CITY MANAGER'S REPORT TO MAYOR AND COUNCIL

DATE: April 13, 2026

DEPT: Planning & Community Development

RE: Transmittal of 2026/2027-2031/2032 Capital Improvements Plan

ADMINISTRATIVE SUMMARY

In accordance with MCL 125.3865(1) and Section 6.08 of the City Charter, the 2026/2027-2031/2032 Capital Improvements Plan (CIP) is being transmitted for City Council consideration and acceptance. Annually, the CIP is prepared and transmitted to the City Council prior to budget preparations and well in advance of the November Charter deadline.

The six (6) year plan includes capital projects in public facilities, police, technology, parks and recreation, fire, public works drainage, sanitary sewers, watermains, sidewalks and transportation. The Planning Commission formally adopted the CIP following a public hearing held February 19, 2026.

RECOMMENDATION

RESOLVE that the City Council accept the 2026/2027-2031/2032 Capital Improvements Plan.

# # #

Department Approval: Charmaine Kettler-Schmult, Director of Planning and Community Development
Executive Approval: Karen Mondora, Acting City Manager

Electronic Attachment:

- 2026/2027-2031/2032 Capital Improvements Plan

Capital Improvements Plan

2026/2027 – 2031/2032



CAPITAL IMPROVEMENTS PLAN
2026/2027 – 2031/2032

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

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

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

Special Thanks to the CIP document preparation team:
Planning Secretary and Public Services Staff

Capital Improvements Plan Schedule:
Planning Commission Study Session January 22, 2026
Planning Commission Public Hearing February 19, 2026

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CAPITAL IMPROVEMENTS PLAN

2026/2027 – 2031/2032

INTRODUCTION/LEGAL AUTHORITY

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

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

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

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

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

CIP Goal

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

Definition: Budget vs. Plan

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

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

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

CAPITAL IMPROVEMENTS PLANNING: AN OVERVIEW

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

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

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

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

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

Planning Commission Priorities 2026/2027

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

- There is a strong desire to prioritize walkability, specifically to prioritize clear sidewalks in the winter.

- The Planning Commission is supportive of the inter-community Nine Mile Road non-motorized pathway project.

- Enclosed bus shelters, especially the bus stops that are heavily used.

- Planning Commission recognizes and supports utility investments including Gas, Electric, and Fiberoptics to replace and upgrade infrastructure within Farmington Hills.

- There is a strong desire to prioritize installation of public art in the Special Planning areas outlined in the 2024 Master Plan.

Advantages of Capital Improvements Planning

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

- Planning calls attention to the unmet needs of the City and stimulates corrective action. Residents can provide public input and critical review of the City's long-range plans.

- Planning for future needs ensures that projects will benefit the entire community. Residents can see what they are getting for their tax dollars.

- Planning can help bring about a better balance to project funding among public agencies and departments.

- Planning can eliminate the possibility of duplication of effort involving time and money between various local public agencies and improve project scheduling.

- Planning enables the community to effectively take advantage of anticipated and unanticipated State and Federal grants.

- Planning can provide decision makers with sound justification for needed improvements based on the comprehensiveness of the process.

- Planning future needs allows the community to stabilize tax rates over a period of years by anticipating funding requirements.

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

Ongoing Costs

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

CIP Schedule

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

- In accordance with Section 6.08 of the City Charter, the City Manager shall submit to the Council a five-year projection in such detail as the Council may require and outline major capital expenditures or projects that are planned for the City.

- In November/December of each year the City Council may provide its input to the City Manager relative to capital needs, priorities, projects, and changes that it would like to see evaluated or re-evaluated in preparation for the updating of the City's Capital Improvements Plan.

- Act 33 of the Public Acts of 2008 provides that the City Planning Commission shall annually prepare a six-year plan of public structures and improvements.

- In February of each year, the City Manager and Planning Commission shall jointly review the past year's capital budget and six-year projection of capital improvements. At this time preparation of an updated Capital Improvements Plan is initiated for the ensuing six-year period.

- In March of each year, the Planning Commission shall hold a public hearing to review the Capital Improvement Plan and gather public input prior to adoption of the plan.

- By the first meeting in April, the City Manager and Planning Commission shall submit to the City Council a Capital Improvements Plan. This may take the form of a single plan, joint plan, or separate plans, depending on the degree of consensus as to projects, priorities, and methods of financing.

- The City Council will consider the recommended Capital Improvements Plan as transmitted by the Planning Commission and City Manager and approve a capital improvement fund budget along with the general City operating budget no later than its first meeting in June.

CIP Criteria

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

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

- The project must impact the City-at-large or address a major need within the City in some specific way.

- The project represents a public facility.

- The project represents physical improvement.

- The project requires expenditure of at least $25,000. Some CIP projects under $25,000 may be included if they are part of a larger network or system of improvements.

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

FINANCING OVERVIEW

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

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

Internal Financing

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

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

Tax Increment Financing (TIF)

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

Debt Financing

The following debt financing instruments are available:

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

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

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

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

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

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

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

Impact of Legislation on Taxing Authority

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

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

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

ACCOMPLISHMENTS

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

Public Facilities

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

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

Police

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

Technology

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

  - Training and development
  - Performance reviews
  - Employee profile management

- The new Time & Attendance System Solution is now active to all general employees. Ongoing implementation continues with Police, Fire and Special Services.

- Completed the installation of the six (6) Smart Lighting/Poles at Longacre House

- Replaced the outdated electronic sign in front of the DPW with a new digital Smart Sign

- Implemented communication system and video for new EOC at Fire Department headquarters

- The multi-year Unified Communications & Networking project continued with projects as listed below:
  - Upgrade the video servers for the cameras throughout City facilities
  - Continue to add cameras at Special Services facilities

- Implemented a penetration test (PEN test) to test our ability to combat a cyber-attack and evaluate security. This will be an annual test to ensure the network is secure

- Plan submission & review on-line for Department of Planning & Community Development and Engineering using ePlan

- Implemented the software for FOIA requests, NextRequest through CivicPlus

- Upgraded the network switch at DPW

- 25 Server upgrades along with licensing

- Installed a new version of Laserfiche with the latest technology

- Deployed Helpdesk 365 application for tracking and reporting helpdesk calls

- Rolled out password enhancement and Self-service

- Geographic Information Systems (GIS)
  - Trash Day Lookup: New interactive app that allows residents to type in their address to determine which day their trash pickup occurs

  - Voting Precinct Finder: Updated version of our app to locate your voting precinct based on address

  - Citizen Problem Reporter (CPR): Latest version of the Citizen Problem Reporter app with an updated interface and ability for the public to filter submitted requests by category and/or problem type

  - Development Projects: New app to display developments across the City and their current status of their progress through our Planning Commission and City Council

Parks and Recreation

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

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

Equipment - Fire

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

- Reserve Engine refurbishment/ engine rebuild

Equipment - DPW

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

Fleet & Motor Pool Vehicles

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

Drainage

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

Sanitary Sewer

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

Water Main

- Replaced water main throughout the Kendallwood Subdivision #3

Sidewalks

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

Transportation

- 2025 Major Road Reconstruction Projects
  - Halsted Road from Eight Mile to just south of Nine Mile Road
  - North Industrial Drive
  - Sinacola Court

- 2025 Local Road Reconstruction Projects
  - Woodcreek Hills Subdivision
  - Farm Meadows – Camelot Court Sub – Phase 1
  - Edgehill Avenue
  - Gramercy Court
  - Elmhurst Avenue

- 2025 Local Road Capital Preventative Maintenance Projects (Mill, Overlay, Rehab Program)
  - Oakwood Knolls
  - Duke's Forestbrook
  - Muer Estates

- 2025 Local Road Gravel to Pave Conversion
  - Shady Ridge Drive

- 2026 Major Road Reconstruction Projects
  - Halsted Road from 12 Mile Road to South of 14 Mile Road
  - Folsom Road from 9 Mile Road to Orchard Lake Road

- 2026 Local Road Reconstruction Projects
  - Richland Gardens – Phase 1
  - Farm Meadows and Camelot Court Sub – Phase 2
  - Ridgewood Drive

- 2026 Local Road Gravel Conversion to Hard Surface Pavement
  - Biddestone Woods

- Designed 2026 Local Road Reconstruction projects

- Designed 2026 Local Road Gravel Conversion to Hard Surface Pavement project

- Design for traffic signal modernization and upgrades at the intersections of Halsted Road/13 Mile Road, Halsted Road/11 Mile Road and Farmington Road/13 Mile Road

CIP Summary Tables

Project Expenditures Put Forward by the Various Departments

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

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

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

CIP Summary Tables (Continued)

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

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

CIP Summary Tables (Continued)

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

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

CIP Summary Tables (Continued)

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

CIP Summary Tables (Continued)

Ref. No.	Sanitary Sewers	TOTAL COST	CITY COST	MAINT. COST	PROJECTED FUNDING & SOURCE							
						2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	FUTURE
1	Annual Renewal Program (through WRC)	2,500,000	0	NC	100% SF	3,500,000	4,000,000	4,000,000	4,500,000	4,500,000	4,500,000	
2	Collection System Improvement + Site/Facility Improvement Total (thru WRC)	1,644,000	0	NC	100% SF	280,000	46,000	130,000	688,000	250,000	250,000	
3	Fats, Oils, and Grease (FOG) Prevention Program	600,000	0	NC	100% SF	100,000	120,000	140,000	160,000	180,000	200,000	
4	12 Mile Road Sanitary Sewer Extension, Inkster to Hendonwood	600,000	0	NC	100% SF	600,000						
5	Low Pressure Gravity Sanitary Sewer System	750,000	0	NC	100% PB					750,000		
	Total Sanitary Sewers	**6,094,000**	**0**	**NC**	**SF = Sewer Funds PB = Pay Back**	**4,480,000**	**4,166,000**	**4,270,000**	**5,348,000**	**5,680,000**	**4,950,000**	

Ref. No.	Water Mains	TOTAL COST	CITY COST	MAINT. COST	PROJECTED FUNDING & SOURCE							
						2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	FUTURE
1	Capital Improvement Long-Range Plan (through WRC)	1,065,000	1,065,000	NC	100% WF	145,000	220,000	125,000	175,000	200,000	200,000	
2	Westbrooke Manor Subdivision No. 2 No. 3 No. 4 Water Main Replacement	7,674,000	7,674,000	NC	100% City	7,674,000						
3	Westbrook Manor Subdivision No. 1 and Westbrooke Plaza Water Main Replacement	8,066,000	8,066,000	NC	100% City		8,066,000					
4	Shiawassee Road Water Main, Middlebelt Road to Inkster Road	2,060,000	2,060,000	NC	100% City		2,060,000					
5	Old Homestead Subdivision Water Main Replacement	6,164,000	6,164,000	NC	100% City			6,164,000				
6	Section 36 Water Main Replacement	3,744,000	3,744,000	NC	100% City				3,744,000			
7	M-5 Cross: Folsom/Freedom/9 Mile	882,000	882,000	NC	100% City					882,000		
8	Woodbrook Subdivision Replacement	5,100,000	5,100,000	NC	100% City					5,100,000		
9	Briarhill Subdivision Replacement	5,479,000	5,479,000	NC	100% City						5,479,000	
	Total Water Mains	**40,234,000**	**40,234,000**	**NC**	**WF = Water Fund**	**7,819,000**	**10,346,000**	**6,289,000**	**3,919,000**	**6,182,000**	**5,679,000**	

CIP Summary Tables (Continued)

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

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

CIP Summary Tables (Continued)

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

PUBLIC FACILITIES

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

PROPOSED PUBLIC FACILITY PROJECTS

1. **City-Wide Facilities Improvements**

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

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

2. **Barrier Free (ADA) Improvements**

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

3. **Electric Vehicle (EV) Charging Stations**

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

4. **Fire Station Improvements**

   The following Fire Station Improvements needs are currently being evaluated and prioritized:
   - Female locker room facilities need expansion and refurbishment due to an increased number of female firefighters.

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

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

5. Courthouse Parking Lot

Reconstruction/rehabilitation of the courthouse parking lots.

6. City Wide Facilities Condition Assessment

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

POLICE

PROPOSED POLICE PROGRAMS AND EQUIPMENT

1. **Replacement Body Armor**

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

2. **Workstations / Office Furniture**

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

3. **Mobile Command Post**

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

4. **Grappler Vehicle Apprehension System**

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

6. Carbyne Next Generation 911 System

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

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

7. Motorola P25 Radio System

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

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

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

TECHNOLOGY

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

PROPOSED TECHNOLOGY PROJECTS

1. City-Wide Technology

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

During Fiscal Year 2026/2027 the following projects are proposed

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

2. Unified Communications & Smart Cites Projects

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

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

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

a. Video Surveillance Equipment

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

b. Smart Cities Projects

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

3. Financial Software

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

PARKS & RECREATION

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

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

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

PROPOSED PARKS AND RECREATION PROJECTS

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

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

   HAWK priority items as identified in the Accruent Study **($2,994,424)**
   - Replace air handling unit serving Activity Room A, B, and C (AHU-9) and replace air handling unit serving Harrison Hall (AHU-17) ($797,544 actual per Hubbell, Roth & Clark/Lawrin Engineering study)
   - Replace air handling unit serving the Hawk Theatre (AHU-10) ($956,880 actual per Hubbell, Roth & Clark/Lawrin Engineering study)
   - Replace roof over 2D/3D Art ($440,000)
   - Replace rooftop unit serving 3rd floor northeast corner (RTU-1) ($100,000 estimated)
   - Replace rooftop unit serving 3rd floor northwest corner (RTU-2) ($100,000 estimated)
   - Replace rooftop unit serving 3rd floor incubator (RTU-3) ($100,000 estimated)
   - Replace rooftop unit serving 3rd floor incubator (RTU-4) ($100,000 estimated)
   - Replace rooftop unit serving 3rd floor media center (RTU-5) ($100,000 estimated)
   - Replace rooftop unit serving 3rd floor room 349 offices (RTU-6) ($100,000 estimated)
   - Replace rooftop unit serving 3rd floor southwest corner (RTU-7) ($100,000 estimated)
   - Replace rooftop unit serving 3rd floor southeast corner (RTU-8) ($100,000 estimated)

   Additional HAWK items not in Accruent Study **($445,000)**
   - Stadium complex (four (4) buildings) roofs ($200,000)
   - 2.5 floor skylight repairs ($90,000)
   - 3rd floor Tables and chairs ($40,000)
   - 3rd floor Conference Center audio/video ($65,000)

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

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

Vehicles and Equipment ($494,000)

Parks **($164,000)**
- Truck (1), Canyon 4WD Pickup ($40,000)
- Salt V-Box for 2500 Truck ($10,000)
- Stump Grinder ($45,000)
- Truck, ¾ Ton 4WD Pickup w/Plow ($55,000)
- Robotic painter lease ($14,000)

Golf **($330,000)**
- Mowers (2), Fairway ($180,000)
- Mowers (2), Triplexes ($115,000)
- Self-Propelled Core Harvester ($35,000)

Infrastructure ($1,410,000)

Parks **($915,000)**
- Heritage Park Adaptive Playground and Splash Pad
  - Note: awarded $500,000 Grant from LWCF + $700.000 = $1,200,000
- Trail updates at Heritage Park ($50,000)
- Trail updates at Woodland Hills ($10,000)
- Historic Property Renovations ($125,000)
- Disc Golf Course tee pads ($10,000)
- Riley Skate Park concrete repairs ($20,000)

Golf **($325,000)**
- Irrigation Pump House Back 9 ($175,000)
- Irrigation Central and Satellite Upgrades ($150,000)

Ice Arena **($170,000)**
- Rubber Flooring ($150,000)
- Compressor rebuild ($20,000)

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

Vehicles and Equipment ($500,000)

Parks **($300,000)**
- Trucks (2), ¾ Ton 4WD Pickup w/Plow ($120,000).
- Canopy Tents (2), 20x40 ($11,000)
- Robotic painter lease ($14,000)
- Stand-On Sprayer/Fertilizer Self-Propelled ($60,000)
- Skid-Steer Loader w/ Tracks ($95,000)

Golf **($200,000)**
- HD Utility Vehicle with Vicon spreader ($60,000).
- Greens aerifier ($80,000)

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

Infrastructure ($730,000)

Parks **($280,000)**
- Site Security and Life Safety in Parks ($40,000)
- Trails and Wayfinding ($40,000).
- Playground Equipment ($125,000).
- Signage ($40,000)
- Master Plan per Department of Natural Resources ($35,000)

Golf **($450,000)**
- Driving Range Safety Net Replacement ($150,000).
- Back 9 Cart Path Resurfacing ($300,000)

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

Vehicles and Equipment ($448,000)

Parks **($186,000)**
- Truck, ¾ Ton 4WD Pickup w/Plow ($60,000).
- Mower, Utility 60" ZTR ($17,000).
- Tractor, Utility 35-60 HP ($75,000).
- Robotic painter lease ($14,000)
- Skid Steer Attachments, Broom and Snow Pusher ($20,000)

Golf **($262,000)**
- Mowers (2), triplex ($90,000)
- Utility Vehicle (UTV) with cab for Turf Maintenance ($42,000).
- Sprayer ($100,000)
- Range Cart Picker ($30,000)

Infrastructure ($605,000)

Parks **($285,000)**
- Trail and Wayfinding Signs ($40,000)
- Longacre Wall Repair ($100,000)
- Playground Equipment ($25,000)
- Site Security and Life Safety in Parks ($40,000)
- Roof Replacements ($50,000)
- Concrete replacement ($30,000)

Golf **($300,000)**
- Driving range improvements ($300,000)

Ice Arena **($20,000)**
- Compressor rebuild ($20,000)

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

Vehicles and Equipment ($1,054,000)

Parks **($214,000)**

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

Golf **($840,000)**
- Bunker rake ($40,000)
- Golf Cart Fleet with Lithium Batteries ($500,000)
- Golf Cart Fleet GPS add-on feature ($300,000).

Infrastructure ($720,000)

Parks **($320,000)**
- Trail and Wayfinding Signs ($40,000)
- Playground Equipment ($25,000)
- Riley Skate Park Repairs ($75,000)
- Founders Park Baseball Field Dugout Covers ($120,000)
- Founders Park restroom improvements ($60,000)

Golf **($200,000)**
- Bunker Improvements ($100,000)
- Drainage Improvements ($100,000)

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

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

Vehicles and Equipment ($277,000)

Parks **($127,000)**
- Truck, ¾ Ton 4WD Pickup w/Plow ($60,000).
- Mower, Utility 60” ZTR ($18,000).
- Carts (2), Utility ($35,000)
- Robotic painter lease ($14,000)

Golf **($150,000)**
- Mower, Bank and Surround ($75,000)
- Greens roller ($40,000)
- Carts (2), Utility ($35,000)

Infrastructure ($485,000)

Parks **($315,000)**
- Asphalt trail path resurfacing ($150,000)
- Playground Equipment improvements ($125,000)
- Trail bridge improvements ($40,000)

Golf **($150,000)**
- Tee box improvements ($150,000)

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

- Compressor rebuild ($20,000)

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

Vehicles and Equipment ($495,000)

Parks **($330,000)**

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

Golf **($165,000)**

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

Infrastructure ($470,000)

Parks **($320,000)**

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

Golf **($150,000)**

- Tee Box Improvements ($150,000)

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

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

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

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

EQUIPMENT

FIRE DEPARTMENT EQUIPMENT PURCHASES

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

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

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

PROPOSED FIRE APPARATUS PURCHASES

1. **2026/2027 Fire Equipment and Apparatus**
   - Replacement Battalion Chief Vehicle ($125,000).
   - Purchase two (2) replacement Squads ($940,000)
   - Purchase two (2) utility vehicle to replace fleet vehicle ($160,000).
   - Refurbish/Replace Fire Station Extractors ($90,000)

2. **2027/2028 Fire Equipment and Apparatus**
   - Purchase one (1) utility vehicle to replace fleet vehicle ($85,000).
   - Purchase Replacement Engine ($1,250,000)
   - Purchase SCBA fill Station ($100,000)

3. **2028/2029 Fire Equipment and Apparatus**
   - Purchase replacement Squad ($500,000).
   - Purchase SCBA Fill Station ($100,000).
   - Fire Stations 1 & 2 Updates to Include Female Locker Rooms ($1,000,000)

4. **2029/2030 Fire Equipment and Apparatus**
   - Purchase Replacement Squad ($500,000)
   - Purchase one (1) Utility vehicle to replace fleet vehicle ($85,000)
   - Purchase SCBA Fill Station ($125,000)
   - Fire Stations 4 Updates to Include Female Locker Rooms ($850,000)

5. **2030/2031 Fire Equipment and Apparatus**
   - Purchase Replacement Engine ($1,250,000)
   - Purchase one (1) Utility vehicle to replace fleet vehicle ($90,000)

DIVISION OF PUBLIC WORKS (DPW) EQUIPMENT PURCHASES

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

PROPOSED DPW EQUIPMENT PURCHASES

1. **2026/2027 Equipment $1,720,000**
   - Two 10-Yard Dump Trucks – Replacement ($840,000)
   - Refurbish Existing Equipment ($50,000)
   - Hydro Seeder – Replacement ($60,000)
   - Sign Shop Truck – Replacement ($350,000)
   - Mechanical Street Sweeper- Replacement ($420,000)

2. **2027/2028 Equipment $1,760,000**
   - 10-Yard Dump Truck – Replacement ($420,000)
   - Refurbish Existing Equipment ($50,000)
   - Two 5-Yard Dump Truck- Replacement ($640,000)
   - Sewer Vacuum Truck – Replacement ($650,000)

3. **2028/2029 Equipment $1,750,000**
   - 10-Yard Dump Truck – Replacement ($420,000)
   - Refurbish Existing Equipment ($50,000)
   - 5-Yard Dump Truck- Replacement ($320,000)
   - Two 3-Yard Trucks- Replacement ($260,000)
   - Front End Loader-Replacement ($700,000)

4. **2029/2030 Equipment $1,670,000**
   - Refurbish Existing Equipment ($50,000)
   - Rubber Tire Excavator – Replacement ($700,000)
   - Rubber Tire Backhoe -Replacement ($700,000)
   - Forklift – Replacement ($120,000)
   - Cold Patch Trailer - Replacement ($100,000)

5. **2030/2031 Equipment $1,640,000**
   - 10-Yard Dump Truck – Replacement ($450,000)
   - Refurbish existing Equipment ($50,000)
   - 5-Yard Dump Truck- Replacement ($340,000)
   - Road Grader – Replacement ($800,000)

6. **2031/2032 Equipment $1,780,000**
   - 10-Yard Dump Truck – Replacement ($450,000)
   - Refurbish existing Equipment ($50,000)
   - John Deere Lawn Tractor- Replacement ($450,000)
   - Two Zero Turn Mowers with Trailer-Replacement ($80,000)
   - Mechanics Service Truck- Replacement ($450,000)

FLEET & MOTOR POOL VEHICLES

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

PROPOSED FLEET & MOTOR POOL VEHICLE PURCHASES

1. **2026/2027 Vehicles $300,000**
   - 3-Fleet and Pool Vehicles – Replacement ($120,000)
   - 3 Pickup Trucks and Plows – Pub Services, Road Maintenance & Engineering - Replacement (Total $180,000)

2. **2027/2028 Vehicles $315,000**
   - 3-Fleet and Pool Vehicles – Replacement ($125,000)
   - 3 Pickup Trucks and Plows – Pub Services, Road Maintenance & Engineering- Replacement (Total $190,000)

3. **2028/2029 Vehicles $330,000**
   - 3-Fleet and Pool Vehicles – Replacement ($130,000)
   - 3 Pickup Trucks and Plows – Pub Services, Road Maintenance & Engineering- Replacement (Total $200,000)

4. **2029/2030 Vehicles $345,000**
   - 3-Fleet and Pool Vehicles – Replacement ($135,000)
   - 3 Pickup Trucks and Plows – Pub Services, Road Maintenance & Engineering- Replacement (Total $210,000)

5. **2030/2031 Vehicles $360,000**
   - 3-Fleet and Pool Vehicles – Replacement ($140,000)
   - 3 Pickup Trucks and Plows – Pub Services, Road Maintenance & Engineering- Replacement (Total $220,000)

6. **2031/2032 Vehicles $375,000**
   - 3-Fleet and Pool Vehicles – Replacement ($145,000)
   - 3 Pickup Trucks and Plows – Pub Services, Road Maintenance & Engineering- Replacement (Total $230,000)

DRAINAGE

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

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

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

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

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

Development of a Drainage Program

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

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

Maintenance

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

Asset Management

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

Federal Requirements

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

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

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

PROPOSED DRAINAGE PROJECTS

1. **Storm Water NPDES Permit Program**

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

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

2. **Miscellaneous Storm Sewer Repair, Maintenance and Improvement Program**

   - Construction and improvements of storage facilities, pipe and culvert enclosures and channel improvements throughout most of the drainage districts in the City. It also includes projects that are necessitated from inspection programs.

   - Ninety percent of the City's drainage system is in open channels. Most of these major drainage courses have not been cleaned since their original construction. This program represents a continuous program for maintenance of these drainage courses.

   - Emergency replacement and repair of major culverts in the public right-of-way.

   - Throughout this City many subdivisions are being considered for local road reconstruction. In addition, several of the areas where the roads are not candidates for local reconstruction have storm sewers in need of rehabilitation. The storm sewer system in these areas as determined by the DPS will be televised and inspected. If deemed necessary an appropriate cleaning, repair, replacement, lining and rehabilitation program will be implemented at the time of, or prior to the road reconstruction.

   - The Oakland County Water Resources Commission (WRC) has jurisdiction of several drains in the City that have been legally established under the Michigan Drain Code. The Drain Code provides a means of apportionment and assessment based on tributary area and runoff from these districts. Periodically, WRC will advise of maintenance needs and corresponding assessments, which the City is responsible for.

3. **City Owned Storm Water Basin Maintenance**

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

4. **City Wide Storm Sewer System GIS Mapping**

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

5. **Richland Gardens Subdivision Storm Sewer**

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

6. **Caddell Drain, Nine Mile Road at Drake Road**

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

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

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

8. **Biddestone Lane Storm Sewer**

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

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

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

10. **Greencastle Subdivision Storm Sewer**

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

11. **Rhonswood and Fendt Storm Sewer**

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

12. **Rockshire Street Culvert Rehabilitation/Replacement**

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

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

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

14. **Scottsdale Road Storm Sewer**

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

15. **Barbizon Estates Subdivision Storm Sewer**

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

16. Irv Wilcove Estates/Foxmoor

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

17. Wellington Culvert Rehabilitation

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

18. Hearthstone Road Culvert Rehabilitation/Replacement

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

19. Tuck Road Bridge Rehabilitation, south of Folsom Road

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

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

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

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

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

22. Hunt Club Subdivision

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

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

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

24. Nine Mile Crossing of the Main Ravines Drain

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

25. Farmington and Forestbrook Culvert

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

26. Glenoaks Subdivision

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

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

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

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

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

29. Goldsmith Street Culvert Replacements

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

30. Krave's Grand River Heights

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

31. Brook Hills Estates

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

32. Churchill Estates/Acorn Valley

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

33. North Bell Creek Drainage Improvement

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

34. Regal Orchards Subdivision

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

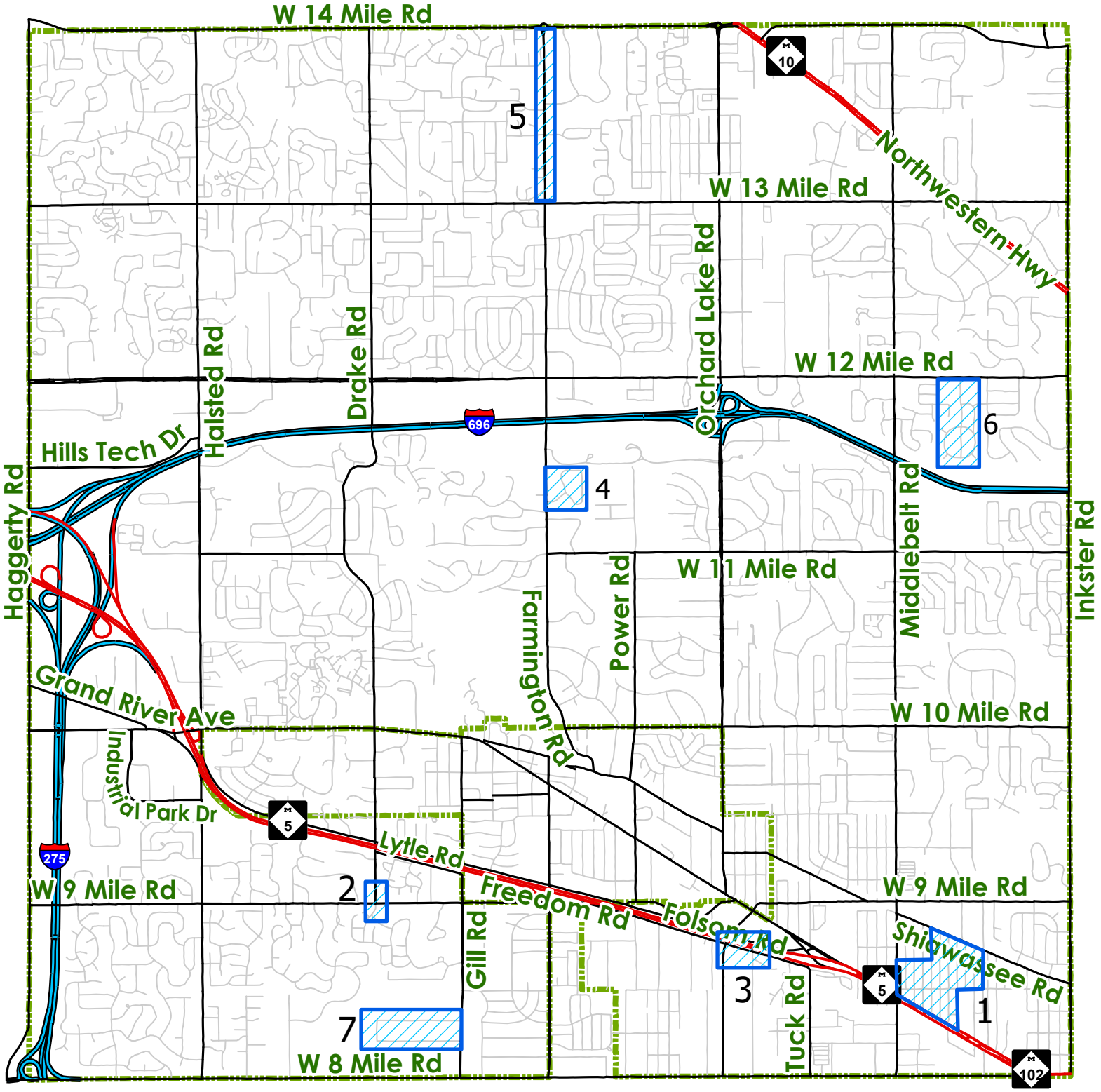
35. Franklin Fairway Storm Sewer

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

36. Farmington Hils Subdivision Main Ravines Cross Culverts Replacement

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

2026/2027 Drainage Projects



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

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

SANITARY SEWERS

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

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

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

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

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

PROPOSED SANITARY SEWER PROJECTS

1. **Annual Renewal Program**

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

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

   Annual replacement and upgrade of equipment at the pump stations.

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

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

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

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

5. **Low Pressure Gravity Sanitary Sewer System**

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

WATERMAINS

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

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

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

PROPOSED WATER MAIN PROJECTS

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

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

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

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

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

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

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

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

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

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

5. Old Homestead Subdivision Water Main Replacement

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

6. Section 36 Water Main Replacement

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

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

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

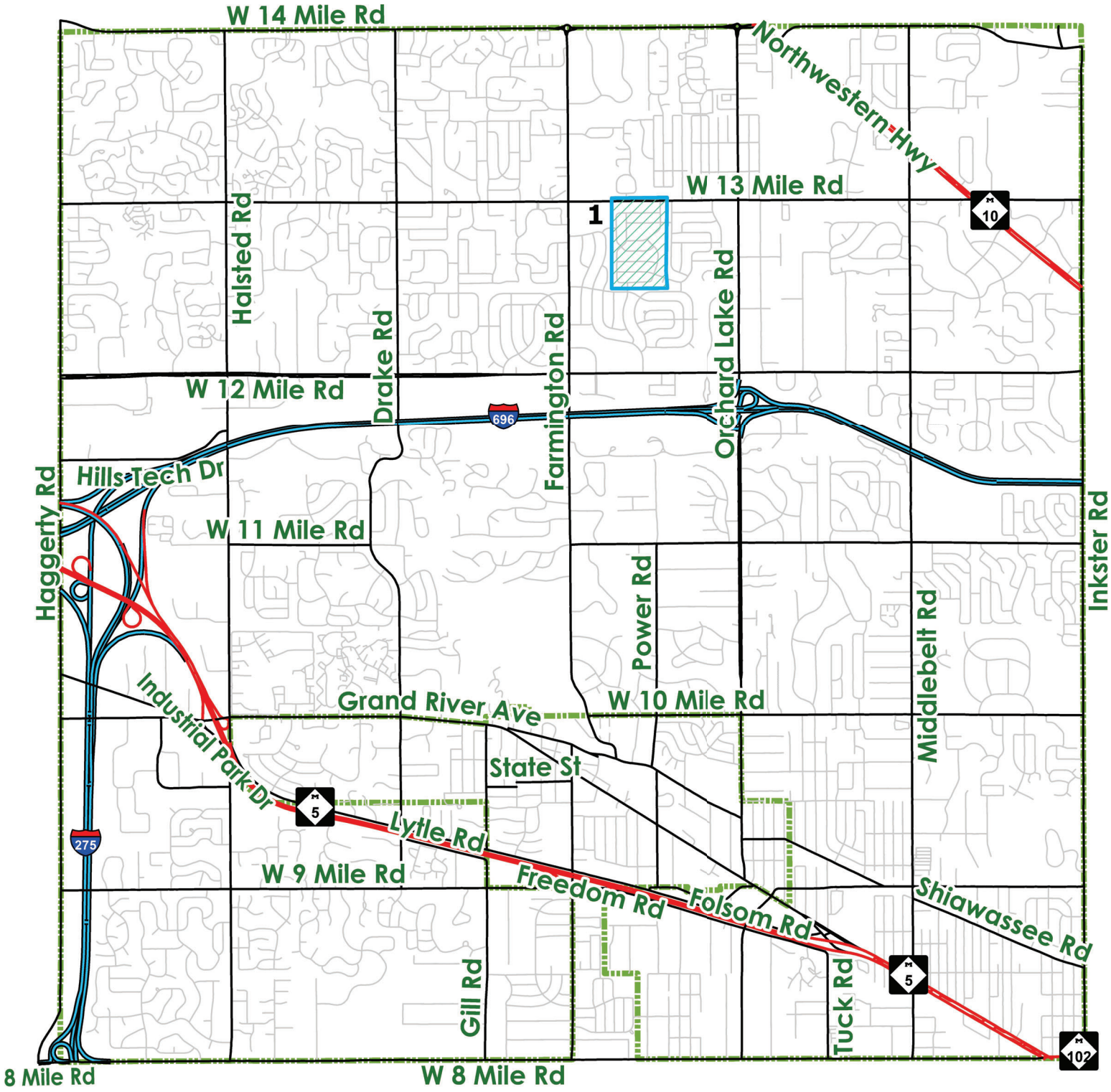
8. Woodbrook Subdivision Water Main Replacement

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

9. Briarhill Subdivision Water Main Replacement

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

2026/2027 Water Main Projects



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

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

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

SIDEWALKS

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

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

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

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

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

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

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

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

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

Sidewalk Locations



Legend

Sidewalks

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

N

0 0.28 0.55 Mile

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

Sidewalk Locations



Legend

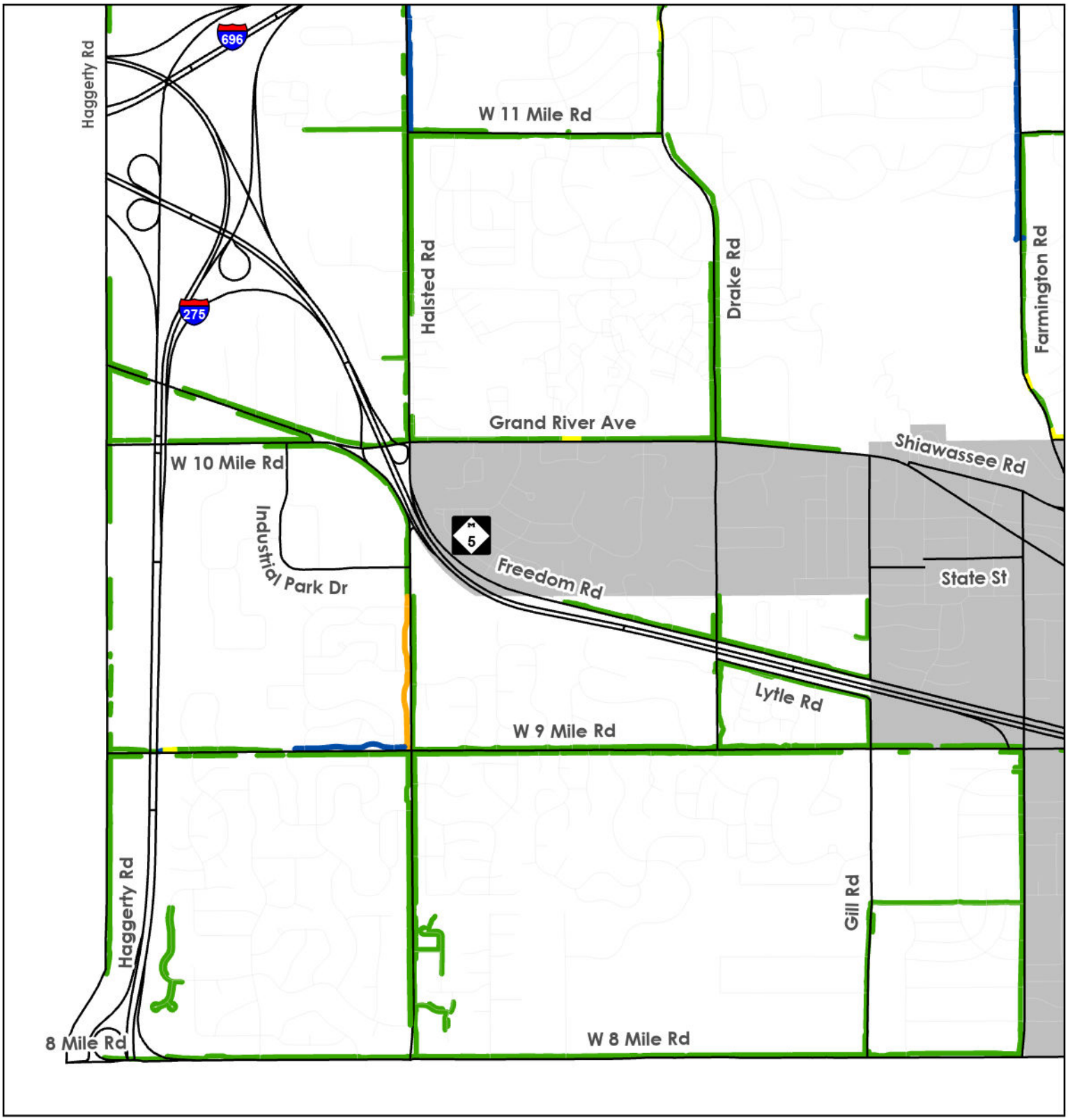
Sidewalks

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- 8' asphalt
- 5' asphalt

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Sidewalk Locations



Legend

Sidewalks

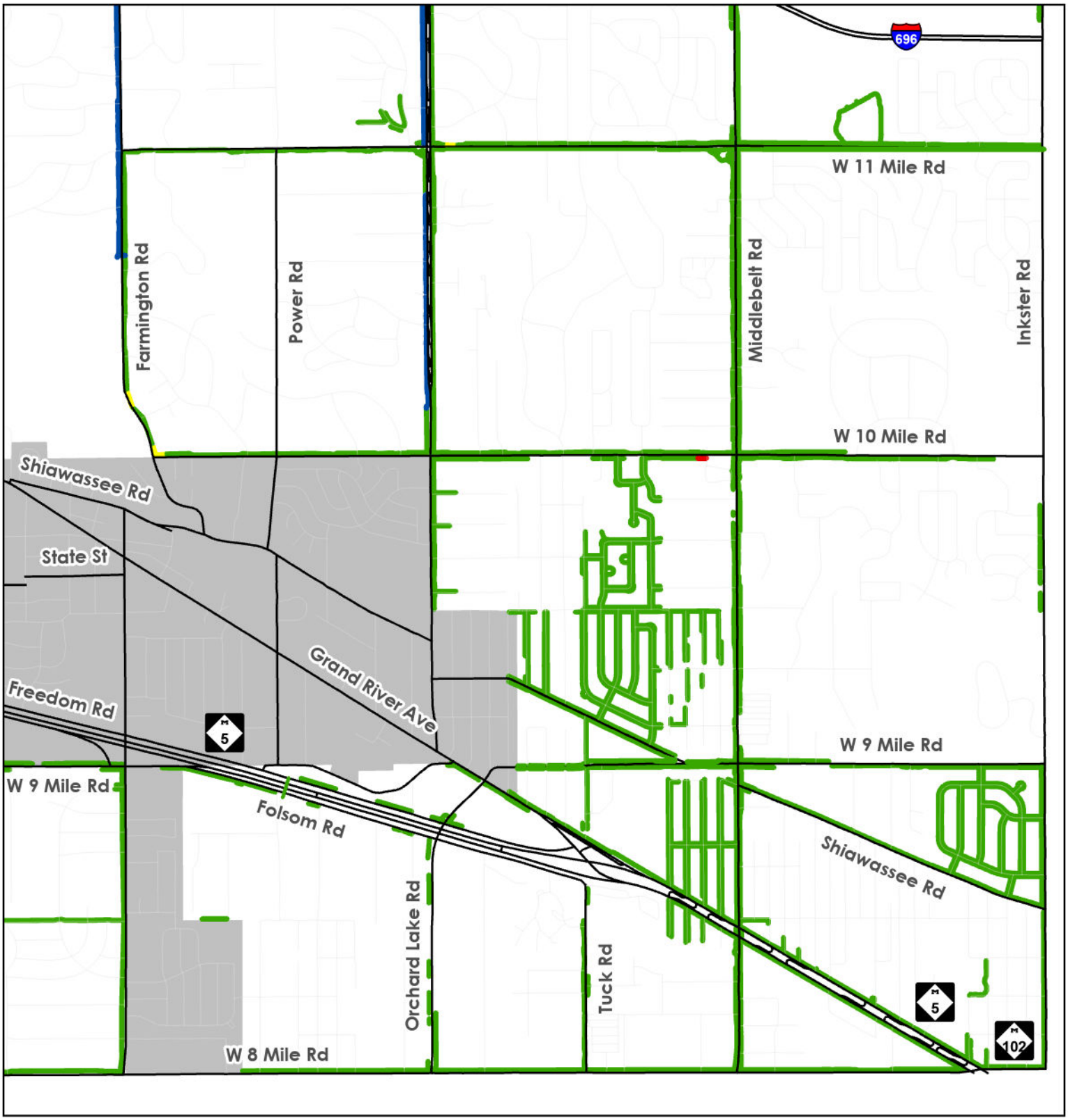
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- 5' asphalt

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Sidewalk Locations



Legend

Sidewalks

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- 5' asphalt

N

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TRANSPORTATION

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

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

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

Major Roads

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

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

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

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

Local Roads

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

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



PROPOSED TRANSPORTATION / MAJOR ROADS PROJECTS

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

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

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

   These projects are intended to provide an asphalt overlay or full depth concrete slab and joint repair on a major roadway to cost effectively extend its useful life. It may include a milling off the surface for asphalt roads and some base repair. The following roads are candidate projects in the upcoming years.
   - Hills Tech Drive
   - Independence Street, Middlebelt Road to Ontaga
   - Drake Road, Eleven Mile Road to Twelve Mile Road
   - Gill/Lytle, Drake Road to Nine Mile Road
   - Halsted, Ten Mile Road to M-5 Ramp

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

   Industrial roads are prioritized based on the PASER ratings system to determine a cost-effective strategy for rehabilitation or reconstruction. These prioritized ratings are reviewed and updated every two years. The following roads are candidate projects in the upcoming years.
   - Future, Hallwood/Hallwood Court (1,400,000)
   - 2031/2032, Farmington Grand River Industrial Park/Crestview Court (1,100,000)
   - Future, Orchards Corporation Center/Stansbury (1,700,000)
   - 2031/2032 Farmington Research & Industrial Center Sub No 1/Indoplex (2,800,000)

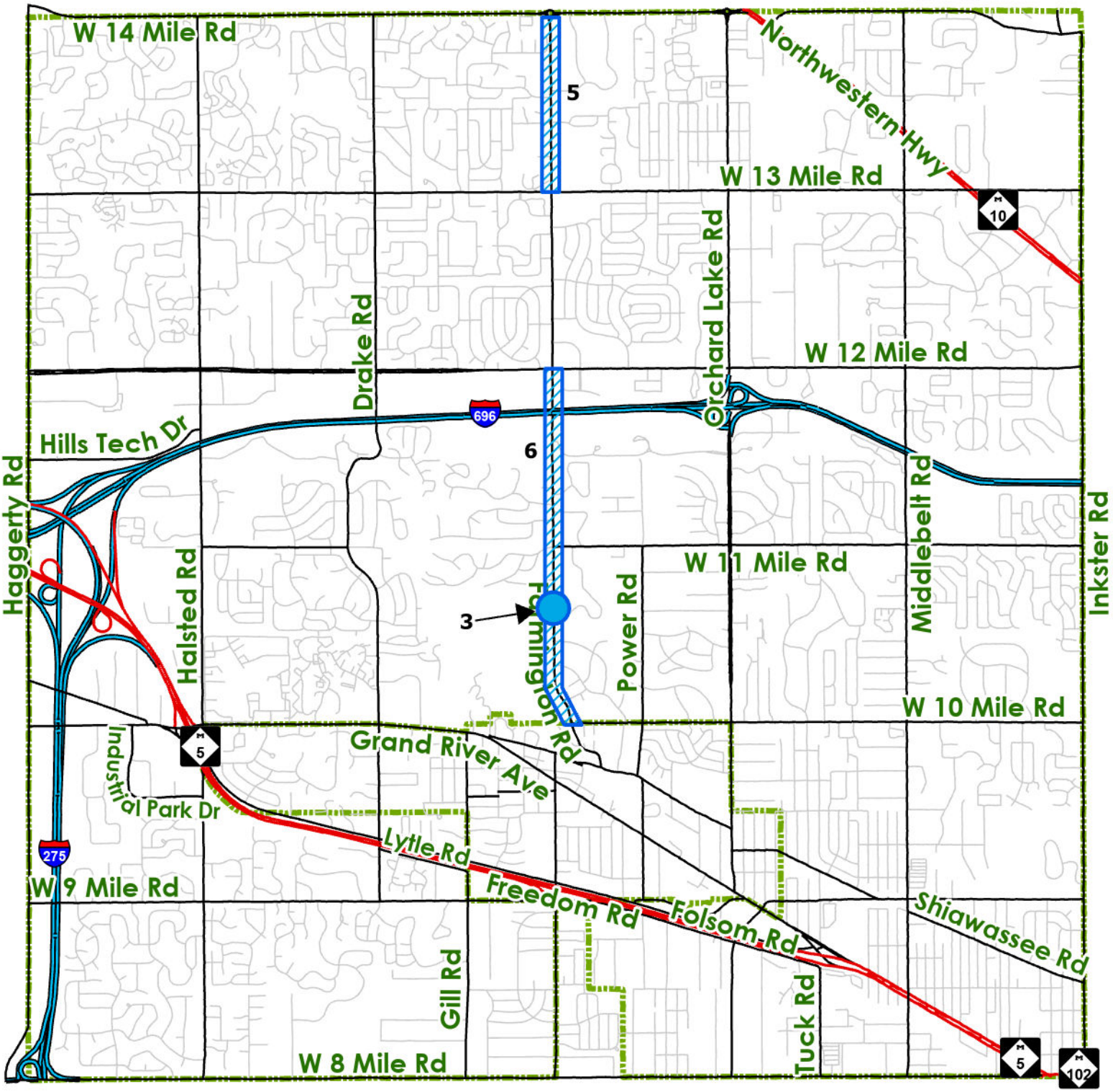
4. **Signal Modernization (See Transportation / Major Road Spread Sheet ($1,350,000)**

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

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

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

2026/2027 Major Road Projects



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

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

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

SOURCE: City of Farmington Hills GIS, 2025
Oakland County GIS, 2025

PROPOSED TRANSPORTATION / LOCAL ROADS PROJECTS

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

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

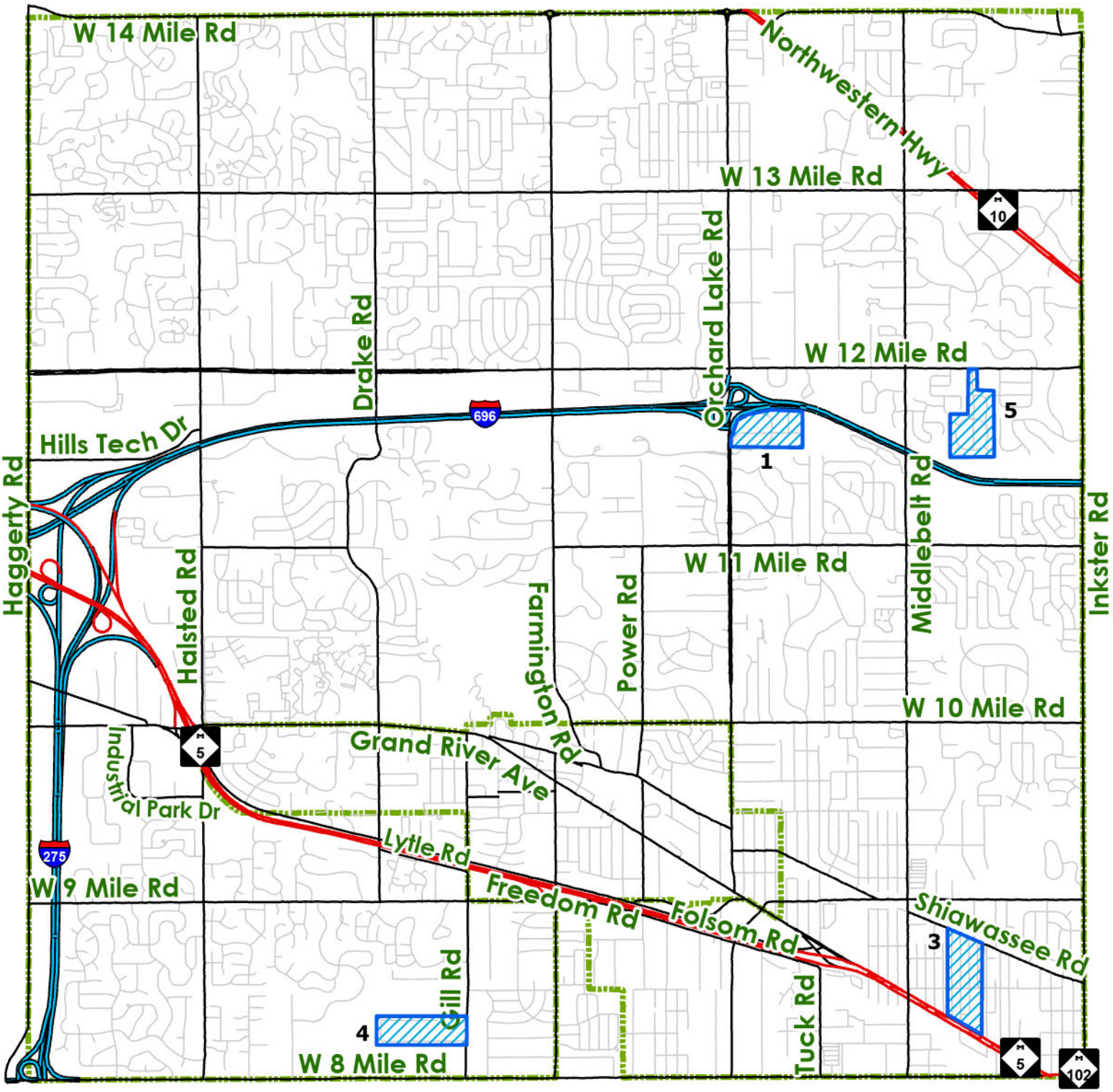
2. **Local Road Capital Preventative Maintenance Projects**

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

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

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

2026/2027 Local Road Projects



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

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

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

SOURCE: City of Farmington Hills GIS, 2025
Oakland County GIS, 2025

CITY MANAGER'S REPORT TO MAYOR AND COUNCIL

DATE: 4/13/2026

DEPT: Planning and Community Development

RE: Beautification Commission 2025 Annual Report

ADMINISTRATIVE SUMMARY

- In accordance with the Farmington Hills Beautification Commission By-Laws, the Beautification Commission is hereby transmitting its 2025 Annual Report and 2026 Goals for City Council's information.

- Please contact the staff liaison to the Beautification Commission, Tracey Emmanuel, Community Development & Special Projects Coordinator, with any questions at 248-871-2545 or temmanuel@fhgov.com.

RECOMMENDATION

Receive and file the Beautification Commission 2025 Annual Report and 2026 Goals.

ATTACHMENTS:

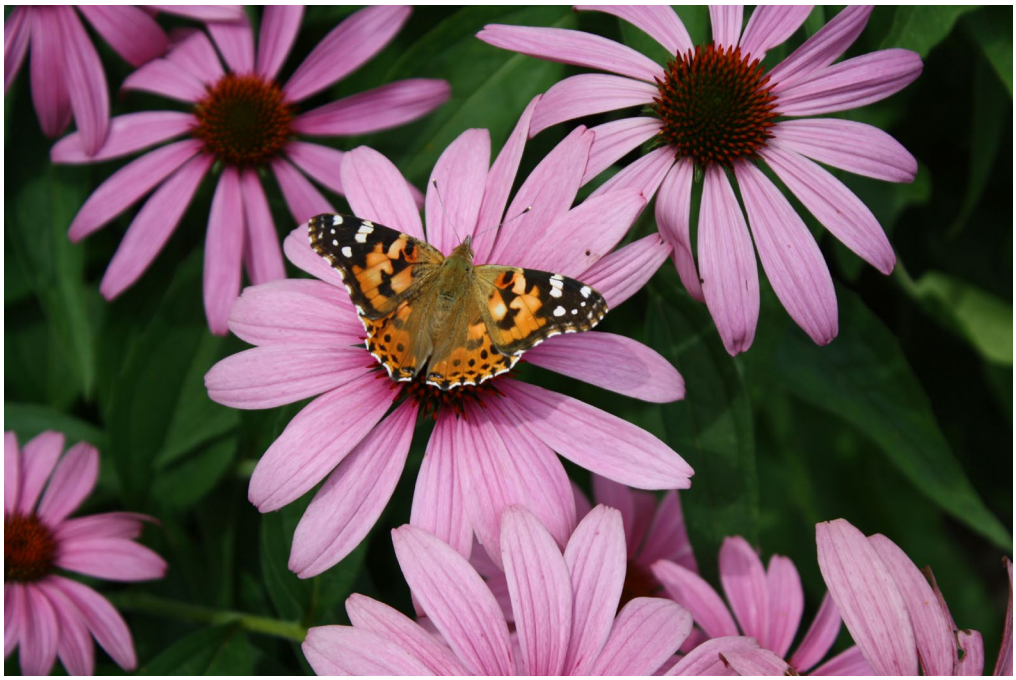
Beautification Commission 2025 Annual Report and 2026 Goals

# # #

Prepared By: Tracey Emmanuel, Community Development Coordinator
Executive Approval: Karen Mondora, P.E., Acting City Manager

Beautification Commission

2025 Annual Report & 2026 Goals



Beautification Commission Award Program 2025

Approved by Beautification Commission,
March 17, 2026

2025 ANNUAL REPORT
FARMINGTON HILLS BEAUTIFICATION COMMISSION

Introduction

The Beautification Commission plays a vital role in advising the Farmington Hills City Council on matters related to beautification and environmental concerns. As outlined in its by-laws, the Commission works to promote and publicize beautification and environmental projects, while also recognizing and celebrating the efforts of the community in enhancing the city's beauty and sustainability.

In 2025, the Commission held eleven regularly scheduled monthly meetings on the third Tuesday of each month at Farmington Hills City Hall. While attendance averaged seven members, the Commission remained committed to fulfilling its mission. Additionally, the Commission upheld its membership in the Beautification Council of Southeastern Michigan (BCSEM) and the statewide organization Keep Michigan Beautiful, Inc. (KMB), maintaining important connections within the broader network of beautification and environmental efforts.

2025 Beautification Commission

Kailee Sosnowski, Chairperson	Michael Harris
Jo Ann Rowland, Vice Chairperson	September Ingram
Kathie Brown, Secretary	Dr. Robert Levine
Jawahar Babu	Frank Romano
James Geisling	Staff Liaison -Tacey Emmanuel

2025 Goals

The Commission selected the following projects to work on during the year 2025:

- Continue to improve and celebrate the Annual Beautification Awards Ceremony.
- Promote public awareness of Beautification Commission projects using community and City media outlets.
- Keep in contact with key people about the major projects happening within the City of Farmington Hills.
- Grow membership of the Beautification Commission.
- Involve the community in a Plant Swap to exchange garden plants once or twice a year.
- Maintain certification for Tree City USA through the State of Michigan and the Arbor Day Foundation.
- Explore opportunities to initiate and/or participate in projects to ensure long term environmental sustainability.
- Encourage enhancement of existing Natural Beauty Roads and move forward projects in the Natural Beauty Road right-of-way.
- Organize and implement the Carol Posby Litter Walk along local roads in the Spring of 2025 to complement City Earth Day events.
- Continue to be aware and participate in programs conducted by the BCSEM and KMB.

2025 Results

Annual Awards Ceremony
The 40th Annual Beautification Awards Reception was held on October 23, 2025 at The Hawk. The Commission honored forty-eight business, office, apartment complex, subdivision, condominium, and places of worship/organizations entrances for their exceptional landscaping. Commissioners visited nominated sites to evaluate design, color, originality, and overall property maintenance, with additional consideration given to work done by non-professionals and environmental sensitivity. The "Beautification Commissioners' Award" for exemplary landscaping was presented to Chestnut Ridge Condominiums for their outstanding work. In addition, the Commission recognized 28 participants with the "Continued Excellence Award for 10 years or More" for their long-term commitment to maintaining beautiful landscapes.

Promotion and Public Awareness
The Commission continued its efforts to maintain a visible presence within the Farmington Hills community throughout the year by utilizing a range of outreach methods. These included local newspapers, the City website and social media platforms, and the distribution of flyers at community events and other locations. The Commission regularly shared meeting schedules, minutes, and program updates to keep residents informed and encourage public participation. These combined efforts helped increase public awareness and strengthen community support for the Commission's projects and initiatives.

Development and Community Awareness
While the Commission had fewer opportunities to participate in scheduled events this year, efforts were made to maintain community awareness of the Commission's work. The Commission continues to explore new avenues for engaging the public and fostering greater awareness of its initiatives.

Grow Membership in the Beautification Commission
The Beautification Commission by-laws specify a membership of nine regular members and two alternates. In 2025, the Commission experienced several membership changes, with five appointments made during the year and three subsequent resignations. As a result, the Commission averaged seven active members throughout the year and had no alternates. The Mayor, City Council and Commission members actively worked to recruit volunteers and fill vacant positions.

Plant Swap
The Beautification Commission hosted a Plant Swap on May 10th in the Nature Center parking lot at Heritage Park. The Spring Plant Swap continued to be a well-attended and valued community event, offering residents the opportunity to exchange plants, share gardening knowledge and connect with fellow gardeners. Based on consistently lower attendance at past fall swaps, the Commission determined in 2024 to focus its efforts on hosting a single annual spring event, which has proven to be successful and well supported by the community.

Tree City USA Certification
While the Beautification Commission was unable to apply for the Tree City USA certification in 2025, it remains committed to pursuing this goal and plans to apply for certification in 2026. The Commission will explore new strategies and efforts will be strengthened to ensure a successful application in the coming year.

While the Beautification Commission did not apply for the Tree City USA certification during the reporting period due to the time and effort required for the application process, it recognized the potential value of the program. The Commission has recognized the need to for a dedicated subcommittee to focus on long-term objectives, such as preparing and submitting a Tree City USA certification application., and acknowledged that more focused planning and support would be necessary to pursue certification in a future year.

Environmental Sustainability
While no specific sustainability projects were undertaken in 2025, the Commission will remain focused on exploring opportunities for future initiatives.

Natural Beauty Roads
The city currently has five designated Natural Beauty Roads. Major roadways are designated by City Council, while local roads require a majority petition from abutting property owners, followed by a public hearing and Council approval. Because the designation and maintenance of these roads are managed by City Council and the department of Public Works, the Commission does not have independent authority to advance this initiative as a goal-driven activity. The Commission remains supportive of the Natural Beauty Roads program and is available to provide input or support if requested.

Carol Posby Litter Walk
The Commission held the 2025 Carol Posby Litter Walk on April 27, with 207 volunteers participating at 19 locations throughout the city. Volunteers included homeowner associations, community organizations, and individuals residents who worked together to clean up litter. Volunteers were provided with gloves and garbage bags and focused on litter cleanup along public roadways. DPW supported the event with 11 personnel, collecting approximately 20 yards of trash and debris and 15 yards of woody debris yard bags. DPW noted the positive community impact of the event and advised that future outreach emphasize litter and trash collection rather than yard waste. DPW indicated it will continue to support cleanup efforts throughout the year by providing locations, supplies, and trash pickup upon request.

Beautification Council of Southeastern Michigan (BCSEM) and Keep Michigan Beautiful (KMB)
The Commission maintained its memberships in these regional and statewide organizations during the reporting period. These memberships provide opportunities for information sharing, professional connections, and general awareness of broader beautification initiatives. The Commission continues to evaluate the relevance and tangible benefits of participation to ensure alignment with the specific goals, priorities, and needs of Farmington Hills.

2026 Goals
FARMINGTON HILLS BEAUTIFICATION COMMISSION

Annual Awards Ceremony
Organize the 41st Annual Beautification Awards and ceremony in October 2026 to recognize local beautification efforts, while aligning the program with Commission capacity and implementing targeted outreach to increase nominee participation and attendance. Planning and management will be led by the Annual Awards Ceremony subcommittee as required by the bylaws (Article VI, Section I).

Outreach, Promotion and Community Engagement
The Commission aims to maintain a visible presence within the Farmington Hills community and strengthen engagement with residents, businesses, and local organizations. In 2026, the Commission will establish an **Outreach, Promotion, and Community Engagement subcommittee**, as provided for in its bylaws, to coordinate and enhance outreach and engagement efforts. The Commission will continue promoting its activities through local media, social media, the City website and cable channels, and by fostering connections with other City boards and commissions as well as City departments, while seeking new opportunities to increase public awareness and participation in its beautification initiatives.

Grow Membership in the Beautification Commission
Increase public awareness of Beautification Commission participation opportunities and actively encourage community members to apply for available positions, with the goal of filling all vacancies and strengthening the Commission's capacity and engagement to support its programs and initiatives.

Plant Swap
Host the annual Spring Plant Swap in May 2026 at Heritage Park's Nature Center parking lot, providing residents the opportunity to exchange plants, share gardening knowledge, and connect with fellow gardeners. The event will focus on a single spring swap to maximize participation, foster community engagement, and promote sustainable gardening practices while continuing its tradition as a well-supported and valued community-building event.

Tree City USA Certification
Establish a dedicated Tree City USA subcommittee in 2026 to prepare for and advance a future Tree City USA certification application. The subcommittee will coordinate required documentation, collaborate with City departments, and develop a flexible timeline to support long-term urban forestry planning and tree preservation initiatives.

Environmental Sustainability
Explore opportunities to promote long-term environmental sustainability in Farmington Hills, with a focus on best practices in landscaping, community beautification, and resource conservation. The Commission may reference the work of the Innovation, Energy, and Environmental Sustainability Commission (IEESC) and consider establishing a Sustainability Commission subcommittee to evaluate potential initiatives and partnerships that enhance sustainable practices within the community.

Natural Beauty Roads
The designation and maintenance of Natural Beauty Roads are overseen by City Council and implemented by the Department of Public Works. Because the process is initiated by Council or

property owners and requires formal Council action, the Commission does not have independent authority to designate or manage these roads and has limited ability to advance this initiative as a goal-driven activity. While this item is not proposed as a formal 2026 goal, the Commission remains supportive of the Natural Beauty Roads program and is available to provide input or support upon request.

Carol Posby Litter Walk

Organize an annual citywide Community Litter Walk Clean-up on April 25, 2026 in conjunction with Earth Day, bringing together residents, neighborhood groups, and community organizations to remove litter from public roadways in Farmington Hills. The event will provide volunteers with supplies and coordinated city support, reinforcing community pride, environmental stewardship and visible improvements throughout the city.

Beautification Council of Southeastern Michigan (BCSEM) and Keep Michigan Beautiful (KMB)

Maintain memberships in BCSEM and KMB to stay informed of regional and statewide beautification initiatives, share best practices, and sustain professional connections. The Commission will continue to evaluate the relevance and benefits of these memberships to ensure alignment with the goals and priorities of Farmington Hills.

CITY OF FARMINGTON HILLS, MICHIGAN

RESOLUTION OPPOSING MICHIGAN HOUSE
OF REPRESENTATIVE BILLS 5529-5532 AND 5581-5585 REGARDING
LOCAL MUNICIPAL ZONING AUTHORITY

RESOLUTION NO. ____

At a regular meeting of the City Council of the City of Farmington Hills held on _____, 2026, at 7:30 p.m., Eastern Daylight Savings Time, with those present and absent being,

PRESENT: _____and

ABSENT: _____,

the following preamble and resolution were offered by Councilmember _____ and supported by Councilmember _____:

WHEREAS, the City of Farmington Hills is organized and existing under the laws of the State of Michigan and is charged with protecting the public health, safety, and welfare; and

WHEREAS, the Michigan House of Representatives recently introduced a package of bills, including HBs 5529-5532 & HB 5581-5585 (referred to in this Resolution as the "bills"), which have the purpose and effect of preempting local governments from exercising their traditional authority to plan and zone for residential land uses within their communities; and

WHEREAS, among other things, the proposed bills prohibit every community in the State from requiring parcel and lot sizes in any single-family residential district to be more than 1,500 square feet where houses are served by public water and sewer, which would undermine the ability of local communities to have different densities in different residential districts, or even having density limitations at all; and

WHEREAS, if enacted into law, the bills would also: (1) allow, without any substantive review by the local government, a second or "accessory" home to be built onto an existing home, or to be built on any existing lot (e.g., in the side or back yard of an existing residential home on a residential lot), with such additional house being permitted under State law, without regard to local regulations, to be up to 800 square feet in area or up to 75% of the existing home, whichever is less; (2) allow that second or accessory house to be placed within 5 feet of a neighbor's rear or side yard property line (and in fact allow any home to be built 5 feet from a neighboring property line as a "universal" setback in a "metropolitan" area of the State, including Farmington Hills); (3) allow a basement as part of that second home, with the same 5 foot setback; (4) allow that second or accessory home to be manufactured off-site and transported to the existing home site to be installed (i.e., allow mobile homes on every residential lot in the State); (5) allow duplex homes in every single-family zoning district on any residential lot; (6) preclude a community from having or enforcing minimum home square footage requirements over 500 square feet; (7) restrict a community from adopting regulations specific to duplexes and accessory second

houses; and (8) significantly limit (if not prohibit) communities from having architectural and/or façade materials requirements for single-family houses (given the universal mobile home authorization); and

WHEREAS, while the sentiment and intention of some of the proposed statewide changes reflected in the bills are appropriate considerations for housing policy at both the State and local level, as an essentially a statewide abolition of longstanding place-based planning and zoning rules, the bills would upend many decades of community planning that has shaped current residential neighborhoods—and in fact whole cities, townships, and villages—and that has been relied on by residents in making their own housing choices; and

WHEREAS, if enacted into law, the bills would also drastically change the process pursuant to which local communities review plans for new development and buildings, by greatly limiting the local government's ability to effectively require the submission of plans that meet ordinance requirements and by imposing a completely arbitrary and unrealistic uniform timeframe in every community, regardless of its size and staffing, for the review of plans and the issuance of decisions with respect to plans; and

WHEREAS, these limitations will result in communities either being denied the opportunity to appropriately assure compliance with public health, safety, and other development requirements for all developments—commercial and retail and industrial as well as residential—or being obligated to deny approval of plans under the arbitrary time limits, thus actually delaying full and final review of some development proposals; and

WHEREAS, local communities are best situated to (1) assess infrastructure capabilities, such as whether a particular local government can provide residents with enough drinkable water and enough sanitary sewer capacity to dispose of dangerous human waste, so that future development and re-development may be properly planned and the health of its residents protected; (2) design adequate stormwater management systems to accommodate development while avoiding flooding and environmental degradation; (3) evaluate whether that local government can provide adequate police and fire and emergency first responder protection to all of its current and future residents; and (4) plan for the use of public facilities and spaces in a way that does not discriminate against some residents or limit opportunities for use of such resources; and

WHEREAS, local zoning and housing standards are carefully developed to reflect unique housing needs and align with the capacity of roads, stormwater systems, water and sewer infrastructure, and police and fire services, and such regulations are closely integrated with locally unique long-range comprehensive plans, capital improvement plans, and municipal budget forecasting; and

WHEREAS, increasing residential density without adequate local review and mitigation planning may result in overburdened utilities, unsafe traffic conditions, strained public safety resources, unfunded service demands, loss of greenspace, and other unintended consequences that adversely impact residents, including overcrowding and overcharging; and

WHEREAS, local planning processes are transparent and participatory as required by law, providing residents with direct access to public meetings, hearings, and elected officials, thereby ensuring accountability and community engagement in land use decisions; and

WHEREAS, the bills as written will impose significant costs on local governments (more public safety, more utilities, more flooding prevention, more parks and public buildings) with no corresponding effort to provide or acknowledge the need for a source for funding those costs, further contributing to the precarious financial position local governments already find themselves in given Headlee- and Proposal A-based limitations on taxation, reduced and unpredictable State revenue sharing, removal or limitation of governmental immunity for some local government activities, limitations on raising rates or fees in connection with development and the provision of public utility services, and other forces now affecting the ability of local governments to serve existing their residents and the public in general; and

WHEREAS, the bills as written not only are dismissive of the role of local governments in protecting residents and the public through careful and transparent land use regulations at the community level, they appear to have resulted at least in part from untrue or inaccurate criticisms of how local governments process development approvals, and propose limitations on that process that are completely unnecessary, unworkable, and, ultimately harmful to residents whose protection it is the fundamental and animating purpose of local government; and

WHEREAS, while the reported reasoning in support of the bills is the claim that they will enable and facilitate the construction of affordable housing in Michigan, there are many communities in Michigan that have adopted and successfully applied zoning ordinance provisions requiring and incentivizing affordable housing for many years, and the City of Farmington Hills and many other cities therefore support efforts to increase housing affordability and expand housing opportunities within the State of Michigan, but the proposed bills are counter-productive to that effort and contrary to the protection of the public health, safety, and welfare, as described in this Resolution; and

WHEREAS, the Michigan Municipal League has developed the MI Homes Program for local communities and the Michigan House of Representatives recently introduced a separate package of bills, being HBs 5660 and 5661, all of which support investment to accelerate housing construction and rehabilitation, while promoting updates to local zoning regulations that will help cultivate thriving communities and stimulate affordable housing and economic vitality, without usurping local authority over local land use concerns.

NOW, THEREFORE, BE IT RESOLVED that the City of Farmington Hills, by an affirmative vote of its City Council, does hereby formally oppose passage of House Bills 5529-5532 and 5581-5585; and

BE IT FURTHER RESOLVED that the City urges members of the Michigan Legislature to vote against the bills and to instead engage collaboratively with local governments to develop

housing policies that promote affordability while preserving local planning authority and protecting public infrastructure systems; and

BE IT FURTHER RESOLVED that the City supports constructive dialogue and partnership with the State to identify meaningful solutions that increase housing opportunities without creating unfunded mandates or infrastructure burdens on local communities; and

BE IT FURTHER RESOLVED that the City supports legislation which seeks to reward and incentivize communities that adopt certain housing best practices and programs, which the MI Homes Program appears to support, rather than punishing local municipalities and the residents by preempting and eliminating local control and restricting the rights under current zoning laws of residents and business owners to speak and voice their support or concerns at public hearings relating to important community planning and zoning matters; and

BE IT FURTHER RESOLVED that the Farmington Hills City Clerk is directed to transmit a copy of this Resolution to Governor Whitmer, State Senator Bayer, State Senator Cavanagh, State Representative Steckloff, State Representative Hoskins, State Representative Breen, the Michigan Association of Planning, the Michigan Municipal League, the Michigan Townships Association, the Michigan Association of Counties, and other interested or affected parties.

ADOPTED: Yeas:
Nays:
Absent:

RESOLUTION DECLARED ADOPTED.

STATE OF MICHIGAN)
) ss.
COUNTY OF OAKLAND)

I, the undersigned, the duly qualified and acting City Clerk of the City of Farmington Hills, 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

HOUSE BILL NO. 5529

February 18, 2026, Introduced by Reps. Grant, Wooden, Aragona and Rheingans and referred to Committee on Regulatory Reform.

A bill to amend 1967 PA 288, entitled

"Land division act,"

by amending sections 109, 148, and 186 (MCL 560.109, 560.148, and 560.186), section 109 as amended by 2019 PA 23 and section 186 as amended by 1992 PA 214.

THE PEOPLE OF THE STATE OF MICHIGAN ENACT:

Sec. 109. (1) A municipality shall approve or disapprove a proposed division within 45 days after the filing of a complete application for the proposed division with the assessor or other municipally designated official. However, a municipality with a population of 2,500 or less may enter into an agreement with a

county to transfer to the county authority to approve or disapprove a division. An application is complete if it contains information necessary to ascertain whether the requirements of section 108 and this section are met. The assessor or other municipally designated official, or the county official, having authority to approve or disapprove a proposed division, shall provide the person who filed the application written notice whether the application is approved or disapproved and, if disapproved, all the reasons for disapproval. A complete application for a proposed division shall be approved if, in addition to the requirements of section 108, all of the following requirements are met:

(a) Each resulting parcel has an adequate and accurate legal description and is included in a tentative parcel map showing area, parcel lines, public utility easements, accessibility, and other requirements of this section and section 108. The tentative parcel map shall be a scale drawing showing the approximate dimensions of the parcels.

(b) Each resulting parcel has a depth of not more than 4 times the width or, if an ordinance referred to in subsection (5) requires a smaller depth to width ratio, a depth to width ratio as required by the ordinance. The municipality or county having authority to review proposed divisions may allow a greater depth to width ratio than that otherwise required by this subdivision or an ordinance referred to in subsection (5). The greater depth to width ratio shall be based on standards set forth in the ordinance referred to in subsection (5). The standards may include, but need not be limited to, exceptional topographic or physical conditions with respect to the parcel and compatibility with surrounding lands. The depth to width ratio requirements of this subdivision do

not apply to a parcel larger than 10 acres, unless an ordinance referred to in subsection (5) provides otherwise, and do not apply to the remainder of the parent parcel or parent tract retained by the proprietor.

(c) Each resulting parcel has a width not less than that required by an ordinance referred to in subsection (5).

(d) Each resulting parcel has an area not less than that required by an ordinance referred to in subsection (5). **The ordinance shall not impose a minimum parcel size of more than 1,500 square feet for a detached single-family residence if the parcel is accessible to and will be served by public water and public sewer.**

(e) Each resulting parcel is accessible.

(f) The division meets all of the requirements of section 108.

(g) Each resulting parcel that is a development site has adequate easements for public utilities from the parcel to existing public utility facilities.

(h) The division does not isolate a cemetery so that it does not meet the requirements of either section 102(j)(*i*) or (*ii*).

(i) One of the following are satisfied:

(*i*) All property taxes and special assessments due on the parcel or tract subject to the proposed division for the 5 years preceding the date of the application have been paid, as established by a certificate from the county treasurer of the county in which the parcel or tract is located. If the date of the application is on or after March 1 and before the local treasurer of the local tax collecting unit in which the parcel or tract is located has made his or her return of current delinquent taxes, the county treasurer shall include with his or her certification a notation that the return of current delinquent taxes was not

available for examination. The official having authority to approve or disapprove the application shall not disapprove the application because the county treasurer's certification includes such a notation. The county treasurer shall collect a fee for a certification under this subdivision in an amount equal to the fee payable under section 1(2) of 1895 PA 161, MCL 48.101, for a certificate relating to the payment of taxes under section 135 of the general property tax act, 1893 PA 206, MCL 211.135.

(*ii*) If property taxes or special assessments due on the parcel or tract subject to the proposed division have not been paid, the unpaid property taxes or special assessments have been apportioned by the township or city assessing officer as provided by section 53 of the general property tax act, 1893 PA 206, MCL 211.53. Any apportioned property taxes or special assessments are a lien against the parcels or tracts as apportioned by the assessing officer and shall be treated in the same manner as property taxes and special assessments of the year of the original assessment for the purpose of collection and sale for delinquent taxes under the general property tax act, 1893 PA 206, MCL 211.1 to 211.155.

(2) The right to make divisions exempt from the platting requirements of this act under section 108 and this section can be transferred, but only from a parent parcel or parent tract to a parcel created from that parent parcel or parent tract. ~~A proprietor~~ **Within 45 days after** transferring the right to make a division pursuant to this subsection, **a proprietor** shall ~~within 45 days~~ give written notice of the transfer to the assessor of the city or township where the property is located on a form prescribed by the state tax commission. The form shall include substantially the following questions in the mandatory information portion of the

form:

(a) "Did the parent parcel or parent tract have any unallocated divisions under the land division act, 1967 PA 288, MCL 560.101 to 560.293?"

(b) "Were any unallocated divisions transferred to the newly created parcel? If so, state whether all were transferred or, if not, how ~~many?"~~**many."**

(3) A person shall not sell a parcel of unplatted land unless the deed contains a statement as to whether the right to make further divisions exempt from the platting requirements of this act under this section and section 108 is proposed to be conveyed. The statement shall be in substantially the following form: "The grantor grants to the grantee the right to make [insert "zero", a number, or "all"] division(s) under section 108 of the land division act, 1967 PA 288, MCL 560.108.". In the absence of a statement conforming to the requirements of this subsection, the right to make divisions under section 108(2), (3), and (4) stays with the remainder of the parent tract or parent parcel retained by the grantor.

(4) All deeds for parcels of unplatted land within this state executed after March 31, 1997 shall contain the following statement: "This property may be located within the vicinity of farm land or a farm operation. Generally accepted agricultural and management practices which may generate noise, dust, odors, and other associated conditions may be used and are protected by the Michigan right to farm act.".

(5) The governing body of a municipality or the county board of commissioners of a county having authority to approve or disapprove a division may adopt an ordinance setting forth the

standards authorized in subsection (1)(b), (c), and (d). The ordinance may establish a fee for a review of an application under this section and section 108. The fee shall not exceed the reasonable costs of providing the services for which the fee is charged.

(6) Approval of a division is not a determination that the resulting parcels comply with other ordinances or regulations.

(7) Compliance with this section is not a requirement for a deed to be received for record or recorded by a register of deeds.

Sec. 148. (1) ~~A certificate shall be signed by the~~ **The** clerk of the governing body of the municipality ~~signifying the approval of~~ **shall sign a certificate stating that** the plat **was approved** by the governing body. ~~which shall show~~ **The certificate shall specify** the date of the meeting at which the approval was ~~made~~ **given** and the date the certificate was signed by the clerk.

(2) The certificate shall include a statement that the plat was reviewed by the governing body or that the review was made in part by persons authorized by the governing body and that the plat is in conformance with all applicable provisions of the act.

(3) If a copy of the preliminary plat was required to be approved by the health department, a statement to the effect that such approval was made and the name of the health department and the date of its approval shall be included.

(4) If the minimum lot width and area prescribed in ~~this act~~ **section 186(1)** has been waived **under section 186(2) or (3)** and the subdivision is served by public sewers and public water or is accessible thereto, the certificate shall so state and shall also state that the municipality has legally adopted zoning and subdivision control ordinances which specify lot widths and areas.

(5) If there is no county drain commissioner, a statement that the plat is ~~in compliance with the provisions of~~ **complies with** section 192.

Sec. 186. (1) Except as otherwise provided in this section, as a condition of approval of the final plat, ~~all~~ **subdivided** lots and outlots ~~subdivided as defined in section 102~~ shall comply with all of the following:

(a) Lots shall be numbered consecutively. If more than 1 subdivision is intended to be known by the same name or caption, the lots in those subdivisions shall be numbered consecutively throughout the several subdivisions bearing the same name.

(b) A residential lot shall not be less than 65 feet wide at the distance of 25 feet from its front line. If a lot diminishes in width from front to rear, it shall not be less than 65 feet wide at a distance of 50 feet from its front line.

(c) A residential lot shall not have an area of less than 12,000 square feet. **However, a residential lot for a detached single-family residence shall not have an area of less than 1,500 square feet if the subdivision is accessible to and will be served by public water and public sewer.**

(d) If required by the governing body, outlots designated on the plat shall be of a size, extent, and location that will not impair the intent of this act or any applicable municipal rules, regulations, or policies for land development adopted and published by the governing body.

(e) Each lot and outlot shown on a plat shall have direct access to a street or road or assured permanent access ~~is~~ **as** provided for in accordance with a local subdivision control ordinance or a zoning ordinance with subdivision control

provisions.

(2) Minimum width and area requirements ~~provided for in subsection (1)~~ for residential lots **in subsection (1)** may be waived in any subdivision if connection to a public water and a public sewer system is available and accessible or if the proprietor before approval of the plat posts security with the clerk of the municipality as provided in section 182, and if the municipality in which the subdivision is proposed has legally adopted zoning and subdivision control ordinances that include minimum lot width and lot area provisions for residential buildings.

(3) The minimum width and area requirements ~~provided~~ for **residential lots** in subsection (1) ~~for a residential lot~~ may be waived if all of the following requirements are met:

(a) The residential lot has a public sewer system available and accessible and the sewer system will serve that residential lot.

~~(b) The residential lot consists of an area of not less than 7,200 square feet.~~

(b) ~~(c)~~ The municipality in which the subdivision is proposed has legally adopted zoning and subdivision control ordinances that include minimum lot width and lot area provisions for residential buildings.

(c) ~~(d)~~ The ground water supply on that residential lot meets or exceeds the water supply rules of the department of public health for subdivisions not served by public water.

(d) ~~(e)~~ Except for a plat approved pursuant to subsection (5), the plat for the proposed subdivision in which the residential lot is located is submitted to the state for final plat approval before January 1, 1993.

(4) Subsection (3) does not apply to a final plat approved after December 31, 1994.

(5) Notwithstanding subsection (4), a waiver shall be granted under subsection (3) for a plat that meets the criteria in subsection (3)(a) through (d) and is contiguous to and, since September 1, 1992 has been owned by the same person as a plat that has received a waiver under subsection (3).

(6) The register of deeds shall maintain the recorded plat pursuant to section 243.

HOUSE BILL NO. 5530

February 18, 2026, Introduced by Reps. Wortz, Wooden, Grant, Aragona and Rheingans and referred to Committee on Regulatory Reform.

A bill to amend 2006 PA 110, entitled

"Michigan zoning enabling act,"

by amending section 201 (MCL 125.3201) and by adding section 205f.

THE PEOPLE OF THE STATE OF MICHIGAN ENACT:

Sec. 201. (1) A local unit of government may provide by zoning ordinance for the regulation of land development and the establishment of 1 or more districts within its zoning jurisdiction ~~which~~ **that** regulate the use of land and structures ~~to~~ **for any of the following purposes:**

(a) To meet the needs of ~~the~~ **this** state's citizens for food,

fiber, energy, and other natural resources ~~,~~ **and for** places of residence, recreation, industry, trade, service, and other uses of land. ~~, to~~

(b) To ensure that ~~use of the land is situated~~ **land uses are** in appropriate locations and relationships. ~~, to~~

(c) To limit the inappropriate overcrowding of land and congestion of population, transportation systems, and other public facilities. ~~, to~~

(d) To facilitate adequate and efficient provision ~~for~~ **of** transportation systems, sewage disposal, water, energy, education, recreation, and other public ~~service and facility requirements, and to~~ **services and facilities.**

(e) To promote public health, safety, and welfare.

(2) Except as otherwise provided ~~under~~ **in** this act, the regulations ~~shall~~ **under this section must** be uniform for each class of land or buildings, dwellings, and structures within a district.

(3) A ~~local unit of government may provide under the~~ zoning ordinance ~~for the regulation of~~ **may regulate** land development and ~~the establishment of~~ **establish** districts ~~which~~ **that** apply only to land areas and activities involved in a special program to achieve specific land management objectives and avert or solve specific land use problems, including ~~the regulation of land development and the establishment of districts in areas subject to~~ damage from flooding or beach erosion.

(4) ~~A local unit of government may adopt land development regulations under the~~ **Except as otherwise provided in this act, a** zoning ordinance ~~designating or limiting~~ **may regulate** the location, height, bulk, number of stories, uses, and size of dwellings, buildings, and structures that may be erected or altered, including

tents and recreational vehicles.

Sec. 205f. A zoning ordinance must not impose a minimum parcel size of more than 1,500 square feet on land zoned for a detached single-family residence if the parcel is accessible to and will be served by public water and public sewer.

HOUSE BILL NO. 5531

February 18, 2026, Introduced by Reps. Neeley, Rheingans and Grant and referred to Committee on Regulatory Reform.

A bill to amend 2006 PA 110, entitled

"Michigan zoning enabling act,"

by amending section 501 (MCL 125.3501), as amended by 2008 PA 12.

THE PEOPLE OF THE STATE OF MICHIGAN ENACT:

Sec. 501. (1) The local unit of government may require the submission and approval of a site plan before authorization of a land use or activity regulated by a zoning ordinance. The zoning ordinance ~~shall~~ **must** specify the body or official responsible for reviewing site plans and granting approval.

(2) If a zoning ordinance requires site plan approval, **both of** the **following apply:**

(a) The site plan, as approved, ~~shall become part of~~ **must be included in** the record of approval. ~~, and subsequent actions~~

(b) Actions relating to the activity authorized ~~shall~~ **must** be consistent with the approved site plan, unless a change conforming to the zoning ordinance is agreed to by the landowner and the body or official that initially approved the site plan.

(3) The procedures and requirements for the submission and approval of site plans ~~shall~~ **must** be specified in the zoning ordinance. **The site plan must be submitted with a completed site plan application form. In reviewing a site plan application, a local unit of government may require studies or other documents that are reasonably necessary to evaluate the proposal to which the site plan relates considering the nature, scope, and intensity of the proposed use. After initial site plan approval, a local unit of government may require the applicant to submit additional studies or documents for the same application, or revise previously submitted studies or documents, only if necessary to ensure compliance with applicable zoning ordinance standards, state or federal law, or other applicable codes, or to address a demonstrated and material public health or safety concern. If the applicant requests or causes a material change in the scope of the approved site plan, the local unit of government may require additional studies or documents, but only if the studies or documents are reasonably necessary to evaluate the impacts of the change for purposes of code compliance or a demonstrated and material public health or safety concern. A local unit of government shall not request additional studies or documents to**

impose new or additional requirements unrelated to the change or to reopen issues previously reviewed and approved.

(4) Site plan submission, review, and approval ~~shall~~ **must** be required for special land uses and planned unit developments.

(5) ~~(4) A decision rejecting, approving, or conditionally approving a~~ **Not more than 60 days after receipt of a site plan, a local unit of government shall approve, reject, or conditionally approve the** site plan. **The decision** ~~shall~~ **must** be based ~~upon~~ **on** requirements and standards ~~contained~~ in the zoning ordinance, other statutorily authorized and properly adopted local unit of government planning documents, other applicable ordinances, and state and federal statutes. **The rejection or conditional approval of a site plan must include an explanation of the specific reasons the site plan was not approved without conditions and how the decision can be appealed.**

~~(5)~~ A site plan ~~shall~~ **must** be approved if it ~~contains the information required by the zoning ordinance and is in compliance with the conditions imposed under the zoning ordinance, other statutorily authorized and properly adopted local unit of government planning documents, other applicable ordinances, and state and federal statutes.~~**meets these requirements and standards.**

(6) As used in this section, "initial site plan approval" means the first formal approval of a site plan by the body or official authorized by the zoning ordinance under this section to approve site plans, and does not include administrative completeness determinations, conceptual or sketch plan reviews, or recommendations made as part of the review process.

HOUSE BILL NO. 5532

February 18, 2026, Introduced by Reps. Aragona, Wooden, Grant and Rheingans and referred to Committee on Regulatory Reform.

A bill to amend 2006 PA 110, entitled

"Michigan zoning enabling act,"

by amending section 403 (MCL 125.3403).

THE PEOPLE OF THE STATE OF MICHIGAN ENACT:

Sec. 403. (1) An amendment to a zoning ordinance by a city or village is subject to a protest petition. ~~as required by this subsection.~~ If a protest petition is ~~filed,~~ **submitted**, approval of the amendment to the zoning ordinance ~~shall require~~ **requires** a 2/3 vote of the legislative body, unless a larger vote, not to exceed a 3/4 vote, is required by ordinance or charter.

(2) The protest petition ~~shall~~ **must** be ~~presented~~ **submitted** to the legislative body of the city or village before final legislative action on the amendment. ~~and~~

(3) Except as provided in subsection (4), the protest petition ~~shall~~ **must** be signed by **at least** 1 ~~or more~~ of the following:

(a) The owners of at least 20% of the area of land included in the proposed change.

(b) The owners of at least 20% of the area of land included within an area extending outward ~~100~~ **300** feet from any point on the boundary of the land included in the proposed change.

(4) If the amendment to the zoning ordinance increases the authorized number of dwelling units, the protest petition must be signed by at least 1 of the following:

(a) The owners of at least 60% of the area of land included in the proposed change.

(b) The owners of at least 60% of the area of land included within an area extending outward 300 feet from any point on the boundary of the land included in the proposed change.

(5) ~~(2)~~ Publicly owned land ~~shall~~ **must** be excluded in calculating the ~~20% land area requirement under subsection (1).~~**area of land under subsections (3) and (4).**

(6) A protest petition must include, but is not limited to, the following, in the following order:

(a) The text or a summary of the ordinance amendment that is the subject of the protest.

(b) Information identifying the area of land included in the proposed change.

(c) The statement "Warning - A person who signs a petition more than once, signs a name other than the person's own, or

indicates ownership of land that the person does not own is guilty of a misdemeanor.".

(d) For each signature of a petitioner, the printed name of the signer, the mailing address and, if different, the address, or parcel or lot number, of the land that qualifies each person to sign the petition, and the date of signing.

(e) All of the following, in the following order:

(*i*) The heading "Certificate of Circulator".

(*ii*) The statement "The undersigned circulator of the above petition asserts that the circulator is 18 years of age or older and a United States citizen; that each signature on the petition was signed in the circulator's presence; that the circulator has neither caused nor permitted a person to sign the petition more than once and has no knowledge of a person signing the petition more than once; and that, to the circulator's best knowledge and belief, each signature is the genuine signature of the person purported to sign the petition.".

(*iii*) The statement "Circulator - Do not sign or date certificate until after circulating petition.".

(*iv*) The circulator's signature, printed name, mailing address, and signing date.

(*v*) The statement "Warning - A circulator who knowingly makes a false statement in the above certificate, an individual not a circulator who signs as a circulator, or an individual who signs a name other than the individual's own as circulator is guilty of a misdemeanor.".

(7) A person who does any of the following is guilty of a misdemeanor punishable by a fine of not more than $500.00 or imprisonment for not more than 93 days, or both:

(a) Signs a petition more than once.

(b) Signs a petition with a name other than the person's own.

(c) Indicates on a petition ownership of land that the person does not own.

(d) Makes a false statement in a certificate on a petition.

(e) If not a circulator, signs a petition as a circulator.

(f) Signs a name as circulator other than the person's own.

(8) The city or village clerk shall verify that the petition signers own the land indicated and shall otherwise determine the adequacy of the petition.

HOUSE BILL NO. 5581

February 24, 2026, Introduced by Reps. Kunse, Rheingans, Grant, MacDonell, Martus, Wooden, Hoskins, Glanville, Morgan, Arbit, Neeley, Edwards, O'Neal, Longjohn, Xiong, Tsernoglou, Tate, Meerman, Andrews, T. Carter, Aragona, McKinney, Hoadley and Wortz and referred to Committee on Government Operations.

A bill to amend 2006 PA 110, entitled

"Michigan zoning enabling act,"

by amending section 201 (MCL 125.3201) and by adding section 205e.

THE PEOPLE OF THE STATE OF MICHIGAN ENACT:

Sec. 201. (1) A local unit of government may provide by zoning ordinance for the regulation of land development and the establishment of 1 or more districts within its zoning jurisdiction ~~which~~ **that** regulate the use of land and structures ~~to~~ **for any of the following purposes:**

(a) To meet the needs of ~~the~~ **this** state's citizens for food,

fiber, energy, and other natural resources ~~,~~ **and for** places of residence, recreation, industry, trade, service, and other uses of land. ~~, to~~

(b) To ensure that ~~use of the land is situated~~ **land uses are** in appropriate locations and relationships. ~~, to~~

(c) To limit the inappropriate overcrowding of land and congestion of population, transportation systems, and other public facilities. ~~, to~~

(d) To facilitate adequate and efficient provision ~~for~~ **of** transportation systems, sewage disposal, water, energy, education, recreation, and other public ~~service and facility requirements, and to~~ **services and facilities.**

(e) To promote public health, safety, and welfare.

(2) Except as otherwise provided ~~under~~ **in** this act, the regulations ~~shall~~ **under this section must** be uniform for each class of land or buildings, dwellings, and structures within a district.

(3) A ~~local unit of government may provide under the~~ zoning ordinance ~~for the regulation of~~ **may regulate** land development and ~~the establishment of~~ **establish** districts ~~which~~ **that** apply only to land areas and activities involved in a special program to achieve specific land management objectives and avert or solve specific land use problems, including ~~the regulation of land development and the establishment of districts in areas subject to~~ damage from flooding or beach erosion.

(4) A ~~local unit of government may adopt land development regulations under the~~ zoning ordinance ~~designating or limiting~~ **may regulate** the location, height, ~~bulk,~~ number of stories, uses, and, **subject to section 205e**, size of dwellings, buildings, and structures that may be erected or altered, including tents and

recreational vehicles.

Sec. 205e. A zoning ordinance must not impose a minimum area requirement of greater than 500 square feet for a dwelling.

HOUSE BILL NO. 5582

February 24, 2026, Introduced by Reps. Grant, Wooden, Rheingans, MacDonell, Martus, Hoskins, Kunse, Glanville, Morgan, Arbit, Neeley, Edwards, O'Neal, Longjohn, Andrews, Xiong, Tsernoglou, Tate, Schmaltz, Meerman, T. Carter, Aragona, McKinney, Rogers, Hoadley and Wortz and referred to Committee on Government Operations.

A bill to amend 2006 PA 110, entitled

"Michigan zoning enabling act,"

(MCL 125.3101 to 125.3702) by adding section 205b.

THE PEOPLE OF THE STATE OF MICHIGAN ENACT:

Sec. 205b. A zoning ordinance must not do either of the following:

(a) Subject to requirements of and the regulations promulgated under the Americans with disabilities act of 1990, Public Law 101-336, require the provision of more than 1 parking space, including

guest parking, per dwelling unit for a multifamily residential use of property.

(b) Exclude from any residential zone a mobile home as defined in section 2 of the mobile home commission act, 1987 PA 96, MCL 125.2302, including, but not limited to, implicit exclusion based on restrictions regarding aesthetics or construction material that are not necessary for public safety or are primarily intended to exclude mobile homes from a residential zone.

HOUSE BILL NO. 5583

February 24, 2026, Introduced by Reps. Longjohn, Wooden, Rheingans, Grant, MacDonell, Martus, Kunse, Glanville, Morgan, Arbit, Neeley, Edwards, O'Neal, Andrews, Xiong, T. Carter, Tsernoglou, Aragona, Tate, Meerman, McKinney and Hoadley and referred to Committee on Government Operations.

A bill to amend 2006 PA 110, entitled

"Michigan zoning enabling act,"

(MCL 125.3101 to 125.3702) by adding section 205c.

THE PEOPLE OF THE STATE OF MICHIGAN ENACT:

Sec. 205c. (1) A zoning ordinance must not impose a minimum setback requirement for a dwelling or outbuilding of more than 15 feet from the front property line or 5 feet from the rear or a side property line if the local unit of government is located in whole or part within a metropolitan statistical area or is located adjacent to a metropolitan statistical area. However, the zoning

ordinance of such a local unit of government may impose a setback requirement of not more than 25 feet from any of the following:

(a) A wetland, as defined in section 30301 of the natural resources and environmental protection act, 1994 PA 451, MCL 324.30301, or as regulated by a local ordinance authorized under section 30307 of the natural resources and environmental protection act, 1994 PA 451, MCL 324.30307.

(b) An inland lake or stream, as defined in section 30101 of the natural resources and environmental protection act, 1994 PA 451, MCL 324.30101.

(c) The ordinary high water mark of the Great Lakes or Lake St. Clair, as specified in section 32502 of the natural resources and environmental protection act, 1994 PA 451, MCL 324.32502.

(2) As used in this section, "metropolitan statistical area" means a metropolitan statistical area as defined by the United States Office of Management and Budget.

HOUSE BILL NO. 5584

February 24, 2026, Introduced by Reps. Andrews, Rheingans, MacDonell, Martus, Wooden, Hoskins, Glanville, Morgan, Arbit, Neeley, Edwards, O'Neal, Longjohn, Xiong, T. Carter, Tsernoglou, Tate, Schmaltz, Meerman, Aragona, McKinney, Grant and Wortz and referred to Committee on Government Operations.

A bill to amend 2006 PA 110, entitled

"Michigan zoning enabling act,"

by amending section 102 (MCL 125.3102), as amended by 2022 PA 206, and by adding section 517.

THE PEOPLE OF THE STATE OF MICHIGAN ENACT:

Sec. 102. As used in this act:

(a) "Agricultural land" means substantially undeveloped land devoted to the production of plants and animals useful to humans, including, but not limited to, forage and sod crops, grains, feed crops, field crops, dairy products, poultry and poultry products,

livestock, herbs, flowers, seeds, grasses, nursery stock, fruits, vegetables, Christmas trees, and other similar uses and activities.

(b) "Airport" means an airport licensed under section 86 of the aeronautics code of the state of Michigan, 1945 PA 327, MCL 259.86.

(c) "Airport approach plan" and "airport layout plan" mean a plan, or an amendment to a plan, filed with the zoning commission under section 151 of the aeronautics code of the state of Michigan, 1945 PA 327, MCL 259.151.

(d) "Airport manager" means that term as defined in section 2 of the aeronautics code of the state of Michigan, 1945 PA 327, MCL 259.2.

(e) "Airport zoning regulations" means airport zoning regulations under the airport zoning act, 1950 (Ex Sess) PA 23, MCL 259.431 to 259.465, for an airport hazard area that lies in whole or part in the area affected by a zoning ordinance under this act.

(f) "Conservation easement" means that term as defined in section 2140 of the natural resources and environmental protection act, 1994 PA 451, MCL 324.2140.

(g) "Coordinating zoning committee" means a coordinating zoning committee as described under section 307.

(h) "Development rights" means the rights to develop land to the maximum intensity of development authorized by law.

(i) "Development rights ordinance" means an ordinance, which may comprise part of a zoning ordinance, adopted under section 507.

(j) "Duplex" means a single building sited on a single parcel or lot that contains 2 separate residential units, whether the separation is horizontal or vertical.

(k) ~~(j)~~ "Family child care home" and "group child care home"

mean those terms as defined in section 1 of 1973 PA 116, MCL 722.111, and only apply to the bona fide private residence of the operator of the family or group child care home.

(*l*) ~~(k)~~ "Greenway" means a contiguous or linear open space, including habitats, wildlife corridors, and trails, that links parks, nature reserves, cultural features, or historic sites with each other, for recreation and conservation purposes.

(m) ~~(*l*)~~ "Improvements" means those features and actions associated with a project that are considered necessary by the body or official granting zoning approval to protect natural resources or the health, safety, and welfare of the residents of a local unit of government and future users or inhabitants of the proposed project or project area, including roadways, lighting, utilities, sidewalks, screening, and drainage. Improvements do not include the entire project that is the subject of zoning approval.

(n) ~~(m)~~ "Intensity of development" means the height, bulk, area, density, setback, use, and other similar characteristics of development.

(o) ~~(n)~~ "Legislative body" means the county board of commissioners of a county, the board of trustees of a township, or the council or other similar elected governing body of a city or village.

(p) ~~(o)~~ "Local unit of government" means a county, township, city, or village.

(q) ~~(p)~~ "Other eligible land" means land that has a common property line with agricultural land from which development rights have been purchased and is not divided from that agricultural land by a state or federal limited access highway.

(r) ~~(q)~~ "Person" means an individual, partnership,

corporation, association, governmental entity, or other legal entity.

(s) ~~(r)~~ "Population" means the population according to the most recent federal decennial census or according to a special census conducted under section 7 of the Glenn Steil state revenue sharing act of 1971, 1971 PA 140, MCL 141.907, whichever is later.

(t) ~~(s)~~ "Qualified residential treatment program" means that term as defined in section 1 of 1973 PA 116, MCL 722.111.

(u) ~~(t)~~ "Site plan" includes the documents and drawings required by the zoning ordinance to ensure that a proposed land use or activity is in compliance with local ordinances and state and federal statutes.

(v) ~~(u)~~ "State licensed residential facility" means a structure constructed for residential purposes that is licensed by the state under the adult foster care facility licensing act, 1979 PA 218, MCL 400.701 to 400.737, or 1973 PA 116, MCL 722.111 to 722.128, and provides residential services for 6 or fewer individuals under 24-hour supervision or care.

(w) ~~(v)~~ "Undeveloped state" means a natural state preserving natural resources, natural features, scenic or wooded conditions, agricultural use, open space, or a similar use or condition. Land in an undeveloped state does not include a golf course but may include a recreational trail, picnic area, children's play area, greenway, or linear park. Land in an undeveloped state may be, but is not required to be, dedicated to the use of the public.

(x) ~~(w)~~ "Zoning commission" means a zoning commission as described under section 301.

(y) ~~(x)~~ "Zoning jurisdiction" means the area encompassed by the legal boundaries of a city or village or the area encompassed

by the legal boundaries of a county or township outside the limits of incorporated cities and villages. The zoning jurisdiction of a county does not include the areas subject to a township zoning ordinance.

Sec. 517. (1) A duplex is a permitted use in any district in which a single-family residence is a permitted use, and the duplex is subject to the same permitting procedures as a single-family residence.

(2) A local unit of government shall not impose requirements related to the bulk or size of buildings that prevent the construction of duplexes with at least 1,000 square feet of habitable floor space per residential unit, including requirements related to lot coverage, setbacks, maximum height, minimum unit size, dimensions, minimum square footage on a structure foundation, or floor area ratio.

(3) A zoning ordinance must not do either of the following:

(a) Subject to requirements of the Americans with disabilities act of 1990, Public Law 101-336, and regulations promulgated thereunder, require the provision of more than 1 parking space, including guest parking, per residential unit for a duplex.

(b) Impose design, aesthetic, height, placement, or any other requirements on a duplex that are more restrictive than those applied to a single-family residence.

(4) Subject to this section, a local unit of government may adopt and enforce reasonable setback, dimensional, design, and permitting requirements for duplexes. However, such requirements must not be adopted for the purpose of, or have the effect of, prohibiting the construction or maintenance of duplexes.

Enacting section 1. This amendatory act takes effect 180 days

after the date it is enacted into law.

HOUSE BILL NO. 5585

February 24, 2026, Introduced by Reps. Meerman, Wooden, Rheingans, Grant, MacDonell, Martus, Hoskins, Kunse, Glanville, Morgan, Arbit, Neeley, Edwards, O'Neal, Longjohn, Andrews, Xiong, T. Carter, Tsernoglou, Tate, Schmaltz, Aragona, McKinney and Wortz and referred to Committee on Government Operations.

A bill to amend 2006 PA 110, entitled

"Michigan zoning enabling act,"

by amending section 102 (MCL 125.3102), as amended by 2022 PA 206, and by adding sections 207a and 516.

THE PEOPLE OF THE STATE OF MICHIGAN ENACT:

Sec. 102. As used in this act:

(a) "Accessory dwelling unit" or "ADU" means a secondary dwelling unit, whether constructed on-site or off-site, that is incidental to another dwelling unit located on the same parcel of real property.

(b) ~~(a)~~ "Agricultural land" means substantially undeveloped land devoted to the production of plants and animals useful to humans, including, but not limited to, forage and sod crops, grains, feed crops, field crops, dairy products, poultry and poultry products, livestock, herbs, flowers, seeds, grasses, nursery stock, fruits, vegetables, Christmas trees, and other similar uses and activities.

(c) ~~(b)~~ "Airport" means an airport licensed under section 86 of the aeronautics code of the state of Michigan, 1945 PA 327, MCL 259.86.

(d) ~~(c)~~ "Airport approach plan" and "airport layout plan" mean a plan, or an amendment to a plan, filed with the zoning commission under section 151 of the aeronautics code of the state of Michigan, 1945 PA 327, MCL 259.151.

(e) ~~(d)~~ "Airport manager" means that term as defined in section 2 of the aeronautics code of the state of Michigan, 1945 PA 327, MCL 259.2.

(f) ~~(e)~~ "Airport zoning regulations" means airport zoning regulations under the airport zoning act, 1950 (Ex Sess) PA 23, MCL 259.431 to 259.465, for an airport hazard area that lies in whole or part in the area affected by a zoning ordinance under this act.

(g) ~~(f)~~ "Conservation easement" means that term as defined in section 2140 of the natural resources and environmental protection act, 1994 PA 451, MCL 324.2140.

(h) ~~(g)~~ "Coordinating zoning committee" means a coordinating zoning committee as described under section 307.

(i) ~~(h)~~ "Development rights" means the rights to develop land to the maximum intensity of development authorized by law.

(j) ~~(i)~~ "Development rights ordinance" means an ordinance,

which may comprise part of a zoning ordinance, adopted under section 507.

(k) ~~(j)~~ "Family child care home" and "group child care home" mean those terms as defined in section 1 of 1973 PA 116, MCL 722.111, and only apply to the bona fide private residence of the operator of the family or group child care home.

(l) ~~(k)~~ "Greenway" means a contiguous or linear open space, including habitats, wildlife corridors, and trails, that links parks, nature reserves, cultural features, or historic sites with each other, for recreation and conservation purposes.

(m) ~~(l)~~ "Improvements" means those features and actions associated with a project that are considered necessary by the body or official granting zoning approval to protect natural resources or the health, safety, and welfare of the residents of a local unit of government and future users or inhabitants of the proposed project or project area, including roadways, lighting, utilities, sidewalks, screening, and drainage. Improvements do not include the entire project that is the subject of zoning approval.

(n) ~~(m)~~ "Intensity of development" means the height, bulk, area, density, setback, use, and other similar characteristics of development.

(o) ~~(n)~~ "Legislative body" means the county board of commissioners of a county, the board of trustees of a township, or the council or other similar elected governing body of a city or village.

(p) ~~(o)~~ "Local unit of government" means a county, township, city, or village.

(q) ~~(p)~~ "Other eligible land" means land that has a common property line with agricultural land from which development rights

have been purchased and is not divided from that agricultural land by a state or federal limited access highway.

(r) ~~(q)~~ "Person" means an individual, partnership, corporation, association, governmental entity, or other legal entity.

(s) ~~(r)~~ "Population" means the population according to the most recent federal decennial census or according to a special census conducted under section 7 of the Glenn Steil state revenue sharing act of 1971, 1971 PA 140, MCL 141.907, whichever is later.

(t) ~~(s)~~ "Qualified residential treatment program" means that term as defined in section 1 of 1973 PA 116, MCL 722.111.

(u) ~~(t)~~ "Site plan" includes the documents and drawings required by the zoning ordinance to ensure that a proposed land use or activity is in compliance with local ordinances and state and federal statutes.

(v) ~~(u)~~ "State licensed residential facility" means a structure constructed for residential purposes that is licensed by the state under the adult foster care facility licensing act, 1979 PA 218, MCL 400.701 to 400.737, or 1973 PA 116, MCL 722.111 to 722.128, and provides residential services for 6 or fewer individuals under 24-hour supervision or care.

(w) ~~(v)~~ "Undeveloped state" means a natural state preserving natural resources, natural features, scenic or wooded conditions, agricultural use, open space, or a similar use or condition. Land in an undeveloped state does not include a golf course but may include a recreational trail, picnic area, children's play area, greenway, or linear park. Land in an undeveloped state may be, but is not required to be, dedicated to the use of the public.

(x) ~~(w)~~ "Zoning commission" means a zoning commission as

described under section 301.

(y) ~~(x)~~ "Zoning jurisdiction" means the area encompassed by the legal boundaries of a city or village or the area encompassed by the legal boundaries of a county or township outside the limits of incorporated cities and villages. The zoning jurisdiction of a county does not include the areas subject to a township zoning ordinance.

Sec. 207a. A zoning ordinance must not exclude from any residential zone a mobile home as defined in section 2 of the mobile home commission act, 1987 PA 96, MCL 125.2302, including, but not limited to, implicit exclusion based on restrictions regarding aesthetics or construction material that are not necessary for public safety or are primarily intended to exclude mobile homes from a residential zone.

Sec. 516. (1) If all of the following apply, an accessory dwelling unit is a permitted use of property under a zoning ordinance and is not subject to approval or disapproval under a zoning ordinance, except on a nondiscretionary basis by administrative staff and without a public hearing:

(a) The ADU is not greater than either of the following square footage in size, whichever is less:

(*i*) 800 square feet.

(*ii*) 75% of the gross square footage of the dwelling to which the ADU is incidental.

(b) The ADU and the dwelling to which the ADU is incidental are set back at least 5 feet from the rear and side property lines.

(c) The ADU is located in a district in which residential use is a permitted use, whether or not a residential use other than an ADU is subject to a special land use or conditional use permit.

(d) The ADU is constructed as described in 1 of the following:

(*i*) Within what is otherwise a single-family dwelling unit that is existing or under construction.

(*ii*) Attached to or sharing a wall with a single-family dwelling unit that is existing or under construction.

(*iii*) As a separate structure on a parcel with a single-family dwelling unit that is existing or under construction.

(2) Subsection (1) does not prohibit a zoning ordinance that is more permissive than described in subsection (1).

(3) All of the following apply:

(a) In any zoning district with a maximum dwelling unit density, expressed in total number of dwelling units in the district, total number of dwelling units per unit of land area, or otherwise, an ADU must be excluded from the calculation of the dwelling unit density.

(b) An accessory dwelling unit is not subject to a parking space requirement or owner occupancy requirement under a zoning ordinance.

(c) A local unit of government may retroactively approve an accessory dwelling unit that was built without the approval of the local unit of government.

(4) A zoning ordinance must not do either of the following:

(a) Impose design, aesthetic, height, or placement requirements on an accessory dwelling unit that are more restrictive than those applied to the dwelling unit to which the ADU is incidental.

(b) Restrict the use of an accessory dwelling unit to occupancy by the owner of the dwelling to which the ADU is incidental.

(c) Restrict an accessory dwelling unit from having a basement or require an ADU to have a basement.

Enacting section 1. This amendatory act takes effect 180 days after the date it is enacted into law.

HOUSE BILL NO. 5660

March 03, 2026, Introduced by Reps. Tisdel, McFall, Kuhn, Weiss, Steckloff, Breen, Hoskins, Skaggs, Dievendorf, Martin and Rogers and referred to Committee on Government Operations.

A bill to encourage increased housing supply and affordability in this state for certain income-qualified households; to provide certain grants, loans, and other assistance; to provide for the creation and operation of certain programs; to support certain zoning changes and the construction or rehabilitation of certain residential property; to provide for the creation and administration of certain funds and the distribution of money from those funds; to provide for certain appropriations; to provide for the powers and duties of certain state governmental officers and entities; and to allow the utilization of administrative procedures.

THE PEOPLE OF THE STATE OF MICHIGAN ENACT:

Sec. 1. This act may be cited as the "MI home program act".

Sec. 3. As used in this act:

(a) "Condominium project" means that term as defined in section 4 of the condominium act, 1978 PA 59, MCL 559.104.

(b) "Employee" means that term as defined in section 8 of the income tax act of 1967, 1967 PA 281, MCL 206.8.

(c) "Employer" means that term as defined in section 8 of the income tax act of 1967, 1967 PA 281, MCL 206.8.

(d) "Household income" means that term as defined in section 2 of the brownfield redevelopment financing act, 1996 PA 381, MCL 125.2652.

(e) "Income-qualified household" means that term as defined in section 2 of the brownfield redevelopment financing act, 1996 PA 381, MCL 125.2652.

(f) "Inflation rate" means that term as defined in and determined under section 34d of the general property tax act, 1893 PA 206, MCL 211.34d.

(g) "Land bank fast track authority" means an authority created under the land bank fast track act, 2003 PA 258, MCL 124.751 to 124.774.

(h) "Local unit of government" means a county, city, village, or township.

(i) "Long-term housing" means a term of not less than 30 consecutive days.

Sec. 3a. As used in this act:

(a) "MI home community" means a local unit of government that has received certification as a MI home community under section 7.

(b) "MI home employer fund" means the MI home employer fund

created in section 21.

(c) "MI home employer program" means the MI home employer program created under section 19.

(d) "MI home grant fund" means the MI home grant fund created in section 13.

(e) "MI home grant program" means the MI home grant program created under section 11.

(f) "MI home loan fund" means the MI home loan fund created in section 17.

(g) "MI home loan program" means the MI home loan program created under section 15.

(h) "MI home readiness fund" means the MI home readiness fund created in section 9.

(i) "MI home readiness program" means the MI home readiness program created under section 5.

(j) "Michigan state housing development authority" or "MSHDA" means the Michigan state housing development authority created in section 21 of the state housing development authority act of 1966, 1966 PA 346, MCL 125.1421.

(k) "Mixed-use" means that term as defined in section 2 of the brownfield redevelopment financing act, 1996 PA 381, MCL 125.2652.

(*l*) "Modular home" means a home constructed in panels or sections off-site with final assembly happening on-site and meeting the same standards of the Michigan residential code or Michigan building code, as promulgated under the Stille-DeRossett-Hale single state construction code act, 1972 PA 230, MCL 125.1501 to 125.1531, that would be applied to a site-built house.

Sec. 3b. As used in this act:

(a) "Qualified applicant" means any of the following, but does

not include a housing development organization that develops or manages real estate:

(*i*) A land bank fast track authority.

(*ii*) A local unit of government.

(*iii*) A for-profit corporation or other business entity incorporated or organized in this state or incorporated under the laws of another state and qualified to do business in this state.

(*iv*) A nonprofit corporation incorporated under the nonprofit corporation act, 1982 PA 162, MCL 450.2101 to 4501.3192, or incorporated under the laws of another state and qualified to do business in this state.

(b) "Qualified developer" means any of the following:

(*i*) A nonprofit corporation incorporated under the nonprofit corporation act, 1982 PA 162, MCL 450.2101 to 4501.3192, or incorporated under the laws of another state and qualified to do business in this state, with a primary mission of developing and preserving attainable housing.

(*ii*) A real estate developer that constructs or rehabilitates, or proposes to construct or rehabilitate, qualifying residential property.

(*iii*) A land bank fast track authority.

(*iv*) A qualified individual who purchases a qualified residential property to rehabilitate the property for use as the qualified individual's primary residence.

(c) "Qualified individual" means an individual who meets both of the following requirements:

(*i*) Is, or is a member of, an income-qualified household.

(*ii*) Demonstrates the financial means to purchase or rent the qualified residential property.

(d) "Qualified residential property" means residential property that is either of the following:

(*i*) Sold, on a permanent basis, to a qualified individual. Property purchased by a qualified developer described in subdivision (b)(*iv*) is considered sold to a qualified individual for purposes of this subparagraph.

(*ii*) Rented to a qualified individual at a monthly rate, including any fees, that does not exceed 30% of the monthly income of the qualified individual. If rented, the property must be rented on a year-round basis.

(e) "Qualified workforce housing development project" means a project that meets all of the following requirements:

(*i*) The project will newly construct or substantially rehabilitate, or both, qualified residential property.

(*ii*) Each dwelling unit that is part of the project will meet both of the following requirements:

(A) Be placed on a permanent foundation.

(B) Have electrical, heating and cooling, plumbing, bathing and restroom facilities, a kitchen, and sleeping spaces.

(f) "Qualified zoning changes" means changes to land use policies, zoning ordinances, master plans, or permitting processes, or similar changes, to encourage increased housing supply and affordability, including changes to do any of the following:

(*i*) Eliminate or reduce parking requirements so not more than 1.5 parking spaces are required per dwelling unit.

(*ii*) Allow any of the following as a residential use of property for the purposes of zoning and a permitted use in a majority of residentially zoned districts without requiring a special use permit or procedure:

(A) Duplexes.

(B) Accessory dwelling units for use as long-term housing.

(C) Occupancy of a single room by an unrelated individual for use as long-term housing.

(D) Modular homes.

(*iii*) Allow property near transit and employment centers to have a higher maximum residential density than property elsewhere.

(*iv*) Eliminate or reduce minimum dwelling unit size requirements to 800 square feet or less of floor area.

(*v*) Allow mixed-use development that includes a residential use in areas zoned commercial.

(*vi*) Eliminate or reduce minimum lot size requirements to 5,000 square feet or less in residentially zoned districts.

(*vii*) Provide height or density bonuses.

(*viii*) Adopt universal design standards for residential construction.

(*ix*) Expand or expedite administrative review approvals.

(*x*) Adopt preapproved building plans or a preapproved building program.

(*xi*) Complete the redevelopment ready communities program.

(g) "Redevelopment ready communities program" means the redevelopment ready communities program operated by the Michigan economic development corporation.

(h) "Rental restrictions" means both of the following requirements related to the rental of qualified residential property:

(*i*) For a period of not less than 10 years following the completion of the construction or rehabilitation, the qualified residential property must be rented to a qualified individual.

(*ii*) A qualified individual who rents the qualified residential property must occupy the qualified residential property as a primary residence for the duration of the lease.

(i) "Residential property" includes all of the following, regardless of whether the property is owner-occupied or rental property:

(*i*) A single-family dwelling, including, but not limited to, a stand-alone house, townhouse, row house, or modular home.

(*ii*) A 1- to 4-family house with separate dwelling units, including, but not limited to, a duplex, triplex, or quadplex, or 1 or more dwelling units within a 1- to 4-family house.

(*iii*) 1 or more dwelling units in a condominium project.

(*iv*) 1 or more dwelling units in a mixed-use structure.

(j) "Sale restrictions" means all of the following requirements related to the sale of qualified residential property:

(*i*) The qualified residential property must be sold to a qualified individual.

(*ii*) For a period of not less than 5 years after the date of purchase, the qualified individual must maintain ownership of the qualified residential property, occupy the qualified residential property as a primary residence, and not rent any portion of the property for a term of not less than 30 consecutive days.

(*iii*) Except as otherwise provided in this subparagraph, for a period of 10 years following the date of purchase, the qualified individual may not sell the property to any purchaser other than a qualified individual. MSHDA may waive this sales restriction after year 5 of the 10-year period.

(k) "Substantially rehabilitate" means the rehabilitation of a dwelling unit that requires a financial investment of not less than

$25,000.00.

(*l*) "Workforce down payment assistance" means financial assistance provided to a qualified individual to make a down payment on, and cover costs associated with, purchasing a dwelling unit.

Sec. 5. (1) The Michigan state housing development authority shall create and operate the MI home readiness program to provide grants to local units of government to cover costs associated with the adoption of land use policies, master plan updates, zoning text amendments, and similar actions to encourage increasing housing supply and affordability.

(2) MSHDA shall develop a detailed application, approval, and compliance process for the MI home readiness program that is published and available on its website. The detailed application, approval, and compliance process must, at a minimum, provide for all of the following:

(a) A local unit of government may apply to MSHDA for a grant to pay for the costs associated with the adoption of land use policies, master plan updates, zoning text amendments, and similar actions to encourage increasing housing supply and affordability.

(b) The application must require the applicant to provide a description of the proposed activities for which costs will be covered by the grant under subdivision (a).

(c) MSHDA shall award grants on a first-come, first-served basis.

(d) The amount of the grant must not exceed $50,000.00.

(e) The grant must be disbursed in 2 installments. MSHDA shall disburse the first installment on execution of a written agreement under subsection (3). MSHDA shall disburse the second installment

on completion of the proposed activities.

(f) A local unit of government must use the grant money only to pay for the costs associated with the adoption of land use policies, master plan updates, zoning text amendments, and similar actions to encourage increasing housing supply and affordability. These costs may include work performed by contracted employees or third-party consultants. Grant money may not be used for indirect rates or grant administration. MSDHA may audit the local unit of government to ensure that grant money is used for allowable costs, and the local unit of government must provide any information reasonably requested by MSHDA. The local unit of government must repay any grant money that is used for costs other than costs allowed under this subdivision.

(g) On completion of the proposed activities, the local unit of government shall provide a summary of the completed activities to MSHDA.

(h) A local unit of government that receives a grant must complete the proposed activities not later than 2 years after the date the written agreement is executed under subsection (3). If the local unit of government does not complete the proposed activities within 2 years, the local unit of government shall not receive the second installment of the grant award.

(i) Money that is not disbursed under subdivision (h) or that is repaid to this state under subdivision (f) must be deposited in the MI home readiness fund.

(3) If MSHDA approves an application, MSHDA shall enter into a written agreement with the local unit of government that includes the terms of the grant, including the requirements described in subsection (2).

Sec. 7. (1) A local unit of government may apply to MSHDA, in the form and manner prescribed by MSHDA, for certification as a MI home community.

(2) MSHDA shall grant certification under subsection (1) if MSHDA determines that the local unit of government has made at least 50% of the qualified zoning changes described in section 3b(f)(*i*) to (*xi*).

(3) MSHDA shall maintain a list of all local units of government certified as MI home communities and make that list available to the public on its website.

(4) MSHDA shall develop a statewide matchmaking platform to identify housing opportunities and enable connections between this state, MI home communities, and developers.

Sec. 9. (1) The MI home readiness fund is created as a separate fund under the jurisdiction and control of the Michigan state housing development authority.

(2) Money and other assets received under subsection (6) or section 5(2)(i) or from any other source must be deposited in the MI home readiness fund. MSHDA shall direct the investment of money in the MI home readiness fund in accordance with section 22 of the state housing development authority act of 1966, 1966 PA 346, MCL 125.1422, and credit interest and earnings from the investments to the MI home readiness fund.

(3) Money in the MI home readiness fund at the close of the fiscal year remains in the MI home readiness fund and does not lapse to the general fund.

(4) MSHDA is the administrator of the MI home readiness fund for audits of the MI home readiness fund.

(5) MSHDA shall expend money from the MI home readiness fund

on appropriation, only for 1 or more of the following purposes:

(a) Provision of grants to local units of government under the MI home readiness program.

(b) Administration of the MI home readiness program.

(c) Creation and maintenance of the statewide matchmaking platform described in section 7.

(6) For the first 5 fiscal years after the effective date of this act, the legislature shall appropriate $5,000,000.00 each fiscal year for deposit into the MI home readiness fund.

Sec. 11. (1) The Michigan state housing development authority shall create the MI home grant program to provide grants to qualified developers to pay for the cost of constructing or rehabilitating qualified residential property in a MI home community.

(2) MSHDA shall develop a detailed application, approval, and compliance process for the MI home grant program that is published and available on its website. The detailed application, approval, and compliance process must, at a minimum, provide for all of the following:

(a) A qualified developer may apply to MSHDA for a grant to newly construct or substantially rehabilitate 1 or more qualified residential properties located in a MI home community.

(b) The amount of the grant must not exceed the following:

(*i*) For new construction, 1/3 of the cost of construction or $100,000.00 per dwelling unit, whichever is less. On March 1 of each year, the dollar amount under this subparagraph must be adjusted by multiplying the dollar amount for the immediately preceding year by the inflation rate.

(*ii*) For rehabilitation of existing property, 1/3 of the cost

of rehabilitation or $50,000.00 per dwelling unit, whichever is less. On March 1 of each year, the dollar amount under this subparagraph must be adjusted by multiplying the dollar amount for the immediately preceding year by the inflation rate.

(c) The application must require the applicant to provide the standard information described in section 23 and be accompanied by the standard documents described in section 23.

(d) The qualified developer must use the grant money only for the purpose of constructing or rehabilitating the qualified residential property.

(e) The qualified developer must agree to sell or rent the qualified residential property to a qualified individual in accordance with the sale restrictions or rental restrictions, as applicable.

(f) The sale restrictions or rental restrictions must be included in the purchase agreement or lease, as applicable, and included in the property deed as deed restrictions.

(g) The grant must not be disbursed until a written agreement under subsection (3) is executed and the sale restrictions or rental restrictions are included in the property deed as deed restrictions.

(h) The purchase agreement or lease, as applicable, must include both of the following provisions:

(*i*) A provision requiring the qualified individual to comply with the reporting requirements under this act.

(*ii*) A provision that the qualified individual will be subject to the penalties provided in section 31 if the sale restrictions or rental restrictions are violated.

(i) A qualified developer must comply with the reporting

requirements described in this act.

(j) A qualified developer that violates a provision of this act is subject to the penalties provided in section 31.

(k) Payments of penalties must be deposited in the MI home grant fund.

(3) If MSHDA approves an application, MSHDA shall enter into a written agreement with the qualified developer that includes the terms of the grant, including the requirements described in subsection (2).

(4) In determining whether to approve a grant under this section, MSHDA must consider all of the following factors:

(a) The capacity of the qualified developer to complete the project.

(b) The housing needs of the community and the extent to which the project will address those housing needs.

(c) Local support for the project.

Sec. 13. (1) The MI home grant fund is created as a separate fund under the jurisdiction and control of the Michigan state housing development housing authority.

(2) Money and other assets received under subsection (6) or (7) or section 11(2)(k) or from any other source must be deposited in the MI home grant fund. MSHDA shall direct the investment of money in the MI home grant fund in accordance with section 22 of the state housing development authority act of 1966, 1966 PA 346, MCL 125.1422, and credit interest and earnings from the investments to the MI home grant fund.

(3) Money in the MI home grant fund at the close of the fiscal year remains in the MI home grant fund and does not lapse to the general fund.

(4) MSHDA is the administrator of the MI home grant fund for audits of the MI home grant fund.

(5) MSHDA shall expend money from the MI home grant fund on appropriation, only for 1 or more of the following purposes:

(a) Provision of grants to qualified developers under the MI home grant program.

(b) Administration of the MI home grant program.

(6) For the first 2 fiscal years after the effective date of this act, the legislature shall appropriate $95,000,000.00 each fiscal year for deposit into the MI home grant fund.

(7) For the next 3 fiscal years after the fiscal years described in subsection (6), the legislature shall appropriate $145,000,000.00 each fiscal year for deposit into the MI home grant fund.

Sec. 15. (1) The Michigan state housing development authority shall create the MI home loan program to address financing gaps for constructing or rehabilitating qualified residential property in a MI home community.

(2) MSHDA shall develop a detailed application, approval, and compliance process for the MI home loan program that is published and available on its website. The detailed application, approval, and compliance process must, at a minimum, provide for all of the following:

(a) A qualified developer may apply to MSHDA for a loan to newly construct or substantially rehabilitate 1 or more qualified residential properties located in a MI home community.

(b) The amount of the loan must not exceed the amount necessary to cover financing gaps associated with the construction and development of the qualified residential property.

(c) The loan must bear interest at a rate determined by MSHDA.

(d) The application must require the applicant to provide the standard information described in section 23 and be accompanied by the standard documents described in section 23. In addition, the application must require the applicant to provide a description of the financing gap that the loan is intended to address.

(e) The qualified developer must use the financing only for the purpose of constructing or rehabilitating the qualified residential property.

(f) The qualified developer must agree to sell or rent the qualified residential property to a qualified individual in accordance with the sale restrictions or rental restrictions, as applicable.

(g) The sale restrictions or rental restrictions must be included in the purchase agreement or lease, as applicable, and included in the property deed as deed restrictions.

(h) The financing must not be disbursed until a written agreement under subsection (3) is executed and the sale restrictions or rental restrictions are included in the property deed as deed restrictions.

(i) The purchase agreement or lease, as applicable, must include both of the following provisions:

(*i*) A provision requiring the qualified individual to comply with the reporting requirements under this act.

(*ii*) A provision that the qualified individual will be subject to the penalties provided in section 31 if the sale restrictions or rental restrictions are violated.

(j) A qualified developer must comply with the reporting requirements described in this act.

(k) A qualified developer that violates a provision of this act is subject to the penalties provided in section 31.

(*l*) Payments of principal, interest, and penalties must be deposited in the MI home loan fund.

(3) If MSHDA approves an application, MSHDA shall enter into a written agreement with the qualified developer that includes the terms of the financing, including the requirements described in subsection (2).

(4) In determining whether to approve financing under this section, MSHDA must consider all of the following factors:

(a) The capacity of the qualified developer to complete the project.

(b) The housing needs of the community and the extent to which the project will address those housing needs.

(c) Local support for the project.

(d) Whether the loan will address a financing gap.

Sec. 17. (1) The MI home loan fund is created as a separate fund under the jurisdiction and control of the Michigan state housing development authority.

(2) Money and other assets received under subsection (6) or section 15(2)(*l*) or from any other source must be deposited in the MI home loan fund. MSHDA shall direct the investment of money in the MI home loan fund in accordance with section 22 of the state housing development authority act of 1966, 1966 PA 346, MCL 125.1422, and credit interest and earnings from the investments to the MI home loan fund.

(3) Money in the MI home loan fund at the close of the fiscal year remains in the MI home loan fund and continues to revolve and does not lapse to the general fund.

(4) MSHDA is the administrator of the MI home loan fund for audits of the MI home loan fund.

(5) MSHDA shall expend money from the MI home loan fund on appropriation, only for 1 or more of the following purposes:

(a) Provision of financing for qualified developers under the MI home loan program.

(b) Administration of the MI home loan program.

(6) For the first 2 fiscal years after the effective date of this act, the legislature shall appropriate $50,000,000.00 each fiscal year for deposit into the MI home loan fund.

Sec. 19. (1) The Michigan state housing development authority shall create the MI home employer program to provide grants for qualified workforce housing development projects or workforce down payment assistance.

(2) MSHDA shall develop a detailed application, approval, and compliance process for the MI home employer program that is published and available on its website. The detailed application, approval, and compliance process must, at a minimum, provide for all of the following:

(a) A qualified applicant may apply to MSHDA for a grant for a qualified workforce housing development project or workforce down payment assistance.

(b) If the grant is for a qualified workforce housing development project, the qualified applicant must agree that the low-income housing tax credit program described in section 22b of the state housing development authority act of 1966, 1966 PA 346, MCL 125.1422b, is not being, and will not be, used as part of the financing for the qualified workforce housing development project.

(c) An employer must match the amount of grant money provided

on a dollar-for-dollar basis, subject to all of the following requirements:

(*i*) An employer match may include 1 or more of the following:

(A) An investment of money.

(B) The value of a land or building donation.

(C) A loan with a below-market interest rate.

(*ii*) An employer match does not include either of the following:

(A) Developer equity.

(B) Philanthropic contributions, including, but not limited to, funding from the government, financial institutions, or community development financial institutions.

(d) The application must require the applicant to provide all of the following information:

(*i*) If the grant is for a qualified workforce development project, the standard information described in section 23. In addition, the application must be accompanied by the standard documents described in section 23.

(*ii*) For a grant for workforce downpayment assistance, all of the following:

(A) The name and address of and contact information for the qualified applicant and any program partners. If the qualified applicant or a program partner is a business entity, the qualified applicant must submit both of the following with the application:

(I) A certified copy of the articles of incorporation or organization for the applicant or program partner.

(II) A certificate of good standing to do business in this state, dated within 30 days of the date the application is submitted, for the applicant or program partner.

(B) A description of the workforce downpayment assistance program, including, but not limited to, whether it is a new or existing program.

(C) A description of all financing for the program, including, but not limited to, direct contributions, third-party financing, and any local financial support.

(D) A description of the qualified applicant's capacity to implement and administer the program. Program administration may be contracted out to a qualified third party, as determined by MSHDA.

(E) A description of community and local support for the project. The qualified applicant must submit evidence of community and local support with the application.

(*iii*) A description of the employer match to be provided, including, but not limited to, the identification of the employer providing the match, the number of employees the employer employs, the type of match to be provided, and the dollar value of that match. The qualified applicant must submit documentation to verify the availability and value of the match with the application.

(e) The amount of the grant must not exceed $2,000,000.00 per year.

(f) An applicant may submit only 1 application per year.

(g) Subject to subdivision (f), MSHDA shall award grants on a first-come, first-served basis.

(h) The qualified applicant must use the grant money only for the purpose of a qualified workforce housing development project or workforce downpayment assistance.

(i) If the grant is for a qualified workforce housing development project, all of the following:

(*i*) Each dwelling unit that is part of the project must meet

the requirements described in section 3b(e)(*ii*)(A) to (B).

(*ii*) The qualified applicant must agree to sell or rent the qualified residential property to a qualified individual in accordance with the sale restrictions or rental restrictions, as applicable.

(*iii*) The sale restrictions or rental restrictions must be included in the purchase agreement or lease, as applicable, and included in the property deed as deed restrictions.

(*iv*) The grant money must not be disbursed until a written agreement under subsection (3) is executed and the sale restrictions or rental restrictions are included in the property deed as deed restrictions.

(*v*) The purchase agreement or lease, as applicable, must include both of the following provisions:

(A) A provision requiring the qualified individual to comply with the reporting requirements under this act.

(B) A provision that the qualified individual will be subject to the penalties provided in section 31 if the sale restrictions or rental restrictions are violated.

(j) If the grant is for workforce downpayment assistance, all of the following:

(*i*) The qualified applicant must agree to provide the workforce downpayment assistance to a qualified individual.

(*ii*) The grant money must not be disbursed until a written agreement under subsection (3) is executed.

(k) A qualified workforce housing development project must comply with the following timeline:

(*i*) Not later than 3 months after receipt of the grant approval letter, construction or rehabilitation must begin. MSHDA may extend

this deadline if it considers it appropriate.

(*ii*) Not later than 24 months after execution of the written agreement under subsection (3), a certificate of occupancy must be secured. MSHDA may extend this deadline if it considers it appropriate. However, if this deadline is extended, a fee equal to 1% of the amount of the grant may be imposed.

(*l*) A qualified applicant must comply with any reporting requirements required by MSHDA.

(m) A qualified applicant that violates a provision of this act is subject to the penalties provided in section 31.

(n) Payments of penalties must be deposited in the MI home employer fund.

(3) If MSHDA approves an application, MSHDA shall enter into a written agreement with the qualified applicant that includes the terms of the grant, including the requirements described in subsection (2).

(4) In determining whether to approve financing under this section, MSHDA must consider both of the following factors:

(a) The capacity of the qualified applicant to complete the project or implement and administer the program.

(b) The workforce housing needs of the community and the extent to which the project or program will address those workforce housing needs.

Sec. 21. (1) The MI home employer fund is created as a separate fund under the jurisdiction and control of the Michigan state housing development housing authority.

(2) Money and other assets received under subsection (6) or section 19(2)(n) or from any other source must be deposited in the MI home employer fund. MSHDA shall direct the investment of money

in the MI home employer fund in accordance with section 22 of the state housing development authority act of 1966, 1966 PA 346, MCL 125.1422, and credit interest and earnings from the investments to the MI home employer fund.

(3) Money in the MI home employer fund at the close of the fiscal year remains in the MI home employer fund and does not lapse to the general fund.

(4) MSHDA is the administrator of the MI home employer fund for audits of the MI home employer fund.

(5) MSHDA shall expend money from the MI home employer fund on appropriation, only for 1 or more of the following purposes:

(a) Provision of grants to local units of government under the MI home employer program.

(b) Administration of the MI home employer program.

(6) The legislature shall appropriate $10,000,000.00 each fiscal year for deposit into the MI home employer fund.

Sec. 23. (1) An applicant may not receive a grant or loan under this act if the applicant is under debarment with the federal government of the United States.

(2) An applicant for a grant under the MI home grant program, financing under the MI home loan program, or a grant for a qualified development workforce housing project under the MI home employer program must provide all of, but is not limited to, the following standard information in the application:

(a) The name and address of and contact information for the applicant and any development partners.

(b) A description of the project, including, but not limited to, all of the following:

(*i*) A description of the qualified residential property.

(*ii*) A description of the construction or rehabilitation that is proposed for the qualified residential property.

(*iii*) The type and number of dwelling units the finished property will provide.

(c) A description of the project schedule.

(d) A description of all financing for the project, including, but not limited to, capital contributions, third-party financing, and any local financial support.

(e) A description of the applicant's capacity to complete the project, either with or without a development partner.

(f) Whether the project is a joint venture or has a co-ownership structure.

(g) A description of whether the project is compatible with the current zoning of the qualified residential property and, if the project is not compatible, a description of the steps necessary to obtain proper zoning and a timeline for completing the steps.

(h) If the applicant or a development partner is a business entity, both of the following:

(*i*) A certified copy of the articles of incorporation or organization for the applicant or development partner.

(*ii*) A certificate of good standing to do business in this state, dated within 30 days of the date the application is submitted, for the applicant or development partner.

(i) If the project is a joint venture or has a co-ownership structure, a copy of the executed joint venture or co-ownership agreement.

(j) Evidence of local support.

(k) Documentation that evidences the ability to maintain site control, including, but not limited to, a warranty deed, exclusive

option to purchase, land contract, or similar documentation. Documentation provided under this subdivision must clearly identify the location of the property and the purchase price of each parcel.

(*l*) A title insurance commitment dated within 6 months of the date the application is submitted. If the project is located on a federally recognized Indian reservation, an attorney's opinion letter regarding the chain of title and land control may be provided instead of a title insurance commitment.

(m) Documentation from the local unit of government in which the qualified residential property is located is a designated MI home community and documentation that identifies the address of the qualified residential property included in the project, provides the current zoning designation for that property, and describes whether the proposed development is permitted under the local unit of government's zoning ordinance and, if not, the steps necessary to obtain proper zoning for the proposed development.

(n) Site plan approval from the local unit of government, dated within 1 year of the date the application is submitted and, if site plan approval is granted with contingencies, an affirmation that the contingencies may be approved at the staff level.

(o) Documentation from the local unit of government or 1 or more local utility companies, dated within 1 year of the date the application is submitted, regarding the availability of utilities at the site.

(p) Architectural floor plans for the project.

(q) If the project will receive a tax abatement, documentation from the local unit of government approving the tax abatement.

(r) Documentation regarding market demand, including, but not limited to, market studies, needs assessments, and market

statistics.

(s) An environmental study.

(t) If the project involves the rehabilitation of currently occupied dwelling units, a tenant relocation plan.

(3) An applicant may receive assistance under more than 1 program under this act.

(4) MSHDA may allow a combined application to be submitted by an applicant applying for assistance under more than 1 program under this act.

Sec. 25. (1) A qualified individual that purchases qualified residential property through a program under this act must complete a homebuyer education class approved by the United States Department of Housing and Urban Development and receive a certificate of completion.

(2) MSHDA shall make information regarding the homebuyer education class available to the public on its website.

(3) A qualified developer or qualified applicant that receives a grant or loan under this act must provide information on the homebuyer education class to qualified individuals.

Sec. 27. (1) A qualified developer that receives a grant under the MI home grant program or a loan under the MI home loan program must do, but is not limited to, all of the following:

(a) Not later than 15 days after the construction or rehabilitation of the qualified residential property is complete, notify MSHDA in writing of the date of completion.

(b) Not later than 15 days after the qualified residential property is sold, notify MSHDA in writing of the address of the property, the date of sale, the sales price, and the identity of the purchaser. This subdivision applies to only the initial sale of

the qualified residential property.

(c) Review and document the income eligibility of individuals who purchase or rent qualified residential property and make this information available to MSHDA.

(d) Assist in monitoring compliance with the rental restrictions and sale restrictions.

(e) Not later than March 15 of each year until the expiration of any rental restrictions or sale restrictions, submit an annual report to MSHDA that includes all of the following information:

(*i*) The status of the construction or rehabilitation.

(*ii*) If construction or rehabilitation has been completed, the date of completion and whether the qualified residential property has been sold or rented.

(*iii*) If the qualified residential property has been sold, all of the following information for each dwelling unit sold:

(A) The date of the initial sale.

(B) The sales price.

(C) The identity of the purchaser.

(D) The annual household income of the purchaser at the time of purchase.

(E) Whether the purchaser continues to own the property.

(F) If the purchaser still owns the property, both of the following:

(I) Whether the purchaser occupies the property as the purchaser's primary residence.

(II) Whether the purchaser has rented any portion of the property for less than 30 days at a time.

(G) If the property has been resold, for each subsequent sale, all of the following information:

(I) The date of the subsequent sale.

(II) The sales price.

(III) The identity of the subsequent purchaser.

(IV) The annual household income of the subsequent purchaser.

(V) Whether the subsequent purchaser occupies or occupied the property as the subsequent purchaser's primary residence.

(VI) Whether the subsequent purchaser has rented any portion of the property for less than 30 days at a time.

(*iv*) If the qualified residential property has been rented, all of the following information for each dwelling unit rented:

(A) The name of each individual who has rented the property.

(B) For each individual listed under sub-subparagraph (A), all of the following information:

(I) The dates the individual rented the property.

(II) The annual household income of the individual.

(III) The monthly rate, including any fees, charged for rent.

(IV) Whether the individual occupied the property as a primary residence for the duration of the lease.

(2) A qualified individual must report to the qualified developer, at the time of original purchase or lease, any information necessary for the qualified developer to prepare the report under this subsection.

Sec. 31. (1) A qualified developer that receives a grant under the MI home grant program or a loan under the MI home loan program must repay money received for noncompliant units if any of the following occur:

(a) The qualified developer uses the money for a purpose other than constructing or rehabilitating qualified residential property.

(b) The qualified residential property is not sold or rented

to a qualified individual.

(c) The qualified residential property is sold or rented without the required rental restrictions or sales restrictions or the required deed restrictions.

(d) The qualified developer fails to comply with the reporting requirements under this act within 90 days after notice from MSHDA that the reporting requirements have not been met.

(2) A qualified applicant that receives a grant under the MI home employer program must repay money received for noncompliant units if any of the following occur:

(a) The qualified applicant uses the money for a purpose other than a qualified workforce housing development project or workforce downpayment assistance.

(b) If the grant is for a qualified workforce housing development project, either of the following occur:

(*i*) The qualified residential property that is part of the qualified workforce housing development project is not sold or rented to a qualified individual.

(*ii*) The qualified residential property is sold or rented without the required rental restrictions or sales restrictions or the required deed restrictions.

(c) The qualified applicant fails to comply with the reporting requirements under this act within 90 days after notice from MSHDA that the reporting requirements have not been met.

(3) If a qualified individual who purchases qualified residential property fails to comply with the sale restrictions described in section 3b(j)(*ii*), the qualified individual must repay the state an amount equal to the amount of money provided under this act for the qualified residential property prorated by 20% for

each full year the qualified individual owned the property and occupied it as a principal residence. MSHDA may waive the penalty under this subsection if the qualified individual's failure is due to hardship, including, but not limited to, divorce, disability, illness, loss of income, or any similar hardship.

(4) If a qualified individual who purchases qualified residential property fails to comply with the sale restrictions described in section 3b(j)(*iii*), the qualified individual may be subject to an action brought by this state under section 33.

Sec. 33. The attorney general may bring a civil action to enforce any deed restrictions under this act. The action may be brought in the circuit court for the county where the qualified residential property to which the deed restrictions relate is located.

Sec. 37. (1) MSHDA shall maintain a list of all qualified residential property that is currently subject to deed restrictions under this act.

(2) MSHDA shall include in its annual production goals report information on the programs under this act, including, but not limited to, a summary of the information received under section 27. As used in this subsection, "annual production goals report" means the report described in section 401 of article 9 of 2025 PA 22, as required in the general appropriation act that provides funding for MSHDA for the relevant fiscal year.

Sec. 39. MSHDA may utilize the administrative procedures act of 1969, 1969 PA 306, MCL 24.201 to 24.328, to implement this act.

Sec. 41. All construction or rehabilitation for which assistance is awarded under this act must be completed according to and meet all applicable federal, state, and local construction,

rehabilitation, and design standards and regulations.

Enacting section 1. This act does not take effect unless Senate Bill No. ____ (request no. S04455'25) or House Bill No. 5661 (request no. H04455'25) of the 103rd Legislature is enacted into law.

HOUSE BILL NO. 5661

March 03, 2026, Introduced by Reps. Steckloff, McFall, Kuhn, Weiss, Breen, Hoskins, Tisdel, Skaggs, Dievendorf, Martin and Rogers and referred to Committee on Government Operations.

A bill to amend 1966 PA 346, entitled

"State housing development authority act of 1966,"

by amending section 22 (MCL 125.1422), as amended by 2012 PA 327.

THE PEOPLE OF THE STATE OF MICHIGAN ENACT:

Sec. 22. The authority possesses all powers necessary or convenient to carry out this act **and the powers delegated by other laws**, including the following powers in addition to other powers granted by other provisions of this act:

(a) To sue and to be sued; to have a seal and to alter the seal at pleasure; to have perpetual succession; to make and execute

contracts and other instruments necessary or convenient to the exercise of the powers of the authority; and to make, amend, and repeal bylaws and rules.

(b) To undertake and carry out studies and analyses of housing needs within this state and ways of meeting those needs, including data with respect to population and family groups, the distribution of population and family groups according to income, and the amount and quality of available housing and its distribution according to rentals and sales prices, employment, wages, and other factors affecting housing needs and the meeting of housing needs; to make the results of those studies and analyses available to the public and the housing and supply industries; and to engage in research and disseminate information on housing.

(c) To agree and comply with conditions attached to federal financial assistance.

(d) To survey and investigate housing conditions and needs, both urban and rural, throughout this state and make recommendations to the governor and the legislature regarding legislation and other measures necessary or advisable to alleviate any existing housing shortage in this state.

(e) To establish and collect fees and charges in connection with the sale of the authority's publications and the authority's loans, commitments, and servicing, including, but not limited to, the reimbursement of costs of financing by the authority, service charges, and insurance premiums as the authority determines to be reasonable and as approved by the authority. Fees and charges ~~shall~~ **must** be determined by the authority and ~~shall~~ **are** not ~~be~~ considered to be interest. The authority may use any accumulated fees and charges and interest income for achieving any of the corporate

purposes of the authority, to the extent that the fees, charges, and interest income are not pledged to the repayment of bonds and notes of the authority or the interest on those bonds and notes.

(f) To encourage community organizations to assist in initiating housing projects as provided in this act.

(g) To encourage the salvage of all possible usable housing scheduled for demolition because of highway, school, urban renewal, or other programs by seeking authority for the sponsors of the programs to use funds provided for the demolition of the buildings, to be allocated to those sponsors approved by the authority to defray moving and rehabilitation costs of the buildings.

(h) To engage and encourage research in, and to formulate demonstration projects to develop, new and better techniques and methods for increasing the supply of housing for persons eligible for assistance as provided in this act; and to provide technical assistance in the development of housing projects and in the development of programs to improve the quality of life for all the people of this state.

(i) To make or purchase loans, including loans for condominium units as **that term is** defined in section 4 of the condominium act, 1978 PA 59, MCL 559.104, and ~~including~~ loans to mortgage lenders ~~,~~ ~~which~~ **that** are unsecured or the repayments of which are secured by mortgages, security interests, or other forms of security; to purchase and enter into commitments for the purchase of securities, certificates of deposits, time deposits, or mortgage loans from mortgage lenders; to participate in the making or purchasing of unsecured or secured loans and undertake commitments to make or purchase unsecured or secured loans; to sell mortgages, security interests, notes, and other instruments or obligations evidencing

or securing loans, including certificates evidencing interests in 1 or more loans, at public or private sale; in connection with the sale of an instrument or obligation evidencing or securing 1 or more loans, to service, guarantee payment on, or repurchase the instrument or obligation, whether or not it is in default; to modify or alter mortgages and security interests; to foreclose on any mortgage, security interest, or other form of security; to finance housing units; to commence an action to protect or enforce a right conferred upon the authority by law, mortgage, security agreement, contract, or other agreement; to bid for and purchase property that was the subject of the mortgage, security interest, or other form of security, at a foreclosure or at any other sale, and to acquire or take possession of the property. Upon acquiring or taking possession of the property, the authority may complete, administer, and pay the principal and interest of obligations incurred in connection with the property, and may dispose of and otherwise deal with the property in any manner necessary or desirable to protect the interests of the authority in the property. If the authority or an entity that provides mortgage insurance to the authority acquires property upon the default of a borrower, the authority may make a mortgage loan to a subsequent purchaser of that property even if the purchaser does not meet otherwise applicable income limitations and purchase price limits.

(j) To set standards for housing projects that receive loans under this act and to provide for inspections to determine compliance with those standards. The standards for construction and rehabilitation of mobile homes, mobile home parks, and mobile home condominium projects ~~shall~~ **must** be established jointly by the authority and the mobile home commission, created in section 3 of

the mobile home commission act, 1987 PA 96, MCL 125.2303. ~~However, financing~~ **Financing** standards ~~shall~~ **must** be established solely by the authority.

(k) To accept gifts, grants, loans, appropriations, or other aid from the federal, state, or local government, from a subdivision, agency, or instrumentality of a federal, state, or local government, or from a person, corporation, firm, or other organization.

(*l*) To acquire or contract to acquire from a person, firm, corporation, municipality, or federal or state agency, by grant, purchase, or otherwise, leaseholds or real or personal property, or any interest in a leasehold or real or personal property; to own, hold, clear, improve, and rehabilitate and to sell, assign, exchange, transfer, convey, lease, mortgage, or otherwise dispose of or encumber any interest in a leasehold or real or personal property. This act ~~shall~~ **does** not impede the operation and effect of local zoning, building, and housing ordinances, ordinances relating to subdivision control, land development, or fire prevention, or other ordinances having to do with housing or the development of housing.

(m) To procure insurance against any loss in connection with the property and other assets of the authority.

(n) To invest, at the discretion of the authority, funds held in reserve or sinking funds, or money not required for immediate use or disbursement, in obligations of this state or of the United States, in obligations the principal and interest of which are guaranteed by this state or the United States, or in other obligations as may be approved by the state treasurer.

(o) To promulgate rules necessary to carry out the purposes of

this act and to exercise the powers expressly granted in this act pursuant to the administrative procedures act of 1969, 1969 PA 306, MCL 24.201 to 24.328.

(p) To enter into agreements with nonprofit housing corporations, consumer housing cooperatives, limited dividend housing corporations, mobile home park corporations, and mobile home park associations that provide for regulation by the authority of the planning, development, and management of any housing project undertaken by nonprofit housing corporations, consumer housing cooperatives, limited dividend housing corporations, mobile home park corporations, and mobile home park associations and that provide for the disposition of the property and franchises of those corporations, cooperatives, and associations.

(q) To appoint to the board of directors of a nonprofit housing corporation, consumer housing cooperative, limited dividend housing corporation, mobile home park corporation, or mobile home park association, a number of new directors sufficient to constitute a majority of the board notwithstanding other provisions of the articles of incorporation or other provisions of law. Directors appointed under this subsection need not be stockholders or members or meet other qualifications that may be described by the certificate of incorporation or bylaws. In the absence of fraud or bad faith, directors appointed under this subsection ~~shall~~ **are** not ~~be~~ personally liable for debts, obligations, or liabilities of the corporation or association. The authority may appoint directors under this subsection only if 1 or more of the following occur:

(*i*) The nonprofit housing corporation, consumer housing cooperative, limited dividend housing corporation, mobile home park corporation, or mobile home park association has received a loan or

advance, as provided for in this act, and the authority determines that the loan or advance is in jeopardy of not being repaid.

(*ii*) The nonprofit housing corporation, consumer housing cooperative, limited dividend housing corporation, mobile home park corporation, or mobile home park association received a loan or advance as provided for in this act and the authority determines that the proposed housing project for which the loan or advance was made is in jeopardy of not being constructed.

(*iii*) The authority determines that some part of the net income or net earnings of the nonprofit housing corporation is inuring to the benefit of a private individual, firm, corporation, partnership, or association; the authority determines that an unreasonable part of the net income or net earnings of the consumer housing cooperative is inuring to the benefit of a private individual, firm, corporation, partnership, or association; or the authority determines that some part of the net income or net earnings of the limited dividend housing corporation, in excess of that permitted by other provisions of this act, is inuring to the benefit of a private individual, firm, corporation, partnership, or association.

(*iv*) The authority determines that the nonprofit corporation or consumer housing cooperative is in some manner controlled by, under the direction of, or acting in the substantial interest of a private individual, firm, corporation, partnership, or association seeking to derive benefit or gain from, or seeking to eliminate or minimize losses in any dealings or transactions with, the nonprofit corporation or consumer housing cooperative. However, this subparagraph ~~shall apply~~ **applies** to individual cooperators in consumer housing cooperatives only in circumstances defined by the

authority in its rules.

(*v*) The authority determines that the nonprofit housing corporation, consumer housing cooperative, limited dividend housing corporation, mobile home park corporation, or mobile home park association is in violation of the rules promulgated under this section.

(*vi*) The authority determines that the nonprofit housing corporation, consumer housing cooperative, limited dividend housing corporation, mobile home park corporation, or mobile home park association is in violation of 1 or more agreements entered into with the authority that provide for regulation by the authority of the planning, development, and management of a housing project undertaken by the nonprofit housing corporation, consumer housing cooperative, limited dividend housing corporation, mobile home park corporation, or mobile home park association or that provide for the disposition of the property and franchises of the corporation, cooperative, or association.

(r) To give approval or consent to the articles of incorporation submitted to the authority by a corporation seeking approval as a nonprofit housing corporation, consumer housing cooperative, limited dividend housing corporation, or mobile home park corporation under chapter 4, 5, 6, or 8; to give approval or consent to the partnership agreement, joint venture agreement, trust agreement, or other document of basic organization of a limited dividend housing association under chapter 7 or mobile home park association under chapter 9.

(s) To engage the services of private consultants on a contract basis for rendering professional and technical assistance and advice.

(t) To lease real or personal property and to accept federal funds for, and participate in, federal programs of housing assistance.

(u) To review and approve rental charges for authority-financed housing projects and require whatever changes the authority determines to be necessary. The changes ~~shall become~~ **are** effective after not less than 30 days' written notice is given to the residents of the affected authority-financed housing projects.

(v) To set forth in the various loan documents of the authority those restrictions on the sale, conveyance by land contract, or transfer of residential real property, housing projects, or housing units for which a note is held by the authority and restrictions on the assumption by subsequent purchasers of loans originated by and held by, or originated for purchase by and held by, the authority as the authority determines to be necessary in order to comply with requirements of federal statutes, federal rules or regulations promulgated under 5 USC 551 to 559, state statutes, or state rules promulgated under the administrative procedures act of 1969, 1969 PA 306, MCL 24.201 to 24.328, or to obtain and maintain the tax exempt status of authority bonds and notes. However, the authority shall not use a due on sale or acceleration clause solely for the purpose of renegotiating the interest rate on a loan made with respect to an owner-occupied single-family housing unit. Without limiting the authority's power to establish other restrictions, as provided in this section, on the sale, conveyance by land contract, or transfer of residential real property, housing projects, or housing units for which a note is held by the authority and the assumption by subsequent purchasers of loans made or purchased by the authority,

the authority shall provide in its loan documents relating to a single family loan that the single family loan may be assumed by a new purchaser only when the new purchaser qualifies under the authority income limitations rules, unless such a restriction diminishes or precludes the insurance or a guarantee by an agency of the federal government with respect to the single family loan. A loan made for a mobile home that the borrower does not intend to permanently affix to real property ~~shall become~~ **is** immediately due and payable if the mobile home is moved out of the state. Any restrictions on conveyance by sale, conveyance by land contract, or transfer that are authorized in this section ~~shall~~ apply only to loans originated by and held by, or originated for purchase by and held by, the authority and may, at the option of the authority, be enforced by accelerating and declaring immediately due and payable all sums evidenced by the note held by the authority. An acceleration and declaration of all sums to be due and payable on conveyance by sale, land contract, or transfer is not an unreasonable restraint on alienation. An acceleration and declaration, unless otherwise prohibited in this subdivision, of all sums to be due and payable under this subdivision is enforceable in any court of competent jurisdiction. This subdivision is applicable to secured and unsecured loans. This subdivision is also applicable to loan documents utilized in conjunction with an authority-operated program of residential rehabilitation by an entity cooperating or participating with the authority under section 22a(4), if the loans are originated with the intent to sell those loans to the authority.

(w) To set forth in the various loan documents of the authority remedies for the making of a false statement,

representation, or pretense or a material misstatement by a borrower during the loan application process. Without limiting the authority's power to pursue other remedies, the authority shall provide in its loan documents that, if a borrower makes a false statement, representation, or pretense or a material misstatement during the loan application process, the authority, at its option, may accelerate and declare immediately due and payable all sums evidenced by the note held by the authority. An acceleration and declaration of all sums to be due and payable as provided in this subdivision is enforceable in any court of competent jurisdiction. This subdivision is applicable to secured and unsecured loans.

(x) To collect interest on a real estate loan, the primary security for which is not a first lien on real estate, at the rate of 15% or less per annum on the unpaid balance. This subdivision does not impair the validity of a transaction or rate of interest that is lawful without regard to this subdivision.

(y) To encourage and engage or participate in programs to accomplish the preservation of housing in this state available for occupancy by persons and families of low or moderate income.

(z) To verify for the state treasurer statements submitted by a city, village, township, or county as to exempt properties under section 7d of the general property tax act, 1893 PA 206, MCL 211.7d.

(aa) For the purpose of more effectively managing its debt service, to enter into an interest rate exchange or swap, hedge, or similar agreement with respect to its bonds or notes on the terms and payable from the sources and with the security, if any, as determined by a resolution of the authority.

(bb) To make working capital loans to contractors or

subcontractors on housing projects financed by the authority. The authority shall submit an annual report to the legislature containing the amount, recipient, duration, circumstance, and other related statistics for each capital loan made to a contractor or subcontractor under this subdivision. The authority shall include in the report statistics related to the cost of improvements made to adapt property for use by disabled individuals as provided in section 32b or 44.

(cc) Subject to rules of the civil service commission, to adopt a code of ethics with respect to its employees that requires disclosure of financial interests, defines and precludes conflicts of interest, and establishes reasonable post-employment restrictions for a period of up to 1 year after an employee terminates employment with the authority.

(dd) To impose covenants running with the land in order to satisfy requirements of applicable federal law with respect to housing assisted or to be assisted through federal programs such as the low income housing tax credit program or the home investment partnerships program. These covenants shall be imposed by executing and recording regulatory agreements between the authority, or a municipality or other entity designated by the authority, and the person or entity to be bound. The covenants ~~shall~~ run with the land and ~~be~~ **are** effective with respect to the parties making the covenants and other intended beneficiaries of the covenants, even though there is no privity of estate or privity of contract between the authority and the persons or entities to be bound.

(ee) To impose covenants running with the land in order to satisfy requirements of applicable state or federal law with respect to housing financed by the authority. These covenants shall

be imposed by executing and recording regulatory agreements between the authority and the person or entity to be bound. The covenants ~~shall~~ run with the land and ~~be~~ **are** effective with respect to the parties making the covenants and other intended beneficiaries of the covenants, even though there is no privity of estate or privity of contract between the authority and the persons or entities to be bound. With respect to any applicable environmental laws, this subdivision does not grant to the authority any additional rights, privileges, or immunities not otherwise afforded to a private lender that is not in the chain of title for the land.

(ff) To participate in programs designed to assist persons and families whose incomes do not exceed 115% of the greater of statewide median gross income or the area median gross income become homeowners where loans are made by private lenders for purchase by the government national mortgage association, federal national mortgage association, federal home loan mortgage corporation, or other federally chartered organizations. Participation may include providing or funding homeownership counseling and providing some or all of a reserve fund to be used to pay for losses in excess of insurance coverage.

(gg) To invest, under the conditions prescribed in this subdivision and without the consent of the escrow depositors, up to 20% of funds held, by or for the authority, in escrow accounts for the benefit of the authority or mortgagors of authority-financed housing. The investments under this subdivision shall be made in loans originated or purchased by the authority for construction or rehabilitation of multifamily housing developments for occupancy by persons or families without regard to income. In connection with loans described in this subdivision, the authority may charge and

retain fees in amounts similar to those charged with respect to similar loans for which the source of funding does not come from escrow accounts. For purposes of this subdivision, "escrow account" means any account or reserve held by the authority and established in a mortgage or a regulatory agreement to which the authority is a party or which has been assigned to the authority. However, for purposes of this subdivision, escrow account does not include any account labeled in the associated regulatory agreement as "development cost escrow principal" or "operating assurance reserve". For purposes of this subdivision, "multifamily housing development" means a development in which not less than 50% of the floor space is used primarily for residential purposes. The investment authorized by this subdivision shall not be made unless both of the following requirements are met:

(*i*) The return on the loan is approximately equivalent to that which could be obtained from investments of substantially similar credit quality and maturity, as determined by the authority.

(*ii*) The authority agrees to pay with its own funds the principal balance of any loan, made with the escrow funds, that becomes delinquent in excess of 30 days. This subdivision does not obligate the authority to purchase a delinquent loan ~~so long as~~ **if** with respect to that loan the authority pays to the escrow funds from its own funds the amount of the delinquent payments. The authority's election to pay the delinquent payments to the escrow funds does not in any manner abate or cure the delinquency of the loan and the authority may resort to any remedies that would exist in the absence of that payment.

(hh) To acquire, develop, rehabilitate, own, operate, and enter into contracts with respect to the management and operation

of real and personal property to use as office facilities by the authority and to enter into leases with respect to facilities not immediately necessary for the activities of the authority.

(ii) To make loans to certain qualified buyers and resident organizations and to make grants to resident organizations as provided in the following:

(*i*) The urban homestead act, 1999 PA 127, MCL 125.2701 to 125.2709.

(*ii*) The urban homesteading on vacant land act, 1999 PA 129, MCL 125.2741 to 125.2748.

(*iii*) The urban homesteading in single-family public housing act, 1999 PA 128, MCL 125.2761 to 125.2770.

(*iv*) The urban homesteading in multifamily public housing act, 1999 PA 84, MCL 125.2721 to 125.2734.

(jj) To implement and administer a housing and community development program as described in this act.

(kk) To implement, administer, or execute administrative, substantive, or supervisory powers pursuant to the individual or family development account program act, 2006 PA 513, MCL 206.901 to 206.911.

(*ll*) To do all of the following under the MI home program act:

(*i*) Create and operate the MI home readiness program, the MI home grant program, the MI home loan program, and the MI home employer program, as those terms are defined in section 3a of the MI home program act.

(*ii*) Administer the MI home readiness fund, the MI home grant fund, the MI home loan fund, and the MI home employer fund, as those terms are defined in section 3a of the MI home program act.

(*iii*) Take any other action authorized under the MI home program

act or necessary to implement the MI home program act.

Enacting section 1. This amendatory act does not take effect unless Senate Bill No. ____ (request no. S04456'25) or House Bill No. 5660 (request no. H04456'25) of the 103rd Legislature is enacted into law.

CITY MANAGER'S REPORT TO MAYOR AND COUNCIL

DATE: 04/13/2026

DEPT: Public Services

RE: Approval of Intergovernmental Agreement Between Great Lakes Water Authority and City of Farmington Hills

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ADMINISTRATIVE SUMMARY

- The City of Farmington Hills City discovered an erosion and drainage issue at the southeast corner of 10 Mile Road and Haggerty Road.
- Upon investigation it was determined that the dry well structure, which receives sump drainage from the City's water system control vault, no longer drains well and often overflows during rain events.
- In addition, the Great Lakes Water Authority (GLWA) has a water meter pit located near the same location. It was found that the sump drainage line from this pit is currently exposed and is discharging directly onto the ground.
- Both sump discharge lines are creating an erosion and sediment runoff issue which is impacting the adjacent parking lot on private property.
- In coordination with GLWA, city staff has been working with our engineering consultant on a design to replace and reroute both discharge lines to a more permanent and positive outlet.
- The proposed work benefits both water systems therefore, GLWA has agreed to contribute towards their portion of the project cost, up to a maximum of $87,500.
- GLWA has requested the City sign a cost-sharing Intergovernmental Agreement for this cooperative project.
- This Agreement has been reviewed as to form and content by the City Attorney.

RECOMMENDATION

IT IS RESOLVED, that the City Council of Farmington Hills authorizes the Acting City Manager and City Clerk to sign the Intergovernmental Agreement Between Great Lakes Water Authority and City of Farmington Hills.

Prepared by: Tammy Gushard, P.E., Assistant Director of Public Services
Reviewed by: Jacob Rushlow, P.E., Director of Public Services
Approved by: Karen Mondora, P.E., Acting City Manager

INTERGOVERNMENTAL AGREEMENT

BETWEEN

GREAT LAKES WATER AUTHORITY

AND

CITY OF FARMINGTON HILLS

Regarding GLWA FT-07 Master Meter New Sump Pump Discharge Pipe Drainage Construction

INTERGOVERNMENTAL AGREEMENT
BETWEEN
GREAT LAKES WATER AUTHORITY, A MICHIGAN MUNICIPAL AUTHORITY
AND
CITY OF FARMINGTON HILLS

This Intergovernmental Agreement ("Agreement") is entered into by and between the Great Lakes Water Authority, a Michigan municipal authority and public body corporate organized pursuant to Public Act 233 of 1955, with its principal place of business located at 735 Randolph, Detroit, Michigan 48226 ("GLWA"), and the City of Farmington Hills, a Michigan municipal corporation ("City"). GLWA and City may be referred to individually as a "Party" or collectively as the "Parties".

Recitals

A. This Agreement is made for the purpose of fixing the rights and obligations of the Parties in conjunction with construction of a new sump pump discharge line for the GLWA FT-07 master meter vault (the "Project" and as further described in Exhibit A); and

B. Public Act 35 of 1951, MCL 124.1, *et seq*, as amended, authorizes municipalities to contract among themselves for the performance of services; and

C. The Parties have reached an understanding with each other regarding the performance of the Project and desire to set forth this understanding in the form of this Agreement.

Now therefore, in consideration of the mutual understandings of the Parties and in conformity with applicable law, it is agreed as follows:

ARTICLE 1
DEFINITIONS

Wherever used in this Agreement, the following terms shall have the meanings indicated which shall be applicable to both the singular and plural thereof:

1.1 "City Engineer" shall mean the City employee or its contractor acting as its engineer.

1.2 "Construction Engineering" shall mean the services necessary and incidental to adequately assure that the Project is being constructed in substantial conformance with City's design drawings and specifications, together with any Project change orders, amendments, addenda, and/or bulletins. Construction Engineering shall be performed by the City and/or its consultant. Construction Engineering services

include, but are not limited to, contract administration, construction staking, construction inspection and/or consultant services. Construction Engineering costs include, but are not limited to, direct labor, equipment, and materials plus charges for overhead, fringes, and benefits.

1.3 "Construction Work" shall mean all work performed to construct the Project in substantial conformance with City's design drawings and specifications, together with any change orders, amendments, addenda, and/or bulletins. Construction Work shall be performed by the City's contractor together with its approved subcontractors and City forces, as applicable. Construction Work costs include, but are not limited to, unit prices extended for actual quantities completed, lump sum work, force account work that includes, but is not limited to, direct labor, equipment, materials, insurance and bonds, plus charges for costs directly associated with the Project construction.

1.4 "Engineering Design Services" shall mean the professional engineering services rendered in connection with the planning, design, and documentation of the Project. Engineering Design Services shall be performed by the City and/or its consultant. The services include, but are not limited to, site evaluation, feasibility and preliminary study, preparation of engineering calculations, development of plans, drawings, specifications, and construction documents, coordination with contractors, design reviews, and permitting support. The services may also include revisions, modifications, and updates to designs during the construction phase. Engineering Design Services costs include, but are not limited to, direct labor, equipment, and materials plus charges for overhead, fringes, and benefits.

ARTICLE 2
TERM OF CONTRACT

2.1 The effective date of this Agreement shall be the date that this Agreement is approved by the GLWA CEO or the Farmington Hills City Council, whichever is later. The term of this Agreement shall begin on the effective date and shall terminate upon completion of the Project and receipt in full of all payments due hereunder.

2.2 The terms of Sections 4.6, 4.7, 4.8, 6.4, 6.5, 6.6, 6.8, 6.9, 8.1, and 12.1 shall continue in full force and effect for six (6) years after the expiration or termination of this Agreement or as otherwise provided in the applicable Section.

ARTICLE 3
GLWA'S RESPONSIBILITIES

3.1 GLWA shall provide all available information for its utilities as needed by City in connection with the Project when required by City Engineer.

3.2 At no cost to City, a GLWA representative shall be present during the City's connection of the new 3- inch discharge pipe to the new drainage sewer.

ARTICLE 4
CITY'S RESPONSIBILITIES

4.1 City shall perform or cause to be performed all Engineering Design Services for the Project.

4.2 City shall issue and administer or cause to be administered the construction contract for the Project.

4.3 City shall perform or cause to be performed all Construction Engineering for the Project.

4.4 City shall appoint the City Engineer for the Project.

4.5 City shall coordinate with and notify GLWA with respect to GLWA's obligations in Section 3.2.

4.6 City shall keep accurate records and accounts of the Project Costs, defined in Section 5.1, that shall be accessible for inspection and audit upon request by an authorized representative of GLWA.

4.7 City shall complete or cause to be completed the Construction Work in accordance with this Agreement and any City design drawings and specifications.

4.8 City shall manage or cause to be managed all Construction Work warranties for the benefit of GLWA.

4.9 City shall ensure its contract with its construction contractor:

a. Includes GLWA and the City of Detroit as additional insureds on the contractor's commercial general liability policy, and
b. Includes a requirement that the contractor's commercial general liability policy and its umbrella and/or excess liability policy is primary and non-contributary to any insurance carried by GLWA and the City of Detroit, and
c. Indemnifies and holds harmless GLWA and the City of Detroit for any damages, costs, claims, and actions of any kind or nature, whether litigated or not, related to or arising out of any aspect of the Project, but only to the extent caused by a negligent act or omission of the contractor or a party under its responsibility and control.

ARTICLE 5
PROJECT COSTS; COST SHARING

5.1 "Project Costs," shall include, but not be limited to, the actual cost of Engineering Design Services, Construction Work, Construction Engineering, insurance and bond costs, and/or other miscellaneous work and services necessary for and incidental to the completion of the Project, together with any cost changes associated with Project change orders, amendments, addenda, and/or bulletins.

5.2 At the time of execution of this Agreement, the estimated Project Costs are Two Hundred Eleven Thousand and 00/100 Dollars ($211,000.00).

5.3 The agreed upon cost sharing allocations set forth in Exhibit B are based on the estimated Project Costs.

5.4 All actual Project Costs incurred by City shall be charged to the Project and shall be paid by GLWA in accordance with the cost sharing allocation set forth in Exhibit B which shall be equal to and not exceed Eighty-Seven Thousand Five Hundred and 00/100 Dollars ($87,500.00).

5.5 The City is free to issue any change orders during the Project which it deems necessary. Because GLWA's participation in this cost sharing arrangement is limited to a fixed sum, in all matters regarding the issuance or non-issuance of change orders, the Parties shall accept the judgment of the City Engineer as final.

ARTICLE 6
PAYMENT TERMS

6.1 GLWA shall pay its share of the Project Costs to City in accordance with Exhibit B and as set forth below, until such time as City is paid in full.

6.2 Upon certification by City, GLWA shall make payment of each progress billing within forty-five (45) days of receipt of the progress billing from City. Unless otherwise requested by City, all payments shall be made to City as specified in the City invoice.

6.3 For each progress billing, City shall certify that the amount invoiced is for Project work satisfactorily completed for the subject billing period, and that all expenditures constitute "Project Costs", within the meaning of section 3(h) of the revenue bond act, Public Act 94 of 1933, MCL 141.103(h), as amended, including expenses incident thereto. City's invoices to GLWA shall coincide and be coordinated with the applications for payment that City approves from its contractor(s). At a minimum, each invoice shall itemize the date of each component of the Project work performed, stored materials and equipment not incorporated into the work, the name of the

entity performing the work, a brief description of the work performed, and each expenditure or charge for which reimbursement is sought.

6.4 City 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 Agreement ("Records"). Separate accounts shall be established and maintained for all costs incurred under this Agreement. City shall provide any additional and reasonable information upon request of GLWA.

6.5 City shall maintain the Records for at least three (3) years from the date of final payment by GLWA under this Agreement. In the event of a dispute regarding the allowable expenses or any other matter under this Agreement, City shall thereafter continue to maintain the Records at least until that dispute has been finally decided and the time for all available legal challenges or appeals of that decision has expired.

6.6 GLWA or its representative may inspect, copy, or audit the Records during regular business hours after giving City reasonable notice of the inspection.

6.7 If any part of the Project work is conducted by the City's third-party contractors, City shall ensure compliance with the terms and conditions of this Agreement for all such contracted work.

6.8 If after execution of this Agreement previously unknown hazardous substances are discovered within the Project limits which require environmental remediation pursuant to either state or federal law, City, in addition to reporting that fact to the Michigan Department of Environment, Great Lakes, and Energy ("EGLE"), shall immediately notify GLWA, both orally and in writing of such discovery. Each Party shall be responsible for its pro rata share of the remediation costs, consistent with the overall cost sharing percentages for the segment of work affected as established in Exhibit B, provided, however, that GLWA shall only be responsible for its pro rata share of the remediation costs when it is determined that GLWA is responsible, in whole or in part, for the release of the hazardous substance.

6.9 If federal and/or state funds administered by either Party are used to pay the cost of remediating any hazardous substances discovered after the execution of this Agreement and if there is a reasonable likelihood of recovery, the Parties, in cooperation with EGLE, shall make a diligent effort to recover such costs from all other possible entities. If recovery is made, each Party shall be reimbursed from such recovery for its proportionate share of the costs of recovery of the amount paid shall credit such sums to the appropriate funding source.

ARTICLE 7
FORCE MAJEURE

7.1 No failure or delay in performance of this Agreement by any Party shall be deemed to be a breach thereof when such failure or delay is caused by a force majeure event including, but not limited to, any Act of God, strikes, lockouts, wars, acts of terrorism, riots, epidemics or pandemics, explosions, sabotage, breakage or accident to machinery or lines of pipe, the binding order of any court or governmental authority, or any other cause, whether the kind enumerated in this Article 7 or otherwise not within the control of a Party, except that no cause or contingency shall relieve GLWA of its obligation to make payment of the Project Costs with regard to the portion of the Project then completed.

ARTICLE 8
HOLD HARMLESS

8.1 Each Party shall be fully responsible for any claims arising out of its own acts and/or omissions during the performance of this Agreement, and this Agreement is not intended, nor shall it be interpreted as giving either Party a right of indemnification for claims arising out of the performance of this Agreement. This Agreement does not, and is not intended to, impair, divest, delegate, or contravene any constitutional, statutory, and/or other legal right, privilege, power, obligation, duty, or immunity of the Parties. Nothing in this Agreement shall be construed as a waiver of the privileges and immunities as provided by law afforded to the Parties. The Parties expressly reserve all privileges and immunities as provided by law.

ARTICLE 9
NOTICES

9.1 Mailing addresses, contact information and e-mail addresses are as follows:

If to GLWA:	If to City:
Chief Procurement Officer Great Lakes Water Authority 735 Randolph, 15th Floor Detroit, MI 48226 ChiefProcurementOfficer@glwater.org And a copy to: Director, Systems Planning, Analytics, and Meter Operations Great Lakes Water Authority 6425 Huber, A-211 Detroit, MI 48211 Chandan.sood@glwater.org	City Clerk City of Farmington Hills 31555 West Eleven Mile Road Farmington Hills, Michigan 48336 fhclerk@fhgov.com And a copy to: Public Services Director City of Farmington Hills 31555 West Eleven Mile Road Farmington Hills, Michigan 48336 JRushlow@fhgov.com

9.2 All notices, consents, approvals, requests, and other communications required or permitted under this Agreement may be given by a Party by U.S. Mail or e-mail at the addresses set forth in Section 9.1.

9.3 Either Party to this Agreement may change its postal address and/or e-mail address at any time by giving notice of the address change to the other Party.

9.4 Notices shall be deemed given on the day of mailing or e-mailing.

9.5 Each Party agrees that any notice given in the manner specified in this Article 9 shall be sufficient and waives all claims relative to the sufficiency of such notice.

ARTICLE 10
TERMINATION

10.1 Unless the Parties mutually agree to terminate the Project, this Agreement shall not be subject to termination. Termination of this Agreement will not relieve either Party of its share of the Project Costs actually incurred and those which reasonably cannot be cancelled or mitigated up to the date of termination of the Agreement.

ARTICLE 11
AMENDMENT

11.1 The Parties may, from time to time, consider it in their best interests to change, modify or extend a term, condition, or covenant of this Agreement. Any such change, addition, deletion, extension, or modification, which is mutually agreed upon by the Parties, shall be incorporated in a written amendment to this Agreement. Such amendments shall not invalidate this Agreement nor relieve or release any Party of any of its respective obligations under this Agreement unless so stated in the amendment.

11.2 No amendment to this Agreement shall be effective and binding upon the Parties unless it expressly refers to this Agreement, is in writing, is signed and acknowledged by duly authorized representatives of the Parties, is approved by City's governing body, and is approved in accordance with the GLWA Procurement Policy.

ARTICLE 12
MISCELLANEOUS

12.1 There are no third-party beneficiaries of this Agreement other than the City of Detroit.

12.2 A waiver of any of the provisions of this Agreement shall not constitute a waiver of any other provisions of this Agreement, nor shall any one waiver constitute a continuing waiver. All waivers shall be in writing.

12.3 The rights and remedies set forth in this Agreement are not exclusive and are in addition to any of the rights or remedies provided by law or equity. This Agreement and all actions arising under it shall be governed by, subject to, and construed in accordance with the laws of the State of Michigan. Each Party consents and submits to the exclusive personal jurisdiction of any state or federal court of competent jurisdiction in Michigan, for any action arising out of this Agreement.

12.4 Article headings in this Agreement have been inserted solely for the sake of convenient reference and shall not be used to construe or interpret the scope or intent of this Agreement or in any way affect the same.

12.5 If any provision of this Agreement or is application to any person or circumstance shall to any extent be invalid or unenforceable, the remainder of this Agreement shall not be affected and shall remain valid and enforceable to the fullest extent permitted by law.

12.6 This Agreement shall not be assigned, in whole or in part, by either Party.

12.7 The Parties agree that no provision in this Agreement shall constitute or act as a waiver of any governmental immunity granted to the Parties and its officers, governing bodies, employees, agents, or elected officials under applicable statutory or common law.

12.8 This Agreement, including its Exhibits A, B, and C which are fully incorporated by reference, embodies the entire agreement and understanding between the Parties and supersedes all prior agreements and understandings related to the subject matter thereof. No rights or remedies are, or will be, acquired by either Party orally, through implication or otherwise, unless set forth herein.

12.9 This Agreement may be executed in counterparts, each of which will be deemed an original but all of which together will constitute the Agreement.

12.10 This Agreement is binding on the Parties. This Agreement is effective only upon approval of the City as evidenced by resolution or other formal action by its City Council and fully executed by the authorized representative of each Party.

12.11 All Recital terms are fully incorporated into this Agreement.

12.12 In the event of a conflict between the terms of this Agreement and Exhibit B, the terms of Exhibit B shall control.

Accordingly, GLWA and City, by and through their duly authorized officers and representatives, have executed this Agreement as follows:

City of Farmington Hills:

By: _____
Karen Mondora
Acting City Manager

Date: _____

By: _____
Carly Lindahl
City Clerk

Date: _____

APPROVED BY FARMINGTON HILLS CITY COUNCIL ON: _____

Great Lakes Water Authority:

By: _____
Suzanne R. Coffey, P.E.
Chief Executive Officer

Date: _____

APPROVED AS TO FORM BY GLWA GENERAL COUNSEL: _____
Signature/Date

APPROVED BY GLWA BOARD OF DIRECTORS: ☒ Not Applicable

EXHIBIT A

PROJECT DETAILS

Work Item	Description
1. Engineering Design Services	Engineering Design Services include professional engineering services in connection with the planning, design, and documentation of the Project. The services include, but are limited to, site evaluation, feasibility and preliminary study, preparation of engineering calculations, development of plans, drawings, specifications, and construction documents, coordination with contractors, design reviews, permitting support, and revisions, modifications, and updates to designs during the construction phase. Engineering Design Services costs include, but are not limited to, direct labor, equipment, and materials plus charges for overhead, fringes, and benefits.
2. Construction Work	The Construction Work includes all labor, equipment, materials, warranties, and incidentals necessary to complete the Project in substantial conformance with City's design drawings and specifications and as further specified in Exhibit C.
3. Construction Engineering	Construction Engineering includes all services necessary and incidental to adequately assure that the Project is constructed in substantial conformance with City's design drawings and specifications, including without limitation, contract administration, construction staking, construction inspection and/or consultant services. Construction Engineering costs include, but are not limited to, direct labor, equipment, and materials plus charges for overhead, fringes, and benefits.

(End Exhibit A)

EXHIBIT B

PROJECT COSTS; ALLOCATION

Work Item	GLWA Fixed Cost	City Estimated Cost	Estimated Extended Cost
1. Engineering Design Services	$12,731.00	$17,969.00	$30,700.00
2. Construction Work	$62,245.00	$87,855.00	$150,100.00
3. Construction Engineering	$12,524.00	$17,676.00	$30,200.00
Total Project Cost	$87,500.00	$123,500.00	$211,000.00

(End Exhibit B)

EXHIBIT C

CITY LETTER WITH PROJECT BACKGROUND, QUOTATION AND DESIGN DOCUMENTS

FARMINGTON HILLS Michigan

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

January 27, 2026

GLWA - System Analytics & Meter Operations
Central Services Facility
6425 Huger, Suite A-211
Detroit, MI 48211
Attn: Chandon Sood, Manager

RE: Sump Discharge Line for FT-07

Dear Chandon:

In a letter dated October 26, 2023, the City provided GLWA with details regarding an on-going erosion and drainage issue near the southeast corner of Haggerty Road and 10 Mile Road. Following this letter, the City worked with our engineering consultant, Hubbell, Roth & Clark, Inc. (HRC) and the Road Commission for Oakland County (RCOC) on obtaining the necessary approvals and permits for the project. Following multiple meetings and discussions with RCOC, the plans were revised from what was previously provided to you and now includes the installation of new drainage structures and drainage pipe on the south side of 10 Mile Road, which will connect into an existing storm structure approximately 175' to the east. This new drainage system will be owned, operated and maintained by the City of Farmington Hills as it will provide a more permanent, positive outlet for the City's control valve vault and GLWA's meter pit FT-07. The existing 3" sump line for FT-07 will also be extended as a part of the project and will continue to be the responsibility of GLWA to maintain, up to the connection to the new drainage structure.

Since this current plan no longer includes significant drainage improvements within the Haggerty Road right-of-way, tri-party funding can no longer be utilized and the full project cost is now the responsibility of the City. Based upon the cost estimate provided by our as-needed contractor, D'Angelo Brothers, the current project total is $211,000. A breakdown of the cost is as follows:

Engineering Design Services	$30,700
Construction Costs (see attached estimate)	$150,100
Construction Engineering Services (20%)	$30,200

GLWA has indicated their willingness to contribute 50% towards the project costs, or up to a maximum $87,500. We ask that you please prepare the necessary Intergovernmental Agreement for the City to review and process for signatures. Please let us know if you have any questions or need additional information.

Sincerely,

Tammy Gushard

Tammy Gushard, P.E.
Assistant Director, Department of Public Services

cc: Jacob Rushlow, Director
Amy Ploof, WRC
Andrea Pike, HRC

D'Angelo Brothers. 6/21/25
10 Mile & Haggerty. Farmington Hills

1	Mobilization, Max $11,800	1	LSum	$	10,000.00	$ 10,000.00
2	Color Audio-Video Route Survey	1	LSum	$	2,500.00	$ 2,500.00
3	Exploratory Investigation, Vertical	60	Ft	$	285.00	$ 17,100.00
4	Dr Structure, Rem	1	Ea	$	1,200.00	$ 1,200.00
9	Sewer, HDPE, 6 inch, Tr Det B	45	Ft	$	180.00	$ 8,100.00
10	Sewer, HDPE, 8 inch, Tr Det B	163	Ft	$	285.00	$ 46,455.00
14	Dr Structure Tap, 8 inch	1	Ea	$	1,500.00	$ 1,500.00
16	Dr Basin, 24 inch dia	2	Ea	$	4,200.00	$ 8,400.00
18	Dr Structure Cover, Type B	2	Ea	$	1,200.00	$ 2,400.00
19	Dr Struture Cover, Type G	1	Ea	$	1,200.00	$ 1,200.00
24	Maintaining Traffic	1	LSum	$	16,850.00	$ 16,850.00
25	Minor Traf Devices	1	LSum	$	1.00	$ 1.00
26	Traf Regulator Control	1	LSum	$	1.00	$ 1.00
27	Soil Erosion and Sedimentation Control, Speical	1	LSum	$	1,500.00	$ 1,500.00
28	Grading, Special	1	LSum	$	4,500.00	$ 4,500.00
29	Project Cleanup, Special	1	LSum	$	6,850.00	$ 6,850.00
30	Reimbursed Permit Fees	4000	Dlr	$	1.00	$ 4,000.00
31	Turf Establishment	700	Syd	$	25.00	$ 17,500.00

Overall Total: $ 150,057.00


City Vault
GLWA Vault
FT-07
Sump discharge
line for FT-07 vault.
Dry Well
City Vault Discharge
Location

CITY OF FARMINGTON HILLS

W. 10 MILE ROAD AND HAGGERTY ROAD DRAINAGE IMPROVEMENTS

SHEET INDEX

TITLE SHEET..... 1
PROJECT LEGEND..... 2
PROJECT NOTES..... 3
MAINTENANCE OF TRAFFIC PLAN..... 4 - 5
SOIL EROSION & SEDIMENTATION CONTROL PLAN..... 6
PLAN AND PROFILE..... 7

GENERAL PROVISIONS

THE IMPROVEMENTS COVERED BY THESE PLANS SHALL BE DONE IN ACCORDANCE WITH THE PROPOSAL AND ACCOMPANYING SPECIFICATIONS FOR THIS PROJECT INCLUDING THE 2020 MICHIGAN DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.

PLACING OF TRAFFIC CONTROL SIGNS SHALL BE DONE IN ACCORDANCE WITH THE 2011 MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. THIS WORK WILL BE DONE PRIOR TO THE FINAL ACCEPTANCE OF THIS PROJECT.

THE LOCATION OF ALL PUBLIC UTILITIES SHOWN ON THESE PLANS IS TAKEN FROM THE BEST AVAILABLE DATA. THE CITY OF FARMINGTON HILLS AND HUBBELL, ROTH & CLARK, INC. WILL NOT BE RESPONSIBLE FOR ANY OMISSION OR VARIATIONS FROM THE LOCATIONS SHOWN. PURSUANT TO ACT 174 OF THE PA OF 2013 AS A CONDITION OF THIS CONTRACT, NOTICE SHALL BE GIVEN TO MISS DIG PRIOR TO UNDERGROUND WORK TO BE PERFORMED IN ACCORDANCE WITH THIS CONTRACT. PHONE (800) 482-7171 OR (248) 647-7344 OR 811.

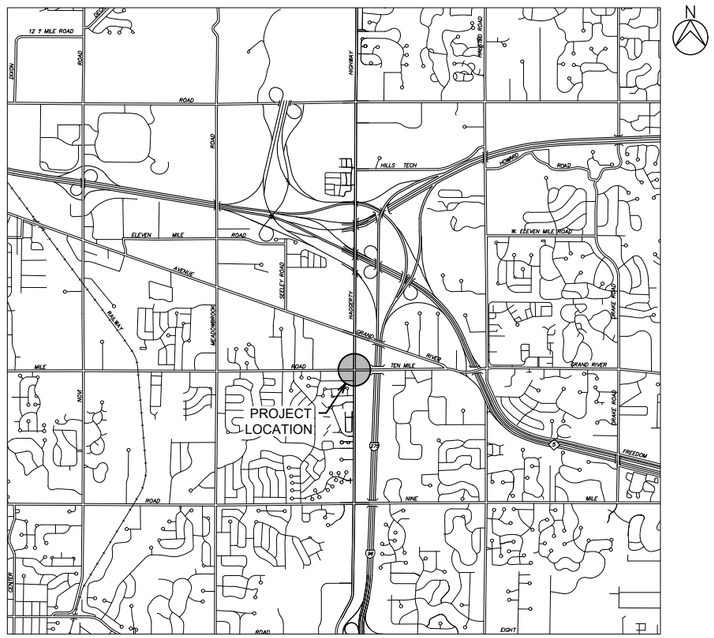
HORIZONTAL ALIGNMENT IS BASED ON STATE PLANE COORDINATES. VERTICAL DATUM IS NAVD88.

STANDARD PLANS		
CONSTRUCTION OF THE FOLLOWING ITEMS, WHERE CALLED FOR ON THE PLANS, WILL BE CONSTRUCTED ACCORDING TO MICHIGAN DEPARTMENT OF TRANSPORTATION STANDARD PLANS AS INDICATED.		
REQUIRED ON THIS PROJECT	ITEMS OF WORK	STANDARD PLAN NUMBERS
X	DRAINAGE STRUCTURES	R-1-G
X	COVER B	R-7-F
X	COVER G	R-12-E
X	BEDDING AND FILLING AROUND PIPE CULVERT	R-82-D
X	UTILITY TRENCHES	R-83-C
X	SOIL EROSION & SEDIMENTATION CONTROL MEASURES	R-96-E

* SEE MDOT SPECIAL DETAIL

SCALE
FULL SIZE
PLAN SHEET
HOR. 1" = 30'
PROFILE
VER. 1" = 5'

SCALE
REDUCED SIZE
PLAN SHEET
HOR. 1" = 60'
PROFILE
VER. 1" = 10'



CITY OF FARMINGTON HILLS
NO SCALE

FARMINGTON HILLS Michigan

THERESA RICH
MAYOR

WILLIAM DWYER
MAYOR PRO-TEM

JACKIE BOLEWARE
RANDY BRUCE
MICHAEL BRIDGES
JON ALDRED
VALERIE KNOL
COUNCIL MEMBERS

TRAFFIC AND SAFETY STANDARD PLANS			
CONSTRUCTION OF THE FOLLOWING ITEMS, WHERE CALLED FOR ON THE PLANS, WILL BE CONSTRUCTED ACCORDING TO MICHIGAN DEPARTMENT OF TRANSPORTATION STANDARD PLANS AS INDICATED.			
REQUIRED ON THIS PROJECT	ITEMS OF WORK	STANDARD PLAN NUMBERS	
X	GROUND DRIVEN SIGN SUPPORTS FOR TEMP. SIGNS	WZD-100-A	*
X	TEMPORARY TRAFFIC CONTROL DEVICES	WZD-125-E	*

* SEE MDOT SPECIAL DETAIL

PREPARED UNDER THE SUPERVISION OF:
Andrea L. Pike, P.E.

HUBBELL, ROTH & CLARK, INC
Consulting Engineers
555 HULET DRIVE
BLOOMFIELD HILLS, MICH.
P.O. BOX 824
48303 - 0824

CONTRACT FOR:
INSTALLATION OF HDPE STORM SEWER AND DRAINAGE BASINS INCLUDING RESTORATION AT THE SOUTHEAST CORNER OF W. 10 MILE ROAD AND HAGGERTY ROAD.

CITY OF FARMINGTON HILLS
31555 W. ELEVEN MILE ROAD
FARMINGTON HILLS, MI 48336-1103

APPROVED BY _____ _____
DIRECTOR OF PUBLIC SERVICES JACOB RUSHLOW, P.E. — DATE

CONTRACT FOR:
W. 10 MILE ROAD AND HAGGERTY ROAD DRAINAGE IMPROVEMENTS

SHEET NUMBER 1

©

5/16/2025 9:06 AM
HRC_OLW.ctb

WATER & SEWER SYMBOLS

	EXISTING	PROPOSED
STORM SEWER	ST ST	
SANITARY SEWER	SA	
WATER MAIN	WM	WM
STORM MANHOLE	ST	ST
STORM CATCH BASIN/ INLET		
END SECTION		
RISER & DOWN SPOUT		
STORM CLEAN OUT	SWCO	SWCO
DRAINAGE FLOW		
SANITARY MANHOLE	SA	SA
GATE VALVE & WELL		
GATE VALVE		
WELL		
WATER STOP BOX		
SPRINKLER HEAD		
HYDRANT		
SPRINKLER HEAD	V	V
PUMP STATION	ST	PS

UTILITY SYMBOLS

	EXISTING	PROPOSED
ELECTRICAL	E	E
TELECOMMUNICATIONS	T	T
NATURAL GAS	G	G
OIL		
UTILITY POLE		
UTILITY POLE W/ RISER		
LIGHT POLE		
UTILITY POLE W/ LIGHT		
GUY WIRE		
ELECTRIC METER	EM	
ELECTRIC MANHOLE	E	
TELECOMMUNICATIONS RISER	T	
TELECOMMUNICATIONS MANHOLE	T	
TRAFFIC POLE	T	
GAS VALVE		
GAS BOX BLOW OFF	G	
GAS METER	GM	
PIPE END	D	
UNDERGROUND MARKER	M	
UNSPECIFIED MANHOLE	UN	

MISCELLANEOUS

	EXISTING	PROPOSED
SLOPE STAKE LINE		
DITCH		
WETLAND		
FENCE	X	X
VERTICAL BOARD		
GUARDRAIL		
WOODS/BRUSH LINE		
SHRUB LINE		
BACK OF CURB		
DECIDUOUS SHRUB		
CONFEROUS SHRUB		
DECIDUOUS TREE		
CONFEROUS TREE		
DEAD TREE		
STUMP		
NATURAL GAS		
TELECOMMUNICATIONS RISER	T	
SIGN		
MAILBOX		
TRAVERSE		
BENCH MARK		
PROPERTY IRON		
SECTION CORNER		
SOIL BORING, PAVEMENT CORE		

PROPOSED

CURB REMOVAL	
UTILITY REMOVAL	
UTILITY ABANDONED	
TREE REMOVAL	
ABANDOND	A
REMOVE	R
SAVE	S
RELOCATE BY OTHERS	REL-B/O
STRUCTURE ADJUST	ADJ
ASPHALT REMOVAL	
CONCRETE REMOVAL	
COLD MILL	
HMA PAVEMENT	
CONCRETE PAVEMENT	

ABBREVIATIONS

HORIZONTAL CURVES

D	DEGREE OF CURVATURE
R	RADIUS
Δ	CENTRAL ANGLE
T	TANGENT
L	ARC LENGTH
CH. BRG.	CHORD BEARING (LONG CHORD)
L.C.	CHORD LENGTH
P.C.	POINT OF CURVATURE
P.C.C.	POINT OF COMPOUND CURVATURE
P.I.	POINT OF INTERSECTION
P.T.	POINT OF TANGENCY
P.O.C.	POINT ON CURVE
P.R.C.	POINT OF REVERSE CURVATURE

VERTICAL CURVES

P.V.C.	POINT OF VERTICAL CURVE
P.V.I.	POINT OF VERTICAL INTERSECTION
P.V.T.	POINT OF VERTICAL TANGENCY

GENERAL

E/M	EDGE OF METAL
EX./EXIST.	EXISTING
P.O.R.	POINT OF ROTATION
P.O.B.	POINT OF BEGINNING
P.O.E.	POINT OF ENDING
H.C.P.	HORIZONTAL CONTROL POINT
B.M.	BENCH MARK
M.S.E.	MECHANICALLY STABILIZED EMBANKMENT
STM.	STORM SEWER
SAN.	SANITARY SEWER
W.M.	WATERMAIN
R.O.W.	RIGHT-OF-WAY
T/C	TOP OF CURB
T.C.	TOP OF DRAINAGE STRUCTURE COVER
F.J.	HYDRANT FROST JACKET ELEVATION
S.S.L.	SLOPE STAKE LINE
C.I.P.	COMPACTED IN PLACE
C.S.B.	COMPLETE SAND BACKFILL
G2	G2 CONSULTING GROUP (SOIL BORINGS)
OCWRC	OAKLAND COUNTY WATER RESOURCES COMMISSION
RCOC	ROAD COMMISSION FOR OAKLAND COUNTY

NOTICE:
ALL EXISTING UTILITIES SHOWN ON THIS TOPOGRAPHIC SURVEY HAVE BEEN TAKEN FROM VISUAL OBSERVATION AND RECORD MAPPING WHERE AVAILABLE. NO GUARANTEE IS MADE, OR SHOULD BE ASSUMED, AS TO THE COMPLETENESS OR ACCURACY OF THE UTILITIES SHOWN ON THIS DRAWING. PARTIES UTILIZING THIS INFORMATION SHALL FIELD VERIFY

Know what's below. Call before you dig. CALL811.COM

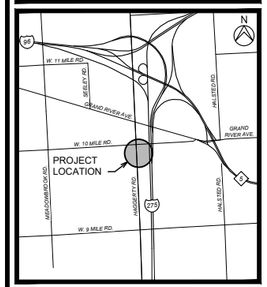
CALL MISS DIG 72 HOURS (3 WORKING DAYS) BEFORE YOU DIG **1-800-482-7171** or **811** (TOLL FREE)

FARMINGTON HILLS Michigan

HRC
HUBBELL, ROTH & CLARK, INC
CONSULTING ENGINEERS SINCE 1915
555 HULET DRIVE, BLOOMFIELD HILLS, MICH. P.O. BOX 824, 48303 - 0824
PHONE: (248) 454-6300
FAX (1st. Floor): (248) 454-6312
FAX (2nd. Floor): (248) 454-6359
WEB SITE: www.hrcengr.com

DATE	ADDITIONS AND/OR REVISIONS
5/16/2025	REVISED RCOC PERMIT
1/5/2024	RCOC PERMIT

DESIGNED	ALP
DRAWN	IMN
CHECKED	ALP
APPROVED	ALP



CITY OF FARMINGTON HILLS

10 MILE AND HAGGERTY DRAINAGE IMPROVEMENTS

LEGEND

HRC JOB NO. 20220624	SCALE H: 1" = 30' V: 1" = 5'
DATE April 2024	SHEET NO.

W:\20220624\20220624\C\Sheets\g01.dwg
Pike Andrea L.
ORIGINAL PLOT SIZE: ANSI FULL BLEED B (11.00 X 17.00 INCHES)
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5/16/2025 9:06 AM
HRC_OLW.ctb

GENERAL

THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE M.D.O.T. 2020 STANDARD SPECIFICATIONS FOR CONSTRUCTION EXCEPT AS NOTED HEREIN AND IN THE PROPOSAL BOOK.

THE CONTRACTOR SHALL BE REQUIRED TO NOTIFY THE LOCAL FIRE AND POLICE DEPARTMENTS 24 HOURS IN ADVANCE OF PROPOSED ROAD CLOSURES.

THE CONTRACTOR AND/OR HIS SUBCONTRACTOR SHALL NOTIFY "MISS DIG", (1-800-482-7171 OR 811) AND THE CITY OF FARMINGTON HILLS WATER, SEWER, FIRE AND POLICE DEPARTMENTS 3 WORKING DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION.

CONTRACTOR TO PROTECT EXISTING ABOVE GROUND AND BELOW GROUND FACILITIES INCLUDING: UTILITIES, POLES, TREES, SHRUBS AND OTHER VEGETATION UNLESS NOTED FOR REMOVAL ON THE PLANS; AND SHALL REPAIR OR REPLACE DAMAGED FACILITIES AT NO COST TO THE OWNER. TREES SHALL BE NEATLY TRIMMED. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO PROTECT AND MAINTAIN EXISTING SERVICES TO EXISTING HOMES, INCLUDING SANITARY, WATER, GAS, CABLE AND OTHER UTILITIES.

CONTRACTOR SHALL PROTECT ALL OTHER SITE FEATURES SUCH AS PLANTERS, MAIL BOXES, FENCES, LANDSCAPING, WALLS, WALKS, PORCHES, ETC, AND RESTORE TO ORIGINAL CONDITION IF DAMAGED BY THE CONTRACTOR, EXCEPT AS NOTED. NO ADDITIONAL PAYMENT WILL BE MADE FOR THIS WORK.

ALL CONSTRUCTION STAGING AREAS SHALL BE APPROVED BY THE PROJECT ENGINEER, CITY OF FARMINGTON HILLS, AND LAND OWNER(S) PRIOR TO START OF CONSTRUCTION. ANY AREAS BEYOND CONSTRUCTION RIGHTS-OF-WAY SECURED BY THE CONTRACTOR FOR USE AS CONSTRUCTION STAGING SHALL BE AT HIS OWN EXPENSE. THE RESTORATION OF ALL STAGING AREAS SHALL BE COMPLETED PRIOR TO FINAL ACCEPTANCE OF THE WORK OF THIS PROJECT. NO ADDITIONAL PAYMENT WILL BE MADE FOR THIS WORK.

HMA BOND COAT WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF HMA CONSTRUCTED FOR THE PROJECT.

UNDER CONSTRUCTION

WHEN EXCAVATING FOR CONSTRUCTION, THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PROTECT THE EXISTING UTILITIES.

FINAL ADJUSTMENTS OF ALL STRUCTURES WITHIN THE PAVEMENT LIMITS SHALL BE MADE PRIOR TO PLACING THE FINAL SURFACE COURSE OF HMA.

DRAINAGE STRUCTURE LOCATIONS ARE REFERENCED FROM CONSTRUCTION CENTERLINE. VERIFY LOCATION OF CURB INLETS PRIOR TO CONSTRUCTING.

ALL SEWER TRENCHES SHALL BE BACKFILLED OR OTHERWISE PROTECTED OVERNIGHT AS DIRECTED BY THE ENGINEER. PAYMENT IS INCLUDED IN THE PAY ITEM FOR UTILITY CONSTRUCTION.

SIDEWALK IS SUSCEPTIBLE TO CRACKING. THEREFORE, ONCE IT HAS BEEN POURED, OR IF IT IS EXISTING SIDEWALK, THE CONTRACTOR SHALL NOT PUT ANY EQUIPMENT OF ANY KIND ON IT, FOR ANY REASON, EVEN FOR TURF ESTABLISHMENT OR RESTORATION WORK OUTSIDE THE SIDEWALK. THE CONTRACTOR SHALL PLAN AND STAGE NECESSARY WORK OUTSIDE THE SIDEWALK TO PREVENT THE PLACEMENT OF ANY EQUIPMENT ON THE SIDEWALK, EXISTING OR NEW. CRACKED, CHIPPED, SPALLED, OR DAMAGED SIDEWALK, NEW OR EXISTING, SHALL NOT BE ACCEPTED AND SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

RESTORE AND STABILIZE ALL SLOPES IN ACCORDANCE WITH THE PLANS AND AS DESCRIBED IN THE SPECIAL PROVISION FOR TURF ESTABLISHMENT.

ALL AREAS DISTURBED BY THE CONTRACTOR AND/OR HIS SUBCONTRACTOR BEYOND THE SLOPE STAKE LINE (SSL) LIMITS OF THIS PROJECT SHALL BE RESTORED IN ACCORDANCE WITH SPECIAL PROVISION FOR TURF ESTABLISHMENT. NO ADDITIONAL PAYMENT WILL BE MADE
FOR THIS ACTIVITY.

ALL FINAL GRADES SHALL SLOPE TO DRAIN TOWARD CATCH BASINS, DITCHES, SWALES, CURBS, AND DRAINAGEWAYS UNLESS OTHERWISE NOTED.

THE CONTRACTOR SHALL NOT PERFORM ANY SIDE WORK CONTRACTED PRIVATELY WITHIN THE CONSTRUCTION AREA.

OFFSET AND RIM GRADES IS TO THE EDGE OF METAL WHEN THE STRUCTURE IS LOCATED IN CURB AND GUTTER. OFFSET AND RIM GRADES IS TO THE CENTER OF THE CASTING WHEN THE STRUCTURE IS LOCATED IN THE GREENBELT OR IN PAVEMENT,

SUMP DEPTH IS FROM LOWEST PROPOSED INVERT. CATCH BASIN (CB) MEANS 2 FT SUMP INCLUDED IN DRAINAGE STRUCTURE PAY ITEM. INLETS (INL) AND MANHOLES (MH) DO NOT HAVE A SUMP.

PLAN DIMENSIONS AND MEASUREMENTS ARE BASED ON FIELD TOPOGRAPHIC SURVEY BY: HUBBELL, ROTH & CLARK, INC. PROPERTY OWNER'S NAMES, WHERE SHOWN, ARE FOR INFORMATION ONLY, AND THEIR ACCURACY IS NOT GUARANTEED.

UTILITIES

THE EXISTING UTILITIES LISTED BELOW AND SHOWN ON THESE PLANS REPRESENT THE BEST INFORMATION AVAILABLE AS OBTAINED FROM SURVEYS AND FROM UTILITY RECORD MAPS. THIS INFORMATION DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY TO NOTIFY THE PROPER UTILITIES BEFORE COMMENCING WORK. THE CONTRACTOR IS RESPONSIBLE TO VERIFY ALL EXISTING UTILITIES AND THEIR LOCATIONS AS PART OF THE CONSTRUCTION OF THIS PROJECT, PURSUANT TO ACT 174 OF THE PA OF 2013 AS A CONDITION OF THIS CONTRACT.

THE FOLLOWING UTILITY COMPANIES HAVE FACILITIES WITHIN THE PROJECT LIMITS:

NAME & ADDRESS OF UTILITY	TYPE OF UTILITY
CITY OF FARMINGTON HILLS ATTN: JIM CUBERA 31555 ELEVEN MILE ROAD FARMINGTON HILLS, MI 48336 (248) 871-2560	WATER MAIN, STORM SEWER & SANITARY SEWER
AT&T ATTN: JAMAURI COLEMAN JC527A@ATT.COM 54 N. MILL ST. BOX 32 PONTIAC, MI 48342 (248) 456-0854	TELEPHONE/ FIBER OPTIC
CHARTER ATTN: RYAN STEVENS RYAN.STEVENS@CHARTER.COM 14525 FARMINGTON ROAD LIVONIA, MI 48154	TELEPHONE/ FIBER OPTIC
COMCAST ATTN: JEFF DOBIES MICHAEL_MARLOW@COMCAST.COM 25626 TELEGRAPH ROAD SOUTHFIELD, MI 48034 (734) 359-1669	TELECOMMUNICATIONS
CONSUMERS ENERGY LIVONIA SERVICE CENTER ATTN: CHRIS SCHNEIDER CHRISTOPHER.SCHNEIDER@CMSENERGY.COM 11801 FARMINGTON ROAD LIVONIA, MI 48150 (734) 513-6277	GAS
DTE ATTN: MELISSA MOWRER MELISSA.MOWRER@DTEENERGY.COM 8001 HAGGERTY ROAD BELLEVILLE, MI 48111 (586) 457-0186	ELECTRIC
123 NET ATTN: RICHARD LAKIN RLANKING@123.NET 24700 NORTHWESTERN HIGHWAY SUITE 700 SOUTHFIELD, MI 48341 (248) 703-4374 ATTN: BRIAN HOBBS BHOBBS@123.NET	TELECOMMUNICATIONS
ZAYO ATTN: MARK GARVEY ZAYO.RELO.MICHIGAN@ZAYO.COM	TELECOMMUNICATIONS
GREAT LAKES WATER AUTHORITY ATTN: CHANDON SOOD CHANDAN.SOOD@GLWATER.ORG 6425 HUBER DETROIT, MI 48211 (313) 999-4494	WATER MAIN
OAKLAND COUNTY WATER RESOURCES COMMISSION ATTN: ZACH EARP EARPZ@OAKGOV.COM ONE PUBLIC WORKS DRIVE BUILDING 95 WEST WATERFORD, MI 48328 (248) 858-7365	WATER MAIN

THE CONTRACTOR SHALL, BEFORE EACH DAYS WORK, OR WHEN MOVING TO A NEW AREA OF WORK, DETERMINE AND EVALUATE THE LOCATION OF ALL UNDERGROUND FACILITIES IN THE AREA. IF LOCATION STAKES HAVE BEEN MOVED OR DO NOT APPEAR CORRECT, THE CONTRACTOR SHALL NOT EXCAVATE UNTIL ALL UTILITIES HAVE HAD AN OPPORTUNITY TO CHECK OR RESTAKE THEIR LOCATIONS. ANY DELAYS INCURRED DUE TO CHECKING OR RESTAKING OF UTILITIES SHALL NOT BE A BASIS FOR ADDITIONAL COMPENSATION.

PRIOR TO WORK ON FACILITIES BELONGING TO THE ABOVE AGENCIES, A MINIMUM OF 72 HOURS NOTICE MUST BE GIVEN IN ORDER TO INSURE PROPER INSPECTION BY THE RESPECTIVE AGENCIES.

THE CONTRACTOR SHALL LOCATE ALL ACTIVE UNDERGROUND UTILITIES PRIOR TO STARTING WORK, AND SHALL CONDUCT HIS OPERATIONS IN SUCH A MANNER AS TO INSURE THAT THOSE UTILITIES NOT REQUIRING RELOCATION WILL NOT BE DISTURBED.

FOR PROTECTION OF UNDERGROUND UTILITIES, THE CONTRACTOR SHALL DIAL (800) 482-7171, OR 811 A MINIMUM OF 3 FULL WORKING DAYS, EXCLUDING SATURDAY, SUNDAY AND HOLIDAYS, PRIOR TO EXCAVATING IN THE VICINITY OF UTILITY LINES. ALL "MISS DIG" PARTICIPATING MEMBERS WILL THUS BE ROUTINELY NOTIFIED. THIS DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY OF NOTIFYING UTILITY OWNERS WHO MAY NOT BE A PART OF THE "MISS DIG" ALERT SYSTEM.

EARTHWORK AND GRADING

ALL STRIPPED TOPSOIL SHALL BE THE PROPERTY OF THE CONTRACTOR. ONSITE STORAGE WILL NOT BE PERMITTED WITHOUT APPROVAL BY THE ENGINEER. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL REMOVAL, HAULING AND STORAGE OR DISPOSAL OFFSITE.

THROUGHOUT THE PROJECT, NO UNDERCUTS WILL BE LEFT OVERNIGHT NEXT TO THE EDGE OF THE TRAVELED ROADWAY.

ALL SLOPES SHALL BE FINISHED AS CLASS 'A' SLOPES.

SAWING FOR PAVEMENT REMOVAL AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER, TO THE DEPTH REQUIRED FOR CLEAN REMOVAL OF PAVEMENTS OR CURBS, SHALL BE INCLUDED IN THE ITEM OF "Pavt, Rem" OR "HMA Surface, Rem", OR "Curb and Gutter, Rem". SAWING DEPTH SHALL BE ADEQUATE TO PREVENT SPALLING, CHIPPING, OR DAMAGE TO EXISTING PAVEMENT EDGES LEFT IN PLACE.

SOIL EROSION AND SEDIMENTATION CONTROL: IN ADDITION TO THE GENERAL SOIL EROSION AND SEDIMENTATION CONTROL REQUIREMENTS IN THE PROPOSAL THE FOLLOWING MEASURES SHALL BE INCORPORATED INTO THIS PROJECT:

1. THE CONTRACTOR SHALL CONDUCT HIS OPERATIONS IN SUCH A MANNER AS TO MINIMIZE THE AREAS LEFT BARREN DURING CONSTRUCTION AND TO DISTURB ONLY THOSE AREAS ABSOLUTELY REQUIRED FOR THE CONSTRUCTION OF THE PROJECT.
2. EROSION CONTROL ITEMS (CB INSERTS, SILT FENCE, ETC.) AS CALLED OUT ON PLAN AND/OR AS DIRECTED BY THE ENGINEER SHALL BE INSTALLED AND MAINTAINED ACCORDING TO THE SPECIFICATIONS, AND AND SHALL BE REMOVED WHEN THEY ARE NO LONGER EFFECTIVE AS DETERMINED BY THE ENGINEER. NO SEPARATE PAYMENT SHALL BE ALLOWED FOR EITHER MAINTENANCE OR REMOVAL OF THE EROSION CONTROL ITEMS.
3. THE CONTRACTOR SHALL REMOVE SEDIMENT CAUSED BY THEIR OPERATIONS THAT HAS COLLECTED IN CULVERTS, SEDIMENT TRAPS, & SUMPS OF ALL DRAINAGE STRUCTURES WITHIN THE PROJECT LIMITS. THE ENGINEER WILL INSPECT SUMPS AND CULVERTS AFTER STORMS AND DIRECT THE CONTRACTOR TO CLEAN OUT SUMPS AND CULVERTS. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE RESPECTIVE S.E.S.C. PAY ITEM.
4. THE CONTRACTOR SHALL FOLLOW LOCAL RULES AND REGULATIONS FOR SOIL EROSION AND SEDIMENTATION CONTROL FOR ALL MATERIALS THAT ARE DISPOSED OF OFF THE PROJECT SITE.

MAINTAINING TRAFFIC

TRAFFIC SHALL BE MAINTAINED AS SHOWN ON THE PLANS AND AS DETAILED IN THE MAINTENANCE OF TRAFFIC SPECIFICATION. ALL WORK AND DEVICES THAT HAVE NOT BEEN ACCOUNTED FOR IN A PARTICULAR BID ITEM SHALL BE INCLUDED IN LUMP SUM AMOUNT BID FOR Minor Traf Devices.

ALL EXCAVATED AREAS SHALL BE DELINEATED BY PLASTIC DRUMS AT THE CLOSE OF EACH DAY ALONG THE ENTIRE LENGTH OF ANY EXCAVATION. PLASTIC DRUMS TO BE PLACED OVER ALL EXPOSED CASTINGS IN ROADWAY AT CLOSE OF EACH DAY. TYPE II'S ON THE PROJECT TO BE PLASTIC DRUMS, HIGH INTENSITY FURNISHED AND MAINTAINED BY THE CONTRACTOR.

CONTRACTOR SHALL MAINTAIN SAFE, DUST FREE CONDITIONS ON EXISTING STREETS WHICH SHALL REQUIRE DAILY REMOVAL OF EARTH TRACKED OR SPILLED ON ROAD SURFACE, AND OTHER DUST CONTROL MEASURES AS REQUIRED BY THE PROJECT ENGINEER. EXCESSIVE DUST WILL NOT BE TOLERATED AT ANY TIME DURING CONSTRUCTION. THIS WORK SHALL NOT BE PAID FOR SEPARATELY, BUT INCLUDED IN OTHER ITEMS OF WORK.

MISCELLANEOUS

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THE PROPERTY BEYOND THE SLOPE STAKE LINE, INCLUDING EXISTING FENCING, LAWN, TREES AND SHRUBBING.

THE CONTRACTOR MUST REPAIR OR REPLACE ANY SPRINKLER HEADS, LINES, ETC. THAT MAY BE DAMAGED DURING THE COURSE OF CONSTRUCTION. PAYMENT FOR SPRINKLER REPAIR WORK SHALL BE CONSIDERED INCLUDED IN THE PAY ITEMS: "Sprinkler Relocate", ea.

WHEN THE FOLLOWING ITEMS OF WORK ARE SPECIFIED ON THE PLANS OR REQUIRED BY THE ENGINEER IN THE CONSTRUCTION OF THE PROJECT, THE ITEM WILL NOT BE PAID FOR SEPARATELY, UNLESS A PAY ITEM FOR THESE ITEMS IS PROVIDED.

- RELOCATING ORNAMENTAL ROCKS AND BOULDERS TO THE RIGHT-OF-WAY LINE
- REMOVING TREES LESS THAN 6 INCHES IN DIAMETER
- REMOVING SHRUBS AND BUSHES
- HMA BOND COAT
- ROCK EXCAVATION
- SWEEPING PAVEMENT
- DUST PALLIATIVE
- SAWING, FOR PAVEMENT AND CURB REMOVAL
- CONCRETE ADMIXTURES
- REMOVING EDGEDRAIN, UNDERDRAIN, FRENCHDRAINS, OR DRAIN TILE

THE FOLLOWING ITEMS OF WORK SHALL BE DONE AS DIRECTED BY THE ENGINEER. THESE ITEMS ARE NOT DETAILED OR INCLUDED ON THE PLAN AND PROFILE SHEETS:

AS-DIRECTED MISCELLANEOUS QUANTITIES

PAY ITEM	QTY	UNIT
Mobilization, Max $43,600	1	LSum
Color Audio-Video Route Survey	1	LSum
Exploratory Investigation, Vertical	60	Ft
Hand Patching	10	Ton
Maintaining Traffic	1	LSum
Minor Traf Devices	1	LSum
Traf Regulator Control	1	LSum
Grading, Special	1	LSum
Project Cleanup, Special	1	LSum
Reimbursed Permit Fees	4,000	Dlr
Turf Establishment	2,500	Syd
Inspection Crew Days	TBD	Cday

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811 Know what's below. Call before you dig. CALL811.COM

CALL MISS DIG
72 HOURS
(3 WORKING DAYS)
BEFORE YOU DIG
1-800-482-7171
or **811**
(TOLL FREE)

ORIGINAL PLOT SIZE: ANSI FULL BLEED B (11.00 X 17.00 INCHES)
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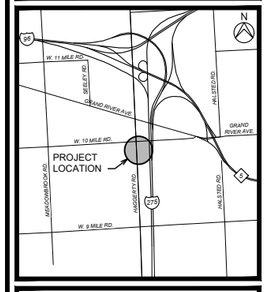
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Pike Andrea L.

FARMINGTON HILLS Michigan

HRC
HUBBELL, ROTH & CLARK, INC
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555 HULET DRIVE
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DATE	ADDITIONS AND/OR REVISIONS
5/16/2025	REVISED RCOC PERMIT
1/5/2024	RCOC PERMIT

DESIGNED	ALP
DRAWN	IMN
CHECKED	ALP
APPROVED	ALP



CITY OF FARMINGTON HILLS

10 MILE AND HAGGERTY DRAINAGE IMPROVEMENTS

PROJECT NOTES

HRC JOB NO. 20220624	SCALE NO SCALE
DATE May 2025	SHEET NO.

5/16/2025 9:07 AM
HRC_OLW.ctb

CONSTRUCTION SIGNING

1. ALL TRAFFIC CONTROL DEVICES INCLUDING SIGNS, BARRICADES, VERTICAL PANELS, DRUMS, WARNING LIGHTS, ARROW BOARDS SHALL MEET THE "ACCEPTABLE" REQUIREMENTS OF AMERICAN TRAFFIC SAFETY SERVICES ASSOCIATION (ATSSA), QUALITY STANDARD FOR WORK ZONE TRAFFIC CONTROL DEVICES - "CURRENT EDITION". ALL TRAFFIC CONTROL DEVICES SHALL BE IN LIKE-NEW CONDITION.

2. ALL TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH THE 2011 MMUTCD. ALL CONSTRUCTION SIGNING SHALL BE BLACK LETTERS ON FLUORESCENT ORANGE BACKGROUND UNLESS SPECIFIED OTHERWISE.

3. ALL TRAFFIC SIGNS WITHIN THE PROJECT WILL BE RELOCATED BY THE CONTRACTOR FOR EACH STAGE OF CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE TO MAINTAIN ALL TRAFFIC CONTROL DEVICES WITHIN THE PROJECT LIMITS. ANY TRAFFIC CONTROL DEVICES DAMAGED DUE TO THE CONTRACTOR'S OPERATION SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT HIS OR HER OWN EXPENSE. THE CONTRACTOR WILL BE CHARGED FOR ANY DAMAGED TRAFFIC CONTROL DEVICES DUE TO THE CONTRACTOR'S OPERATION, WHICH ARE REPAIRED OR REPLACED BY THE CITY OF FARMINGTON HILLS.

4. AS DIRECTED BY THE ENGINEER, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN ANY ADDITIONAL SIGNS, BARRICADES AND LIGHTS WITHIN THE PROJECT TO PROTECT THE TRAFFIC AND WORK AREA.

5. THE CONTRACTOR SHALL PLACE A MINIMUM OF EIGHT (8) SANDBAGS ON CONTRACTOR FURNISHED TYPE III BARRICADES TO PREVENT MOVEMENT. ALL TYPE III BARRICADES SHALL BE DOUBLE SIDED.

6. CONSTRUCTION SIGNING MOUNTED ON PORTABLE SUPPORTS SHOULD NOT BE USED FOR A DURATION OF MORE THAN FOURTEEN (14) DAYS. OTHERWISE, SIGNS SHALL BE GROUND MOUNTED ON 3 LB U-CHANNEL POSTS. THE FOLLOWING SIGNS MAY BE PLACED ON TEMPORARY SUPPORTS: SIGNS PLACED IN CONJUNCTION WITH THE TYPE III BARRICADES AND SIGNS WITHIN THE CLOSED PORTION OF ROADWAY ITSELF. THE CONTRACTOR SHALL INSTALL ONE FLASHER ON ANY CONSTRUCTION SIGN THAT IS INSTALLED ON TEMPORARY SUPPORTS.

7. ALL SIGNS PLACED IN CONJUNCTION WITH A TYPE III BARRICADE SHALL BE PLACED ON SEPARATE SUPPORTS IMMEDIATELY BEHIND AND ABOVE THE TYPE III BARRICADE. THESE SIGNS SHALL BE INSTALLED ON TEMPORARY SUPPORTS. THE CONTRACTOR SHALL PLACE A MINIMUM OF EIGHT (8) SANDBAGS ON THESE SIGNS TO PREVENT MOVEMENT.

8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COVERING AND UNCOVERING ALL CONSTRUCTION SIGNS AS NEEDED FOR THE PROPER MAINTENANCE OF TRAFFIC THROUGHOUT THE CONSTRUCTION AREA.

9. TRAFFIC CONTROL SIGNS AND STREET NAME SIGNS SHALL BE REMOVED, SALVAGED, RELOCATED AND MAINTAINED BY THE CONTRACTOR. THIS WORK MAY BE REQUIRED MULTIPLE TIMES DURING THE PROJECT TO ACCOMMODATE CONSTRUCTION OPERATIONS. THIS WORK SHALL BE PERFORMED ON THE SAME DAY OF A CHANGE IN OPERATIONS REQUIRING THE SIGN WORK AS DETERMINED AND/OR APPROVED BY THE ENGINEER. UPON COMPLETION OF THE PROJECT, PERMANENT TRAFFIC CONTROL SIGNS WILL BE RELOCATED OR REPLACED IN THEIR PROPER POSITION BY THE CONTRACTOR AS INDICATED ON THE PLANS. THE SIGN REMOVAL, SALVAGING, RELOCATION, INSTALLATION AND RELATED WORK WILL BE PAID FOR WITH THE APPROPRIATE PAY ITEM, AT THE CONTRACT UNIT PRICES EACH TIME THE WORK IS DETERMINED TO BE NECESSARY BY THE PROJECT ENGINEER TO ACCOMMODATE CONSTRUCTION OPERATIONS.

10. TRAFFIC CHANNELIZING DEVICES FURNISHED BY THE CONTRACTOR FOR WORK PROTECTION SHALL BE COATED WITH REFLECTORIZED MATERIAL AND AT SPACING BASED ON THE 2011 MMUTCD.

11. ALL SIGNS PLACED WITHIN THE MDOT ROW SHALL MEET MDOT PERMIT REQUIREMENTS.

12. ALL SIGNS PLACED WITHIN THE RCOC ROW SHALL MEET RCOC PERMIT REQUIREMENTS.

13. ADVANCE WARNING/DETOUR SIGNS SHALL BE SPACED AT A DISTANCE EQUAL TO THE ROAD SPEED LIMIT TIMES TEN PER MDOT TRAFFIC AND SAFETY NOTES AND MDOT TYPICAL 101-GEN-SPACING-CHARTS, 102-GEN-NOTES, 103-GEN-SIGN, AND 123-NFW-1LC(R).

14. ALL TRAFFIC CONTROL DEVICES AND SIGNING INCLUDING TYPE III BARRICADES, CHANNELIZING DEVICES, PLASTIC DRUMS, ETC. ARE INCLUDED IN THE COST OF THE PAY ITEM: Maintaining Traffic - Lsum. THE PAY ITEM: Maintaining Traffic - Lsum INCLUDES ALL LABOR, MATERIAL, AND EQUIPMENT REQUIRED TO FURNISHED AND OPERATE ALL TRAFFIC CONTROL DEVICES AND SIGNING. ADDITIONAL SIGNS REQUESTED BY MDOT, RCOC OR FARMINGTON HILLS SHALL BE INCLUDED IN THE COST OF Maintaining Traffic - Lsum.

	SIGN	SIZE (IN)	QTY
ROAD WORK AHEAD	W20-1	48x48	4
RIGHT LANE CLOSED AHEAD	W20-5R	48x48	1
REDUCED SPEED ZONE AHEAD	W3-5b	48x48	1
WORK ZONE BEGINS	R5-18c	48X48	4
SPEED LIMIT 35	R2-1	48X48	2
END ROAD WORK	G20-2	48X24	2
TEN MILE	D3-1	42X12	2
TOTAL (SFT)			215



D3-1(C);
1.5" Radius, 0.4" Border, 0.4" Indent, Black on Orange;
"TEN MILE", C;
Table of widths and spaces

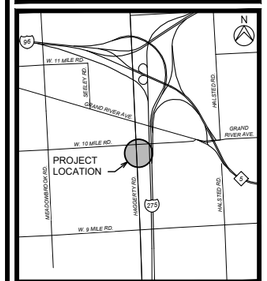
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FARMINGTON HILLS Michigan

HRC
HUBBELL, ROTH & CLARK, INC
CONSULTING ENGINEERS SINCE 1915
555 HULET DRIVE
BLOOMFIELD HILLS, MICH.
P.O. BOX 824
48303 - 0824
PHONE: (248) 454-6300
FAX (1st. Floor): (248) 454-6312
FAX (2nd. Floor): (248) 454-6359
WEB SITE: www.hrcengr.com

DATE	ADDITIONS AND/OR REVISIONS
5/16/2025	REVISED RCOC PERMIT
1/5/2024	RCOC PERMIT

DESIGNED	ALP
DRAWN	IMN
CHECKED	ALP
APPROVED	ALP



CITY OF FARMINGTON HILLS

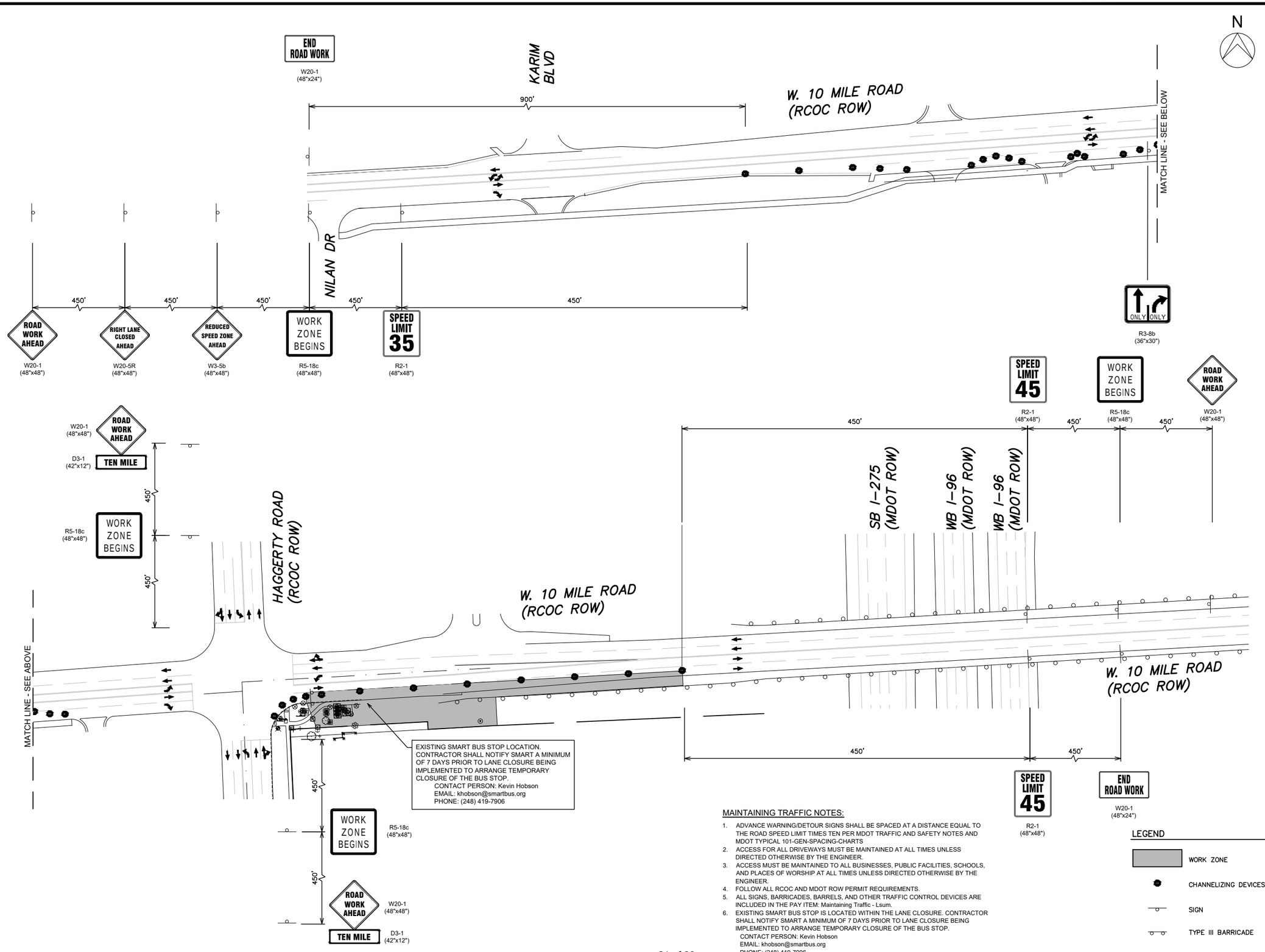
10 MILE AND HAGGERTY DRAINAGE IMPROVEMENTS

MAINTENANCE OF TRAFFIC NOTES

HRC JOB NO. 20220624	SCALE 1" = 50'
DATE May 2025	SHEET NO.

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Pike Andrea L.
ORIGINAL PLOT SIZE: ANSI FULL BLEED B (11.00 X 17.00 INCHES)
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MAINTAINING TRAFFIC NOTES:

1. ADVANCE WARNING/DETOUR SIGNS SHALL BE SPACED AT A DISTANCE EQUAL TO THE ROAD SPEED LIMIT TIMES TEN PER MDOT TRAFFIC AND SAFETY NOTES AND MDOT TYPICAL 101-GEN-SPACING-CHARTS
2. ACCESS FOR ALL DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
3. ACCESS MUST BE MAINTAINED TO ALL BUSINESSES, PUBLIC FACILITIES, SCHOOLS, AND PLACES OF WORSHIP AT ALL TIMES UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
4. FOLLOW ALL RCOC AND MDOT ROW PERMIT REQUIREMENTS.
5. ALL SIGNS, BARRICADES, BARRELS, AND OTHER TRAFFIC CONTROL DEVICES ARE INCLUDED IN THE PAY ITEM: Maintaining Traffic - Lsum.
6. EXISTING SMART BUS STOP IS LOCATED WITHIN THE LANE CLOSURE. CONTRACTOR SHALL NOTIFY SMART A MINIMUM OF 7 DAYS PRIOR TO LANE CLOSURE BEING IMPLEMENTED TO ARRANGE TEMPORARY CLOSURE OF THE BUS STOP.
   CONTACT PERSON: Kevin Hobson
   EMAIL: khobson@smartbus.org
   PHONE: (248) 419-7906

LEGEND

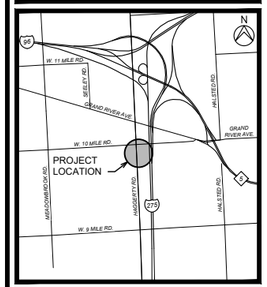
- WORK ZONE
- CHANNELIZING DEVICES
- SIGN
- TYPE III BARRICADE
- DIRECTION OF TRAFFIC

FARMINGTON HILLS Michigan

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CITY OF FARMINGTON HILLS

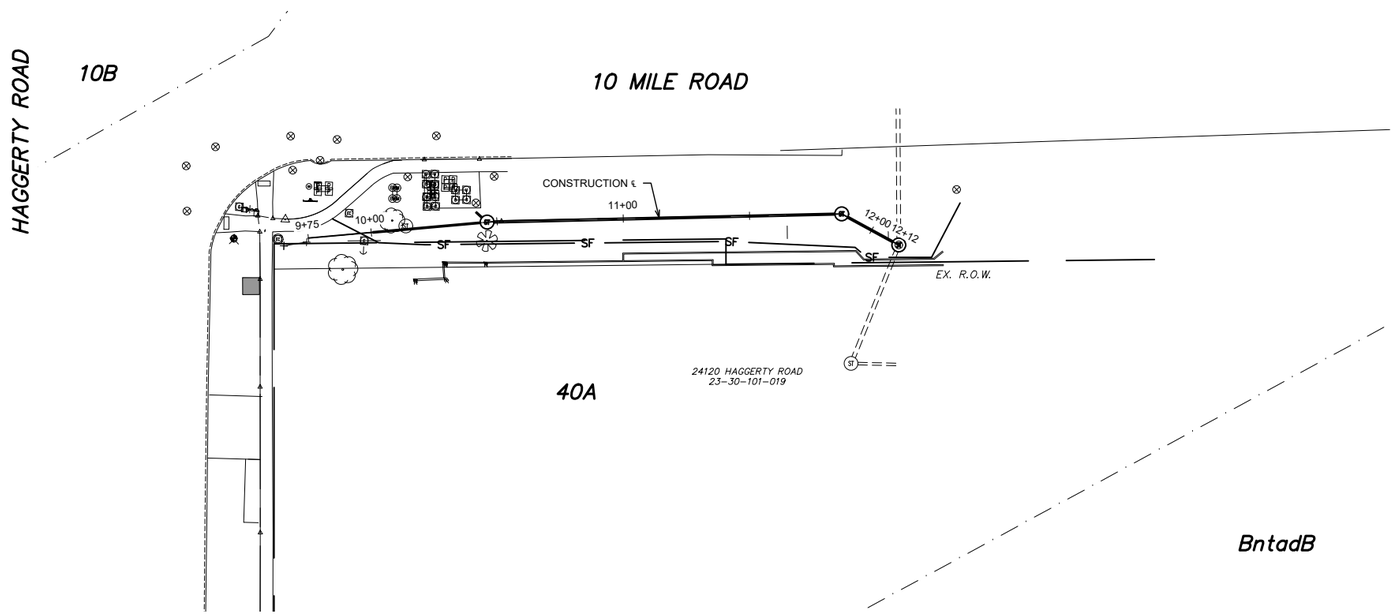
10 MILE AND HAGGERTY DRAINAGE IMPROVEMENTS

MAINTENANCE OF TRAFFIC PLAN

HRC JOB NO.	SCALE
20220624	NO SCALE
DATE	SHEET NO.
May 2025	

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5/16/2025 9:08 AM



BENCHMARK		
BM. #	DESCRIPTION	ELEV.
302	E. FLANGE BOLT ON HYD. E SIDE HAGGERTY, 50'± S. OF 275 BUSINESS PARD ENT.	852.60
321	MAG W. FACE U.POLE E. SIDE HAGGERTY AT F. WALK 25'± S. OF DRIVE TO 23900	842.11

OAKLAND COUNTY SOIL MAP LEGEND	
MAP UNIT SYMBOL	MAP UNIT NAME
10B	MARLETTE SANDY LOAM, 1 TO 6 PERCENT SLOPES
40A	UDORTHENTS, LOAMY, NEARLY LEVEL
BntadB	BLOUT LOAM, 0 TO 4 PERCENT SLOPES

ALL SESC CONTROL ITEMS ARE INCLUDED IN THE COST OF: Soil Erosion and Sedimentation Control - Lsum

SOIL EROSION QUANTITIES		
PAY ITEM	QTY	UNIT
Soil Erosion and Sedimentation Control, Speical	1	LSum

LEGEND

- Erosion Control, Inlet Protection, Fabric Drop (29)
- SF — Erosion Control, Silt Fence (26)
- SLOPE STAKE LINE (SSL)
- SOIL TYPE BOUNDARY

SESC NOTES

GENERAL NOTES

1. ALL SOIL EROSION AND SEDIMENTATION CONTROL (SESC) ITEMS SHALL BE IN ACCORDANCE WITH MDOT 2020 STANDARD SPECIFICATIONS FOR CONSTRUCTION AND THE MDOT SOIL EROSION AND SEDIMENTATION CONTROL MANUAL. IN ADDITION, THE CONTRACTOR SHALL FOLLOW ANY LOCAL SESC RULES AND REGULATIONS.
2. SEDIMENTATION FROM EROSIONS OF THE WORK SITE SHALL BE CONTAINED ON SITE AND NOT ALLOWED TO COLLECT IN ANY ADJACENT AREAS OR IN WATERWAYS. WATERWAYS INCLUDE BOTH NATURAL AND MAN-MADE OPEN DITCHES, STREAMS, STORM DRAINS, LAKES, PONDS AND WETLANDS. THE CONTRACTOR SHALL CONDUCT WORK IN A MANNER SUCH THAT ALL SOIL, FUELS, OILS, BITUMINOUS MATERIALS, CHEMICALS, SANITARY SEWAGE, AND OTHER HARMFUL MATERIALS, RESULTING FROM THE CONSTRUCTION OF THE PROJECT, ARE CONFINED WITHIN PROJECT LIMITS AND PREVENTED FROM ENTERING WATERCOURSES, RIVERS, LAKES, RESERVOIRS, OR GROUND WATER.
3. STAGE THE WORK AS SHOWN IN PLANS OR DIRECTED BY THE ENGINEER TO ENSURE PROGRESSIVE STABILIZATION OF DISTURBED EARTH. THE CONTRACTOR SHALL PRESERVE NATURAL VEGETATION AS MUCH AS POSSIBLE AND CONDUCT HIS OPERATIONS IN SUCH A MANNER AS TO MINIMIZE THE AREAS LEFT BARREN DURING CONSTRUCTION. THE CONTRACTOR WILL ONLY BE ALLOWED TO DISTURB ONLY THOSE AREAS ABSOLUTELY REQUIRED FOR THE CONSTRUCTION OF THE PROJECT THAT ARE WITHIN THE GRADING LIMITS. AREAS OUT SIDE THE GRADING LIMITS MUST BE RESTORED AND WILL NOT BE PAID FOR SEPARATELY.
4. THE CONTRACTOR SHALL INSPECT SESC MEASURES DAILY TO ENSURE THEIR EFFECTIVENESS AND WHEN NECESSARY, IMMEDIATELY REPAIR OR INSTALL ADDITIONAL CONTROLS. THE CONTRACTOR SHALL REMOVE SEDIMENT COLLECTED IN CULVERTS AND SUMPS OF ALL DRAINAGE STRUCTURES CONSTRUCTED WITH THE PROJECT WHEN SUCH SEDIMENT EXCEEDS HALF OF THE SUMP DEPTH OR CULVERT DIAMETER. THE ENGINEER WILL INSPECT CULVERTS, SUMPS, AND ALL SESC ITEMS AFTER STORMS AND DIRECT THE CONTRACTOR TO CLEANOUT CULVERTS, SUMPS, AND ALL SESC ITEMS. CLEARING CULVERTS AND SUMPS FOR SEDIMENTATION CONTROL IS CONSIDERED MAINTENANCE AND WILL NOT BE PAID FOR SEPARATELY.
5. ALL TEMPORARY SESC DEVICES SHALL BE PERIODICALLY MAINTAINED AND CLEANED OF ALL ACCUMULATED SEDIMENT TO ENSURE THEY REMAIN OPERATIONAL UNTIL ALL DISRUPTED AREAS ARE PERMANENTLY STABILIZED, AT WHICH TIME, THEY SHALL BE REMOVED.
6. PERMANENT SESC MEASURES FOR ANY DISTURBED AREA SHALL BE COMPLETED WITHIN FIVE DAYS AFTER FINAL GRADING OF THE SECTION OR ANY PORTION THEREOF. THE CONTRACTOR WILL MAINTAIN AND REPAIR PERMANENT RESTORATION ITEMS UNTIL FINAL ROAD ACCEPTANCE.
7. ALL AREAS TEMPORARILY STABILIZED DURING THE NON-GROWING SEASON SHALL BE PERMANENTLY STABILIZED IMMEDIATELY FOLLOWING THE COMMENCEMENT OF THE NEXT PLANTING SEASON. ALL STRAW OR HAY MULCH SHALL BE REMOVED OR DEEPLY INCORPORATED INTO THE SOIL BEFORE PROVIDING PERMANENT STABILIZATION. DORMANT SEEDING IS ALSO RECOMMENDED FOR EARLY SPRING GROWTH.
8. IN ADDITION TO SESC MEASURES, CONSTRUCT BARRIERS TO PROTECT CRITICAL EROSION AREAS AND TO PREVENT UNWANTED ACCESS BY VEHICLES, EQUIPMENT, AND PEDESTRIANS. POTENTIAL AREAS THAT MAY NEED BARRIERS ARE HIGHLY ERODIBLE AREAS SUCH AS, TREE CANOPIES, SEDIMENT AND RETENTION PONDS, COFFERDAMS, BARREN LAND, AND SLOPES GRATER THAN 1:3.
9. IF RUNOFF OCCURS FROM SOIL STOCKPILES, SEDIMENT CONTROL FENCING WILL BE PLACED AT THE BASE OF THE STOCKPILE TO RETAIN SOIL, OR AS DIRECTED BY THE ENGINEER.
10. MINIMIZE DUST AND THE TRACKING OF LOOSE MATERIALS FROM THE CONSTRUCTION WORK SITE ONTO PUBLIC ROADWAYS AND INTO THE WATERS OF THE STATE. ANY MATERIALS TRACKED ONTO PUBLIC ROADWAYS SHALL BE REMOVED AS SOON AS POSSIBLE AS FOLLOWED AND PAID FOR IN THE PAVEMENT CLEANING SPECIAL PROVISION.
11. TURF ESTABLISHMENT IS THE RESPONSIBILITY OF THE CONTRACTOR AS SPECIFIED IN THE TURF ESTABLISHMENT SPECIAL PROVISION.
12. FOR FINAL PROJECT ACCEPTANCE AND SESC PERMIT CLOSING, THE REMOVAL OF TEMPORARY SESC MEASURES, CONSTRUCTION OF PERMANENT SESC MEASURES, AND 90 PERCENT VEGETATIVE GROWTH ON DISTURBED AREAS ARE REQUIRED. IN ADDITION, PAVEMENT, DITCHES, GUTTERS, CATCH BASINS, AND STORM SEWERS MUST BE FREE OF ACCUMULATED SEDIMENT.
13. MEASUREMENT AND PAYMENT:
    A. PAYMENT FOR THE SESC ITEMS WILL INCLUDE FURNISHING, PLACING, MAINTAINING AND REMOVING THESE ITEMS AS REQUIRED, IN ACCORDANCE WITH THE DETAILS SHOWN ON THE PLANS OR AS SPECIFIED. MAINTENANCE OR REMOVAL OF THE TEMPORARY SESC ITEMS WILL NOT BE PAID FOR SEPARATELY.
    B. REMOVAL AND DISPOSAL OF ACCUMULATED SEDIMENT OR DEBRIS WILL NOT BE PAID FOR SEPARATELY.
    C. THE COST OF PROJECT CLEANUP IS INCLUDED IN THE CONTRACT UNIT PRICES FOR OTHER RELEVANT PAY ITEMS.

TYPICAL CONSTRUCTION SEQUENCE

1. REMOVE STUMPS AND CLEAR PRIOR TO INSTALLING SESC ITEMS, IF APPLICABLE.
2. PRIOR TO GRUBBING, STRIPPING TOP SURFACE, EARTH EXCAVATION, OR GRADING, ALL SESC ITEMS MUST BE IN PLACES SHOWN ON THE PLANS. THEY INCLUDE BUT NOT LIMITED TO THE FOLLOWING.
    A. INSTALL GEOTEXTILE SILT FENCE TO PROTECT LAKES, WETLANDS, RIVERS, DITCHES, LOW LANDS AND AREAS DISTURBED.
    B. WHERE PRACTICAL, PROTECT DISTURBED AREAS WITH TEMPORARY OR PERMANENT VEGETATIVE COVER.
    C. PROTECT EXISTING AND NEW CATCH BASINS AND INLETS WITH APPROVED INLET FILTER PROTECTION. WHEN CLOGGING OCCURS, THE CONTRACTOR WILL CLEAN FILTER AND INSTALL NEW ONES AS NEEDED.
3. IMMEDIATELY AFTER INSTALLING STORM SEWER; INSTALL FABRIC DROPS AT INLETS AND CATCH BASINS, AND RIP RAP AT END SECTION OUTFALLS AS SHOWN ON THE PLANS.
4. CLEAR ALL ACCUMULATED SILT AND SEDIMENT PERIODICALLY AND AFTER STORM EVENTS TO MAINTAIN THE EFFECTIVENESS OF THE CONTROL MEASURES.

NOTICE:
ALL EXISTING UTILITIES SHOWN ON THIS TOPOGRAPHIC SURVEY HAVE BEEN TAKEN FROM VISUAL OBSERVATION AND RECORD MAPPING WHERE AVAILABLE. NO GUARANTEE IS MADE, OR SHOULD BE ASSUMED, AS TO THE COMPLETENESS OR ACCURACY OF THE UTILITIES SHOWN ON THIS DRAWING. PARTIES UTILIZING THIS INFORMATION SHALL FIELD VERIFY

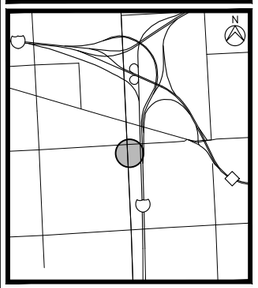
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FARMINGTON HILLS Michigan

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5/16/2025	REVISED RCOC PERMIT
1/5/2024	RCOC PERMIT
DATE	ADDITIONS AND/OR REVISIONS
DESIGNED	ALP
DRAWN	IMN
CHECKED	ALP
APPROVED	ALP



CITY OF FARMINGTON HILLS

10 MILE AND HAGGERTY DRAINAGE IMPROVEMENTS

SOIL EROSION AND SEDIMENTATION CONTROL PLAN
P.O.B. TO STA. P.O.E.

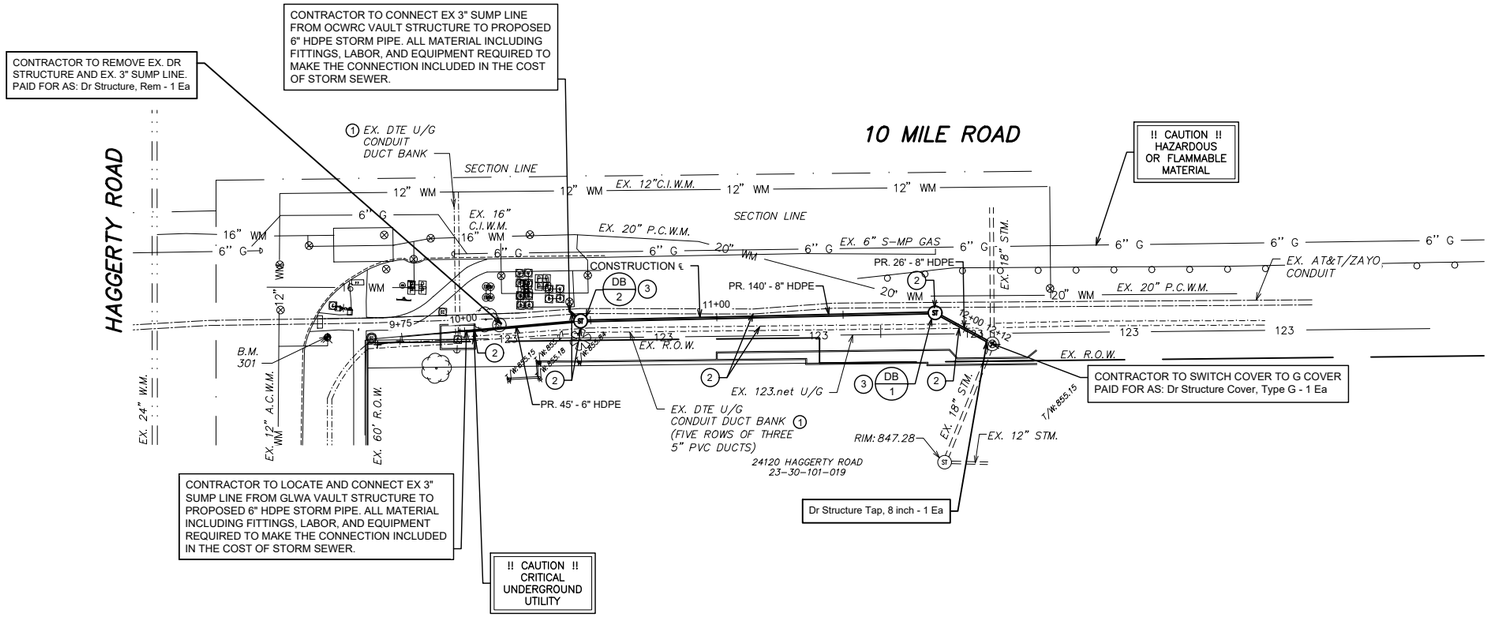
HRC JOB NO. 20220624	SCALE H: 1" = 30' V: 1" = 5'
DATE May 2025	SHEET NO.

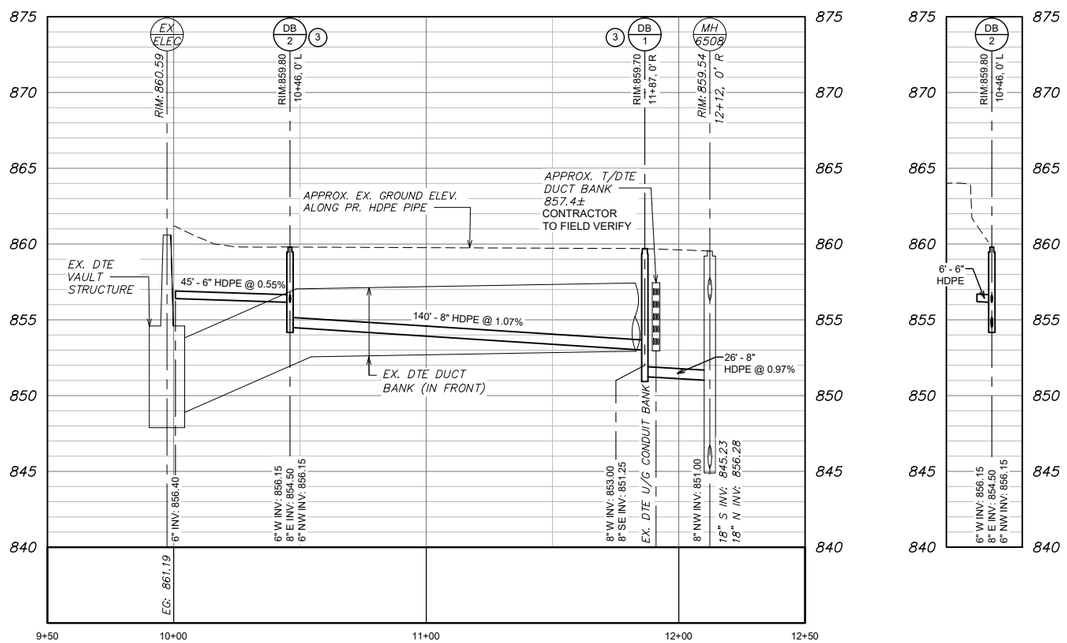
ORIGINAL PLOT SIZE: ANSI FULL BLEED D (34.00 X 22.00 INCHES)

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Pike Andrea L.

5/16/2025 9:08 AM
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BENCHMARK		
BM. #	DESCRIPTION	ELEV.
301	ARROW ON HYD. AT SE CORNER HAGGERTY AND 10 MILE ROAD	864.79

QUANTITIES - THIS SHEET		
PAY ITEM	QTY	UNIT
Dr Structure, Rem	1	Ea
Sewer, HDPE, 6 inch, Tr Det B	55	Ft
Sewer, HDPE, 8 inch, Tr Det B	163	Ft
Dr Structure Tap, 8 inch	1	Ea
Dr Basin, 24 inch dia	2	Ea
Dr Structure Cover, Type B	2	Ea
Dr Struture Cover, Type G	1	Ea

STRUCTURE SCHEDULE				
STRUCTURE NO.	OFFSET/ STATION	STR. DIA	STR. TYPE	COVER TYPE
1	11+86.51, 0' R	2'	DR BASIN	B
2	10+46.07, 0' L	2'	DR BASIN	B

NOTES:

1. EXISTING DTE CONDUIT DUCT BANK CONSISTS OF FIVE ROWS OF THREE 5" PVC DUCTS.
2. CONTRACTOR SHALL LOCATE ALL EXISTING UTILITIES PRIOR TO STORM INSTALLATION TO VERIFY ELEVATION OF ALL EXISTING UTILITIES. PAID FOR AS: Exploratory Investigation, Vertical - Ft
3. 2' DIA. DR. BASINS CAN BE EITHER PRECAST CONCRETE MEETING REQUIREMENTS PER SECTION 403 OF THE 2020 MDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION OR ADS NYLOPLAST DRAIN BASIN. ALL MATERIAL FITTINGS, , LABOR, AND EQUIPMENT TO INSTALL EITHER TYPE OF STRUCTURE IS INCLUDED IN THE COST OF: Dr Basin, 24 inch, dia - Ea.

NOTICE:
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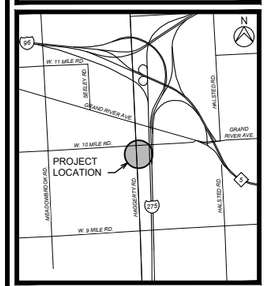
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Pike Andrea L.

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1/5/2024	RCOC PERMIT

DESIGNED	ALP
DRAWN	IMN
CHECKED	ALP
APPROVED	ALP



CITY OF FARMINGTON HILLS

10 MILE AND HAGGERTY DRAINAGE IMPROVEMENTS

REMOVAL AND CONSTRUCTION PLAN P.O.B. TO P.O.E.

HRC JOB NO. 20220624	SCALE H: 1" = 30' V: 1" = 5'
DATE May 2025	SHEET NO.

CITY MANAGER'S REPORT TO MAYOR AND COUNCIL

DATE: 4/13/2026

DEPT: DEPARTMENT OF PUBLIC WORKS

RE: 2026 AS NEEDED CATCH BASIN CLEANING

ADMINISTRATIVE SUMMARY

- The 2026 Catch Basin Cleaning Services Contract was publicly advertised and competitively bid on the Michigan Inter-governmental Trade Network (MITN) e-procurement system and opened on March 10, 2026. Notification was sent to over 1,000 vendors (including 244 that hold the classification of minority owned, woman owned, veteran owned, disabled, disadvantaged or service disabled).

- This program involves the removal of sediment and debris from storm sewer catch basins on both Major and Local streets. Catch basin cleaning follows Best Maintenance Practices for street maintenance and is a requirement of our current EGLE National Pollutant Discharge permit for municipal storm sewer systems. The City has over 4,500 catch basins that are cleaned on a six-year rotating schedule (700-800 per year).

- The bid provides for a one-year contract with provisions up to four (4) additional one-year extensions through mutual consent by the City and the Contractor (see attached bid tab).

- Funding for this program is provided in Major and Local Road Maintenance budget.

- The lowest qualified bidder, Safeway Transport of Romulus, Michigan, has worked for the City in the past and has proven to be professional and reliable. Safeway also has experience in Brighton and Rochester Hills.

RECOMMENDATION

- IT IS RESOLVED, that the City Council of Farmington Hills authorizes the contract award to Safeway Transport, Inc. of Romulus, Michigan for the 2026 As Needed Catch Basin Cleaning Services in the amount not-to-exceed the annual budgeted amount with one or more administration approved extensions not-to-exceed a total of four (4) additional years.

CITY MANAGER'S REPORT TO MAYOR AND COUNCIL

City of Farmington Hills
Bid tabulation
Bid #itb-fh-25-26-2547
2026 Catch Basin Cleaning
3/10/2026

DESCRIPTION	EST. QTY.	Pipeline Management Company Milford, MI Bond-Yes		National Industrial Maintenance Dearborn, MI Bond-Yes		Dukes Root Control, Inc. Elgin, IL Bond-Yes		Safeway Transport Romulus, MI Bond-Yes	
		Unit Price	Extended	Unit Price	Extended	Unit Price	Extended	Unit Price	Extended
Catch Basin Cleaning - Locals	650	$254.00	$165,100.00	$160.00	$104,000.00	$175.00	$113,750.00	$83.90	$54,535.00
Catch Basin Cleaning - Majors	150	$354.00	$53,100.00	$280.00	$42,000.00	$190.00	$28,500.00	$109.00	$16,350.00
TOTAL BASE BID			**$218,200.00**		**$146,000.00**		**$142,250.00**		**$70,885.00**
% per year to extend pricing for 4 additional years.		**1%**		**4%**		**5%**		**4%**	

Bid notification was sent to 1012 vendors. We received ___0___ "No Bids."



# # #

Prepared by: Derrick Schueller, DPW Superintendent
Reviewed by: Jacob Rushlow, P.E., Director, Department of Public Services
Reviewed by: Michelle Aranowski, Director, Department of Central Services
Approved by: Karen Mondora, P.E., Acting City Manager

CITY MANAGER'S REPORT TO MAYOR AND COUNCIL

DATE: 04/13/2026

DEPT: SPECIAL SERVICES

RE: AWARD OF BID FOR PROVISION & INSTALLATION OF RUBBER FLOOR TILE AT THE FARMINGTON HILLS ICE ARENA

ADMINISTRATIVE SUMMARY

- Invitations to bid were advertised, available on the Michigan Inter-Governmental Trade Network (MITN) e-procurement site, publicly opened and read aloud on Tuesday, March 31, 2026, for the provision & installation of rubber floor tile at the ice arena. Notification was sent to four hundred seventy-one (471) vendors, (including one hundred fifty-nine (159) vendors that hold the classification of minority owned, woman owned, veteran owned, disabled, disadvantaged or service disabled) with three (3) responding. We received zero (0) "No-Bids."

- The Ice Arena opened in 1995. The original rubber flooring was replaced in 2001 under warranty after only 6 years. The current rubber is now in its 25th year of service. Scope of the project is the main lobby, Arena A foyer, and Arena B foyer.

- The Ice Arena plans on remaining open during the renovation. During such time, contractor, and/or sub-contractors, will be required to clean up work areas at the end of the business day.

- A dumpster will be provided on-site by the contractor to tear out and dispose of all existing tile (including cove base) and dispose of off-site.

- The contractor must complete all covered repairs at no cost. The flooring & installation will be fully warranted (including seam and glue down issues) for a period of five (5) years.

- Funding for this project is budgeted through the Special Services Parks Millage Fund.

- Previously, Master Craft Floors successfully replaced rubber tile flooring in the ice arena locker rooms in 2018 (Arena A) and 2020 (Arena B) and were reliable, professional, and delivered a quality installation.

Bid Tabulation

	Lobby Tiles and Installation	Option 1 - Arena A Installation 2026	Option 1 - Arena B Installation 2027	All Areas
Vendor	**Total Cost**	**Total Cost**	**Total Cost**	**Total cost**
G-1 Service Group Westland, MI	$94,000.00	$76,000.00	$68,000.00	$238,000.00
SCI Floor Coverings Romulus, MI	$89,731.00	$54,449.00	$52,549.00	$196,729.00
Master Craft Floors Plymouth, MI	$90,606.10	$48,066.19	$49,778.71	$188,451.00

RECOMMENDATION

- IT IS RESOLVED that the City Council of Farmington Hills authorizes the Acting City Manager to execute a purchase order to Master Craft Floors, LLC in the amount of $195,046.78 ($188,451.00 plus a 3.5% contingency cost of $6,595.79 for unforeseen and anticipated costs once the project starts) for the provision & installation of rubber floor tile at the ice arena.

# # #

Prepared by: Brian Moran, Deputy Director of Special Services
Prepared by: Nikki Lumpkin, Senior Buyer
Reviewed by: Michelle Aranowski, Director of Central Services
Reviewed by: Bryan Farmer, Interim Director of Special Services
Approved by: Karen Mondora, Acting City Manager

CITY MANAGER'S REPORT TO MAYOR AND COUNCIL

DATE: 4/13/2026

DEPT: DEPARTMENT OF PUBLIC SERVICES

RE: AWARD OF BID FOR TIRE CHANGING MACHINE

ADMINISTRATIVE SUMMARY

- The procurement of a replacement tire changing/mounting machine was publicly advertised and competitively bid on the Michigan Inter-governmental Trade Network (MITN) e-procurement system and opened on March 24, 2026. Notification was sent to over 90 vendors (including 22 that hold the classification of minority owned, woman owned, veteran owned, disabled, disadvantaged or service disabled).

- The City is responsible for the maintenance and repair of over 400 vehicles and various pieces of equipment. Most of these units have tires that generally require changing every 60,000 miles or 6 years. The current tire changing machine at Public Works is over 10 years old and is no longer operating efficiently. The new machine has additional safety features and a lift for heavy assemblies.

- The lowest qualified bidder, Mohawk Lifts, LLC of Amsterdam, New York, has over 25 years of experience and has provided similar products to customers in Michigan, including Macomb Community College (see attached bid tab).

- Funding is provided in the Capital Improvement – Equipment account.

RECOMMENDATION

- IT IS RESOLVED that the City Council of Farmington Hills authorizes the Acting City Manager to issue a purchase order to Mohawk Lifts, LLC of Amsterdam, New York, for a new tire changing machine in an amount of $26,566.21.



CITY MANAGER'S REPORT TO MAYOR AND COUNCIL

City of Farmington Hills

Bid tabulation

Bid #ith-fh-25-26-2564
Tire Changing Machine
Opened 03/24/2026

		Snap On Industrial Crystal Lake, IL.	Taza Supplies, Inc. South Holland, IL.	Parts Authority, LLC New Hyde , MI	Equipment Distributors, Inc. Fair Haven, MI	Allied, Inc. Ann Arbor, MI	Mohawk Lifts, LLC Amsterdam, NY	Equipment Distributors, Inc. Fair Haven, MI	Litfnow Yorktown Heights, NY	ARI Phoenix, Inc. Sharonville, OH	Shrader Tire and Oil Toledo, OH	Kijero, LLC Morgan Hill, CA	Veteran Legacy, LLC Chantilly, VA
		Price	Price	Price	Price	Price	Price	Price	Price	Price	Price	Price	Price
ITEM NO.	COMPONENT / MODEL #	JohnBean Prospeed T7800	Maverick/Model No not identified	Maverick/Model No. HU-TCMPRO	Maverick/Model No. HU-TCMPRO	Maverick/Model No. HU-TCMPRO	Maverick/Model No. HU-TCMPRO	Maverick Premium Tire Changer/Model HU-TCMW	Coats APS3000	CEMB/WS-SM1100	Coats HEN APS3000	Katool/KT-T900	Atlas Automotive Equipment PTC500
1	Tire Changing Machine	$ 34,975.15	$ 34,207.23	$ 28,112.00	$ 25,970.00	$ 26,630.00	$ 26,566.21	$ 24,011.12	$ 22,844.00	$ 21,959.82	$ 19,500.00	$ 8,000.00	$ 9,800.00
2	Freight/Delivery	$ 656.00	$ -	$ 720.00	$ 722.00	$ -	$ -	$ 722.00	$ 400.00	$ -	$ -	$ 2,000.00	$ -
	Meets Minimum Specifications	No. Some identified deviations.		Yes	Yes	Yes	Yes	Deviations not identified in bid, but research on Model submitted shows deviations.	No. Some identified deviations.	No. Some identified deviations.	No. Some identified deviations.	Deviations not identified in bid, but research on Model submitted shows deviations.	Deviations not identified in bid, but research on Model submitted shows deviations.
	TOTAL	$ 35,631.15	$ 34,207.23	$ 28,832.00	$ 26,692.00	$ 26,630.00	$ 26,566.21	$ 24,733.12	$ 23,244.00	$ 21,959.82	$ 19,500.00	$ 10,000.00	$ 9,800.00

Bid notification was sent to 91 vendors. We received 0 "No Bids."

# # #

Prepared by: Derrick Schueller, DPW Superintendent
Reviewed by: Jacob Rushlow, P.E., Director, Department of Public Services
Reviewed by: Michelle Aranowski, Director, Department of Central Services
Approved by: Karen Mondora, P.E., Acting City Manager

City of Farmington Hills
Bid tabulation
Bid #itb-fh-25-26-2564
Tire Changing Machine
Opened 03/24/2026

		Snap On Industrial Crystal Lake, IL	Taza Supplies, Inc. South Holland, IL	Parts Authority, LLC New Hyde , MI	Equipment Distributors, Inc. Fair Haven, MI	Allied, Inc. Ann Arbor, MI	Mohawk Lifts, LLC Amsterdam, NY	Equipment Distributors, Inc. Fair Haven, MI	Litfnow Yorktown Heights, NY	ARI Phoenix, Inc. Sharonville, OH	Shrader Tire and Oil Toledo, OH	Kijero, LLC Morgan Hill, CA	Veteran Legacy, LLC Chantilly, VA
		Price	Price	Price	Price	Price	Price	Price	Price	Price	Price	Price	Price
ITEM NO.	COMPONENT / MODEL #	JohnBean Prospeed T7800	Maverick/Model No not identified	Maverick/Model No. HU-TCMPRO	Maverick/Model No. HU-TCMPRO	Maverick/Model No. HU-TCMPRO	Maverick/Model No. HU-TCMPRO	Maverick Premium Tire Changer/Model HU-TCMW	Coats APS3000	CEMB/WS-SM1100	Coats HEN APS3000	Katool/KT-T900	Atlas Automotive Equipment PTC500
1	Tire Changing Machine	$ 34,975.15	$ 34,207.23	$ 28,112.00	$ 25,970.00	$ 26,630.00	$ 26,566.21	$ 24,011.12	$ 22,844.00	$ 21,959.82	$ 19,500.00	$ 8,000.00	$ 9,800.00
2	Freight/Delivery	$ 656.00	$ -	$ 720.00	$ 722.00	$ -	$ -	$ 722.00	$ 400.00	$ -	$ -	$ 2,000.00	$ -
	Meets Minimum Specifications	No. Some identified deviations.		Yes	Yes	Yes	Yes	Deviations not identified in bid, but research on Model submitted shows deviations.	No. Some identified deviations.	No. Some identified deviations.	No. Some identified deviations.	Deviations not identified in bid, but research on Model submitted shows deviations.	Deviations not identified in bid, but research on Model submitted shows deviations.
	TOTAL	$ 35,631.15	$ 34,207.23	$ 28,832.00	$ 26,692.00	$ 26,630.00	$ 26,566.21	$ 24,733.12	$ 23,244.00	$ 21,959.82	$ 19,500.00	$ 10,000.00	$ 9,800.00

Bid notification was sent to 91 vendors. We received 0 "No Bids."

CITY MANAGER'S REPORT TO MAYOR AND COUNCIL

DATE: 04/13/2026

DEPT: Citywide

RE: Award of the State of Michigan Customer Service Choice Natural Gas Contract

ADMINISTRATIVE SUMMARY

- Consumers Energy has allowed customers a choice program for many years. The program allows users of natural gas to select alternative providers with Consumers Energy continuing to deliver the product. Since July 2009 the City has utilized the awarded State of Michigan vendor for the choice program. As a political subdivision of the State, the City can piggy-back on this contract.

- Like all commodities, prices are market driven based upon supply and demand. Natural gas prices are affected by storms, weather, production, storage, war and other economic factors. Over the past several years the market has been very volatile. In doing a historical comparison back to 2011/2012; Consumer's Energy prices have been as high as $7.25 per Mcf (measured cubic feet) and as low as $2.53 per Mcf. Currently the Consumer's Energy price is $4.91 per Mcf. Taking part in the State's fixed price program has allowed the City pricing consistency for budget planning purposes and has netted the City & 47th District Court savings over what would have been spent directly with Consumer's Energy.

- Since May 2023 the City has paid $4.45 per Mcf. The recommended new contract period will begin June 1, 2026, and run through May 31, 2028, at $4.10 per Mcf.

- Attached is an Estimated Summary of Charges based on current usage, utilizing the market analysis range.

- Funding for utility costs is budgeted and available in the general fund utilities budgets.

RECOMMENDATION

In view of the above, it is recommended that City Council authorize the Acting City Manager to sign a contract with Constellation New Energy. LLC. for natural gas for the period June 1, 2026, through May 31, 2028, at the rate designated per the terms & conditions of the State of Michigan Natural gas contract.

# # #

Prepared by: Michelle Aranowski, Director of Central Services
Reviewed by: Matt Friedrich, 47th District Court Administrator
Approved by: Karen Mondora, Acting City Manager

Address	Mcf 2025
35725 Nine Mile - Fire #1	574
38111 Interchange Dr - P & G Maintenance	924
28711 Drake Rd - Fire #4	642
37777 11 Mile Ct - FH Golf Club	1,055
27245 Halsted Rd - DPW	2,832
28225 Middlebelt - Fire#2	687
24705 Farmington Rd - Longacre	812
24725 Farmington Rd- Heritage Park	511
24915 Farmington Rd - Heritage Park	48
24915 Farmington Rd - Heritage Park	145
24915 Farmington Rd - Heritage Park	772
29885 Farmington Rd -Pioneer Park	5
31455 W 11 Mile Rd - Fire #5 (HQ)	1,613
31655 W 11 Mile Rd - Police	2,254
28600 W 11 Mile Rd - Wm. Costick	13,841
29260 Grand River Rd - Fire #3	1,244
29995 W 12 Mile Rd - Hawk Community Center 1	2,972
29995 W 12 Mile Rd - Hawk Community Center 2	746
35500 W 8 Mile Rd - Ice Arena & Founder's	7,850
31605 W 11 Mile Rd - 47th D.C.	2,900
Total Mcf	42,427
$ Per Mcf	$4.10
Total Cost Current Connections	$173,950.70

DRAFT

MINUTES
CITY OF FARMINGTON HILLS
FARMINGTON HILLS CITY COUNCIL
STUDY SESSION
CITY HALL – COMMUNITY ROOM
MARCH 23, 2026 – 6:00PM

The study session of the Farmington Hills City Council was called to order by Mayor Pro Tem Boleware at 6:00pm.

Councilmembers Present:	Aldred, Boleware, Bridges, Dwyer, Knol and Starkman
Councilmembers Absent:	Rich
Others Present:	Acting City Manager Mondora, City Clerk Lindahl, Directors Kettler-Schmult and Rushlow and City Attorney Joppich

UPDATE ON THE AMENDMENT TO THE PLANNED UNIT DEVELOPMENT PLAN 12, 2014 INCLUDING SITE PLAN 60-7-2025 – CULVERS RESTAURANT

Director of Planning and Community Development Ketter-Schmult introduced the item, explaining that the applicant would present updated layouts, address traffic and site circulation concerns for the proposed Culver's restaurant at the northwest corner of 12 Mile and Orchard Lake Roads before the scheduled April 13th regular meeting.

Allen Eizember from Nowak & Fraus Engineers, representing the applicant, presented the updated proposal noting the key changes from the previous meeting which included adding parking islands for safety and maneuverability, preventing crossover traffic issues, and blocking potential stacking to the 12 Mile driveway with landscaping around the monument sign. The design includes a one-way circulation pattern through the center drive aisle, with five stacking spaces behind the ordering station, two at the pay window, and six post-payment spaces.

Councilmember Bridges inquired about the typical Culver's footprint. Derrick Sesi, owner, explained that the site requires approximately 40 parking spots and 4,000 square feet, typically on about one acre and confirmed this location uses the identical footprint as other area Culver's locations.

Councilmember Aldred expressed concerns about losing an additional 11 parking spaces due to the new roadway, bringing the total loss to 75 spaces while adding restaurant demand for 60 spaces. He questioned whether the net impact of over 100 additional cars could be accommodated, particularly given the loss of prime parking spaces directly in front of Scramblers restaurant.

Councilmember Knol shared similar parking concerns, noting that while the new drive helps Culver's traffic flow, it removes prime parking spaces in the first two rows that are typically full during busy periods. She expressed concern about creating bottlenecks at the modified entrance configuration and requested that the property owner address modifications to the existing parking islands to accommodate larger vehicles.

Director Kettler-Schmult noted that fire and police departments reviewed the plans without objections, requesting fire lane signage throughout the site and the addition of a fire hydrant on the north side of the Culver's building.

Acting City Manager Mondora agreed to reach out to the property owner regarding the parking island modifications before final approval.

Randall Carron, representative from Scramblers restaurant, expressed strong opposition to the current plan, stating it removes prime parking directly in front of their establishment and creates an entrance to Culver's where their main entrance is located.

MICHIGAN MUNICIPAL LEAGUE'S 2026 CAPCON AND NATIONAL LEAGUE OF CITIES CONGRESSIONAL CITY CONFERENCE DEBRIEF FROM MAYOR'S YOUTH COUNCIL AND CITY COUNCIL

Special Services Department staff member Anne Treharne introduced the Mayor's Youth Council noting that four students attended the Michigan Municipal League CapCon conference using funds from the wedding fund rather than taxpayer money.

Youth Council members Agnes and Mariam presented their experiences. Agnes, an eleventh grader interested in law and public policy, noted that they attended breakout sessions, met with the Secretary of State, and heard gubernatorial candidate speeches. They learned about potential community projects including planting native milkweed and wildflowers with 4,000 donated seeds from Michigan Wildflower Farm.

Mariam, a junior and member-at-large on the Youth Council's executive board, connected the gubernatorial candidates' focus on literacy rates to her Girl Scout Gold Award project publishing a children's book about diversity. She also has an internship with a Senate campaign, providing additional perspective on the legislative process.

Councilmember Bridges thanked the students for representing Farmington Hills and encouraged their continued community involvement.

The Michigan Municipal League CapCon focused heavily on preemptive legislation currently in Lansing that would override local zoning ordinances. Councilmember Aldred explained that House Bills 5529-5532 and 5581-5585 would limit minimum parcel sizes to 1,500 square feet for single-family homes and allow duplexes in any district permitting single-family residences. This would dramatically increase density beyond local control, potentially allowing over 200 homes on properties currently zoned for 26 homes.

Acting City Manager Mondora provided analysis showing the Sarah Fisher development could increase from 76 approved homes to as many as 600 homes under this legislation. She highlighted infrastructure constraints, particularly sanitary sewer capacity issues that previously required the costly Middlebelt Tunnel project to address administrative consent orders regarding sewer overflows.

The preemptive legislation is bipartisan, motivated by affordable housing initiatives, with similar measures enacted in other states. State Representative Samantha Steckloff has proposed alternative legislation called the MI Home Program.

For the National League of Cities Congressional City Conference, Councilmember Starkman focused on federal grants and streamlining processes amid current federal funding uncertainties. He and the Mayor met with Representative Stevens and US Senators, discussing three grant requests: community kitchen, dispatch center improvements, and a mobile command unit. The requests aligned with the administration's public safety priorities.

Mayor Pro-Tem Boleware reported on a national survey of suburban cities identifying top concerns: AI and innovative technology, economic development, community engagement, transportation, and community art and place making.

The conference emphasized America 250 planning for the country's 250th anniversary celebration. Staff proposed a poster contest with Farmington Public Schools and the Arts Commission around history and America 250 themes.

The National League of Cities messaging focused on housing, transportation, water infrastructure, disaster relief mitigation, and streamlining federal grants. The conference theme "Local Government Delivers" emphasized cities' crucial role during turbulent times, with discussions about maintaining civility and safety for elected officials and staff.

ADJOURNMENT

Mayor Pro-Tem Boleware closed discussion and adjourned the meeting at 7:22pm.

Respectfully submitted,

Carly Lindahl, City Clerk

DRAFT

MINUTES
CITY OF FARMINGTON HILLS
CITY COUNCIL MEETING
CITY HALL – COUNCIL CHAMBER
MARCH 23, 2026 – 7:30 PM

The regular session of the Farmington Hills City Council was called to order by Mayor Pro Tem Boleware at 7:33PM.

Councilmembers Present:	Aldred, Boleware, Bridges, Dwyer, Knol and Starkman
Councilmembers Absent:	Rich
Others Present:	Acting City Manager Mondora, City Clerk Lindahl, Directors Farmer and Rushlow, and City Attorney Joppich

PLEDGE OF ALLEGIANCE
The pledge of allegiance was led by Mariam from the Mayors Youth Council.

APPROVAL OF REGULAR SESSION MEETING AGENDA

MOTION by Bridges, support by Starkman, to approve the agenda as published.

MOTION CARRIED 6-0.

ANNOUNCEMENTS/PRESENTATIONS FROM CITY BOARDS, COMMISSIONS AND PUBLIC OFFICIALS
MAYOR'S YOUTH COUNCIL UPDATE ON THE MICHIGAN MUNICIPAL LEAGUE'S 2026 CAPCON
Mayor Pro Tem Boleware noted that the Mayor's Youth Council (MYC) trip to the Michigan Municipal League CapCon conference was funded by the revenues from the weddings conducted by Mayor Rich throughout the year.

Annie Treharne, Mayor's Youth Council staff liaison, explained that the MYC was open to students that live within Farmington and Farmington Hills and they were able to send four student representatives to the CapCon conference in Lansing this month. Three of the student representatives were present to speak about their experience.

Mayor's Youth Council members Mardula, Mariam, and Anushka described the conference as an insightful and eye-opening experience that gave them a stronger understanding of Michigan government, the legislative process, politics, and the role community members play in public service. The students especially valued hearing the speeches by the gubernatorial candidates, as the candidates highlighted key issues relative to the upcoming election, including literacy, energy, and the economy, which encouraged them to think more deeply about the needs of their community.

The students also participated in a youth breakout session, where they learned how youth councils in Sterling Heights and Petoskey organize service activities and engage young people in local government, giving them new ideas for strengthening youth involvement and community service efforts in Farmington Hills.

GREAT LAKES WATER AUTHORITY UPDATE

Suzanne Coffey, Chief Executive Officer of the Great Lakes Water Authority (GLWA), appeared before Council at the request of Acting City Manager Mondora to provide an update regarding the recurring water main breaks affecting the 14 Mile Road corridor. Other representatives from GLWA present included Jody Caldwell, Chief Planning Officer, Peter Fromm, Director of Water Transmission, and Stefanie Burns, Public Affairs.

Ms. Coffey acknowledged that the pipe on 14 Mile Road was not meeting service level expectations. The pipe, which stretches from Inkster Road to Walled Lake on 14 Mile Road, was built in the 1970s and most recently broke on March 7th. Farmington Hills was one of six communities affected and was most impacted by disruption from the break. Redundancy in the Farmington Hills water system limited the impact to water service.

GLWA began a proactive inspection program for this line after the first break in 2017. Water mains of this type were not originally designed to allow easy internal inspection. The segment that failed on March 7 had been inspected twice since 2017, most recently in 2021, and no defects were found. GLWA has completed thousands of inspections in the broader corridor and renewed 64 individual pipe segments, but these best-practice measures have not prevented repeated failures on this line. GLWA is now working with national experts and consultants to evaluate a more comprehensive, systemwide approach for the entire segment, which would come at significant cost.

The most recent break has been repaired, and another pipe segment was identified during inspection and repaired. 14 Mile Road was expected to be open by the first or second week of April, weather dependent.

In response to Council questions, Ms. Coffey provided the following additional information:

- The pipe is a highly engineered prestressed concrete cylinder pipe with multiple layers, including an outer concrete layer, wire winding for compression, a steel cylinder, and an inner mortar coating. The failure appears to involve corrosion or hydrogen embrittlement affecting either the mortar coating or the wire winding. The pipe is degrading faster than expected.
- In response to repair costs, Coffey said the immediate repair is covered under existing contracts, but a full replacement of the approximately six-mile section between Haggerty and Inkster Roads would likely cost hundreds of millions of dollars. That work is not currently budgeted, but the line is now GLWA's highest priority and staff are evaluating options, estimates, and possible adjustments to the capital improvement plan.
- Regarding whether this type of pipe from the 1970s is experiencing similar problems elsewhere in the country, a manufacturer from that era acknowledged that approximately 4% of its pipe had manufacturing anomalies that could cause accelerated deterioration. This issue is known nationally and is not believed to be unique to Michigan or to freeze-thaw conditions, although the rate of deterioration on this particular line remains unusual even to national and international consultants.
- GLWA has approximately 800 miles of this pipe type across eight counties. Currently they are focusing inspections on the 14 Mile corridor. GLWA previously completed a loop project along M-5 to provide additional redundancy and allow this section of the system to be isolated more effectively during failures.
- GLWA is studying broader options for the corridor and whether the inspection performed in 2021 should have detected the type of defect involved in the recent failure. The electromagnetic inspection technology used in 2021 was specifically designed to detect breaks in the wire winding in order to signal this type of deterioration. GLWA is considering acoustic fiber optic cable, which can

be installed inside the pipe to listen for wire breaks and transmit data for ongoing monitoring. GLWA has already installed that technology in newer pipe west of M-5 and staff are now evaluating whether that approach could help identify failures earlier on this line.

CORRESPONDENCE

Councilmember Knol received correspondence from a constituent who participated in the Farmington Hills Police Department RCAT training offered to CPL holders. The training was led by Officer Breeanna Streber, and the constituent wrote that Officer Streber was a knowledgeable, professional instructor, and that police engagement with CPL holders built trust and reflected well on Farmington Hills.

Mayor Pro Tem Boleware received correspondence from Lloyd Banks III regarding the condition of the road that abuts the post office and library. Acting City Manager Mondora reported that a review of the deed and documents for that access driveway had determined the responsible party is the office park located south of the post office. The Zoning Division had given the responsible party a notice to cure.

CONSENT AGENDA

MOTION by Bridges, support by Knol, to approve the consent agenda as published.

Roll Call Vote:

Yeas:	ALDRED, BOLEWARE, BRIDGES, DWYER, KNOL AND STARKMAN
Nays:	NONE
Absent:	RICH
Abstentions:	NONE

MOTION CARRIED 6-0.

CONSENT AGENDA ITEMS FOR DISCUSSION

There were no consent agenda items for discussion.

COUNCILMEMBERS' COMMENTS AND ANNOUNCEMENTS

Councilmember Bridges noted that Comfort Care at 12 Mile Road and Orchard Lake Road was in disrepair, and asked Acting City Manager Mondora to investigate what authority the City had to hold the property owner accountable.

Councilmember Aldred said that he would be working with Councilmember Starkman on wording for a resolution opposing proposed state zoning preemption laws. The purpose of House Bills 5529-5532 and 5581-5585 was to increase housing, produce more affordable housing and would make massive changes to what local municipalities could control in terms of zoning including prescribing that a single-family home minimum lot size could not be greater than 1,500 square feet, and permitting a duplex on any single-family lot. To provide context, the current largest single-family lot size in Farmington Hills has a minimum size of about 30,000 square feet. The smallest single-family home lot size in Farmington Hills is RA-4, which is 8,000 square feet. Permitting a duplex on any single-family lot would mean that the density could double in single family zoning districts.

Councilmember Starkman said that the current State legislature recess was an opportunity for the City to clarify its position on the bills and present that position to the State. Zoning is a large part of local

government and the bills would have a significant impact and encouraged residents to contact their legislators about the bills.

Mayor Pro Tem Boleware noted that zoning issues were important to residents and that the House bills would take control over zoning away from the City. She encouraged residents to contact their legislators about the bills.

CITY MANAGER UPDATE

Acting City Manager Mondora expressed condolences to City of Huntington Woods DPW Supervisor Doug Chmiel's family and co-workers on behalf of the City. Doug passed away on March 13th in the line of duty responding to a storm event. Members of the Police Department assisted with traffic control at the funeral and members of Farmington Hills DPW attended.

Acting City Manager Mondora shared that she received a message of sincere thanks from West Bloomfield Township Supervisor Jonathan Warshay for aid from the City in response to the incident at Temple Israel.

Yard waste pick-up will resume on April 6th.

NEW BUSINESS

CONSIDERATION OF APPROVAL OF APPOINTMENTS TO VARIOUS BOARDS AND COMMISSIONS.

MOTION by Knol, support by Bridges, that the City Council of Farmington Hills hereby confirms the Mayor's recommendation to appoint the following individuals to various Boards and Commissions:

Commission on Children, Youth and Families

	Length of Term:	**Term ending:**
Jennifer Day	3 years	February 1, 2029

Jennifer Day will fill the regular vacancy left by Tammy Luty.

Committee to Increase Voter Participation

	Length of Term:	**Term ending:**
Camiron Andrews	3 years	February 1, 2029

Camiron Andrews will fill the alternate vacancy left by Jim Molnar.

Farmington Hills Beautification Commission

	Length of Term:	**Term ending:**
James Colwell	3 years	February 1, 2029

James Colwell will fill the regular vacancy left by JoAnn Rowland.

	Length of Term:	**Term ending:**
Evan Rosin	3 years	February 1, 2029

Evan Rosin will fill the regular vacancy left by James Geisling.

MOTION CARRIED 6-0.

CONSENT AGENDA

RECOMMENDED APPROVAL OF A CONTRACT AMENDMENT WITH ROSATI, SCHULTZ, JOPPICH AND AMTSBUECHLER, PC TO ADD EMPLOYMENT LAW AND LABOR RELATIONS SERVICES. CMR 3-26-31

MOTION by Bridges, support by Knol, that the City Council of Farmington Hills hereby authorizes the Acting City Manager to execute a contract amendment with Rosati, Schultz, Joppich and Amtsbuechler, PC to add employment law and labor relations services to the scope of services and authorize the Acting City Manager to send a notice of termination and request for the City's legal files to the Ogletree Deakins law firm.

Roll Call Vote:

Yeas: ALDRED, BOLEWARE, BRIDGES, DWYER, KNOL AND STARKMAN
Nays: NONE
Absent: RICH
Abstentions: NONE

MOTION CARRIED 6-0.

RECOMMENDED APPROVAL OF A RESOLUTION FOR THE VACATION OF AGREEMENTS FOR STORM WATER RETENTION AND DISCHARGE RESTRICTION SYSTEM FOR THE TAWHEED CENTER, LOCATED AT 29707 TEN MILE ROAD. CMR 3-26-32

MOTION by Bridges, support by Knol, that the City Council of Farmington Hills hereby approves the attached resolution to vacate three Agreements for Storm Water Retention & Discharge Restriction System, as legally described therein, copies of which are attached to the resolution, pursuant to the establishment of a new agreement as part of the engineering plan approval process.

Roll Call Vote:

Yeas: ALDRED, BOLEWARE, BRIDGES, DWYER, KNOL AND STARKMAN
Nays: NONE
Absent: RICH
Abstentions: NONE

MOTION CARRIED 6-0.

RECOMMENDED APPROVAL OF AMENDMENT #1 TO THE INTERLOCAL AGREEMENT BETWEEN THE COUNTY OF OAKLAND AND THE CITY OF FARMINGTON HILLS FOR HERITAGE PARK. CMR 3-26-33

MOTION by Bridges, support by Knol, that the City Council of Farmington Hills hereby authorizes the Acting City Manager to approve Amendment #1 to the Interlocal Agreement between the County of Oakland and the City of Farmington Hills for Heritage Park.

Roll Call Vote:

Yeas: ALDRED, BOLEWARE, BRIDGES, DWYER, KNOL AND STARKMAN
Nays: NONE

Absent: RICH
Abstentions: NONE

MOTION CARRIED 6-0.

RECOMMENDED APPROVAL OF AMENDMENT NO. 6 TO THE WATER SERVICE CONTRACT BETWEEN THE GREAT LAKES WATER AUTHORITY AND THE CITY OF FARMINGTON HILLS. CMR 3-26-34

MOTION by Bridges, support by Knol, that the City Council of Farmington Hills hereby authorizes the Acting City Manager and City Clerk to sign Amendment No. 6 to Water Service Contract Between Great Lakes Water Authority and City of Farmington Hills.

Roll Call Vote:
Yeas: ALDRED, BOLEWARE, BRIDGES, DWYER, KNOL AND STARKMAN
Nays: NONE
Absent: RICH
Abstentions: NONE

MOTION CARRIED 6-0.

RECOMMENDED APPROVAL OF A RESOLUTION SUPPORTING THE GRANT APPLICATION TO THE MICHIGAN DEPARTMENT OF TRANSPORTATION LOCAL BRIDGE PROGRAM FOR THE TUCK ROAD BRIDGE REPLACEMENT. CMR 3-26-35

MOTION by Bridges, support by Knol, that the City Council of Farmington Hills hereby approves the following resolution:

CITY OF FARMINGTON HILLS
RESOLUTION FOR MICHIGAN DEPARTMENT OF TRANSPORTATION
LOCAL BRIDGE PROGRAM GRANT FOR TUCK ROAD BRIDGE REPLACEMENT

RESOLUTION NO. R-61-26

At a session of the City Council of the City of Farmington Hills, Oakland County, State of Michigan, from the City Council Chambers on March 23, 2026, at 7:30 o'clock P.M, with those present and absent being:

PRESENT: ALDRED, BOLEWARE, BRIDGES, DWYER, KNOL, AND STARKMAN
ABSENT: RICH

The following resolution was offered by Councilmember Bridges and supported by Councilmember Knol:

WHEREAS, the City of Farmington Hills is preparing a Local Bridge Program Grant for replacement of the Tuck Road Bridge over the Rouge River,

WHEREAS, Michigan Department of Transportation, Local Bridge funds are available to offset up to 95 of the cost of construction for local agencies bridges,

WHEREAS, the condition of the Tuck Road bridge warrants replacement,

NOW, THEREFORE, BE IT RESOLVED, that the Farmington Hills City Council is hereby in support of the Local Bridge application submittal by the City of Farmington Hills for the purpose of obtaining a Michigan Department of Transportation, Local Bridge Program grant for replacement of the Tuck Road Bridge over the Rouge River for the year 2029.

AYES: ALDRED, BOLEWARE, BRIDGES, DWYER, KNOL, AND STARKMAN
NAYS: NONE
ABSTENTIONS: NONE

RESOLUTION DECLARED ADOPTED.

STATE OF MICHIGAN)
) SS.
COUNTY OF OAKLAND)

Roll Call Vote:
Yeas: ALDRED, BOLEWARE, BRIDGES, DWYER, KNOL AND STARKMAN
Nays: NONE
Absent: RICH
Abstentions: NONE

MOTION CARRIED 6-0.

RECOMMENDED APPROVAL OF SINGLE AND TANDEM AXLE DUMP TRUCK, PARTS, AND RELATED EQUIPMENT AND SERVICES TO TRUCK AND TRAILER SPECIALTIES INC. IN THE AMOUNT OF $45,000. CMR 3-26-36

MOTION by Bridges, support by Knol, that the City Council of Farmington Hills hereby authorizes the Acting City Manager to approve an after the fact increase in the purchase order of dump truck parts to Truck and Trailer Specialties Inc. in an amount of $45,000 for equipment and service.

Roll Call Vote:
Yeas: ALDRED, BOLEWARE, BRIDGES, DWYER, KNOL AND STARKMAN
Nays: NONE
Absent: RICH
Abstentions: NONE

MOTION CARRIED 6-0.

RECOMMENDED APPROVAL OF AWARD OF BID FOR ROADSIDE TRACTOR MOWING TO S&L LANDSCAPE, LLC IN AN AMOUNT NOT-TO-EXCEED THE ANNUAL BUDGETED AMOUNT, WITH APPROVED EXTENSIONS. CMR 3-26-37

MOTION by Bridges, support by Knol, that the City Council of Farmington Hills hereby authorizes the contract award to S&L Landscape, LLC of Almont, Michigan for roadside tractor mowing and related activities in an amount not-to-exceed the annual budgeted amount with one or more administration approved extensions not-to-exceed a total of four (4) years.

Roll Call Vote:

Yeas: ALDRED, BOLEWARE, BRIDGES, DWYER, KNOL AND STARKMAN
Nays: NONE
Absent: RICH
Abstentions: NONE

MOTION CARRIED 6-0.

RECOMMENDED APPROVAL OF AWARD OF CONTRACT FOR THE FARM MEADOW AND CAMELOT COURT SUBDIVISION CONCRETE RECONSTRUCTION PHASE II TO MARK ANTHONY CONTRACTING, INC. IN THE AMOUNT OF $4,318,770.06. CMR 3-26-38

MOTION by Bridges, support by Knol, that the City Council of Farmington Hills hereby approves the Farm Meadows and Camelot Courts Subdivision Reconstruction Phase II be awarded to the lowest competent bidder, Mark Anthony Contracting, Inc of Milford, Michigan, in the amount of $4,318,770.06.

Roll Call Vote:
Yeas: ALDRED, BOLEWARE, BRIDGES, DWYER, KNOL AND STARKMAN
Nays: NONE
Absent: RICH
Abstentions: NONE

MOTION CARRIED 6-0.

RECOMMENDED APPROVAL OF AWARD OF CONTRACT FOR THE FOLSOM ROAD RECONSTRUCTION FROM 9 MILE ROAD TO ORCHARD LAKE ROAD PROJECT TO PRO-LINE ASPHALT PAVING CORP. IN THE AMOUNT OF $2,693,999.55. CMR 3-26-39

MOTION by Bridges, support by Knol, that the City Council of Farmington Hills hereby approves the Folsom Road Reconstruction from 9 Mile Road to Orchard Lake Road Project be awarded to the lowest competent bidder, Pro-Line Asphalt Paving Corp. of Washington, Michigan, in the amount of $2,693,999.55.

Roll Call Vote:
Yeas: ALDRED, BOLEWARE, BRIDGES, DWYER, KNOL AND STARKMAN
Nays: NONE
Absent: RICH
Abstentions: NONE

MOTION CARRIED 6-0.

RECOMMENDED APPROVAL OF AWARD OF CONTRACT FOR THE BIDDESTONE WOODS SUBDIVISION PAVING PROJECT TO SPRINGLINE EXCAVATING, LLC IN THE AMOUNT OF $2,164,776.98. CMR 3-26-40

MOTION by Bridges, support by Knol, that the City Council of Farmington Hills hereby approves the Biddestone Woods Subdivision Paving Project be awarded to the lowest competent bidder, Springline Excavating of Farmington Hills, Michigan, in the amount of $2,164,776.98.

Roll Call Vote:
Yeas: ALDRED, BOLEWARE, BRIDGES, DWYER, KNOL AND STARKMAN

Nays: NONE
Absent: RICH
Abstentions: NONE

MOTION CARRIED 6-0.

RECOMMENDED APPROVAL OF AWARD OF CONTRACT FOR THE RICHLAND GARDENS SUBDIVISION PHASE 1 ROAD RECONSTRUCTION PROJECT TO FONSON COMPANY, INC IN THE AMOUNT OF $4,968,929.14. CMR 3-26-41

MOTION by Bridges, support by Knol, that the City Council of Farmington Hills hereby approves the Richland Gardens Subdivision Road Reconstruction Phase I Project be awarded to the lowest competent bidder, Fonson Company, Inc of Brighton, Michigan, in the amount of $4,968,929.14.

Roll Call Vote:
Yeas: ALDRED, BOLEWARE, BRIDGES, DWYER, KNOL AND STARKMAN
Nays: NONE
Absent: RICH
Abstentions: NONE

MOTION CARRIED 6-0.

RECOMMENDED APPROVAL OF AWARD OF CONTRACT FOR THE RIDGEWOOD DRIVE ROAD RECONSTRUCTION PROJECT TO ASPHALT SPECIALISTS, LLC IN THE AMOUNT OF $1,456,246.00. CMR 3-26-42

MOTION by Bridges, support by Knol, that the City Council of Farmington Hills hereby approves the Ridgewood Drive Road Reconstruction Project be awarded to the lowest competent bidder, Asphalt Specialists, LLC, in the amount of $1,456,246.00.

Roll Call Vote:
Yeas: ALDRED, BOLEWARE, BRIDGES, DWYER, KNOL AND STARKMAN
Nays: NONE
Absent: RICH
Abstentions: NONE

MOTION CARRIED 6-0.

RECOMMENDED APPROVAL OF A REQUEST FOR EMPLOYMENT UNDER SECTION 10.01A OF THE CITY CHARTER FOR A CONCESSIONS ATTENDANT. CMR 3-26-43

MOTION by Bridges, support by Knol, that the City Council of Farmington Hills hereby approves an employment request per Section 10.01A of the City Charter for Julian Wilder, who is related to an employee of the City, Marsha Koet, who is a Senior Division Supervisor.

Roll Call Vote:
Yeas: ALDRED, BOLEWARE, BRIDGES, DWYER, KNOL AND STARKMAN
Nays: NONE
Absent: RICH
Abstentions: NONE

MOTION CARRIED 6-0.

RECOMMENDED APPROVAL OF CITY COUNCIL STUDY SESSION MINUTES OF MARCH 9, 2026.

MOTION by Bridges, support by Knol, that the City Council of Farmington Hills hereby approves the City Council study session minutes of March 9, 2026.

Roll Call Vote:
Yeas: ALDRED, BOLEWARE, BRIDGES, DWYER, KNOL AND STARKMAN
Nays: NONE
Absent: RICH
Abstentions: NONE

MOTION CARRIED 6-0.

RECOMMENDED APPROVAL OF CITY COUNCIL REGULAR SESSION MINUTES OF MARCH 9, 2026.

MOTION by Bridges, support by Knol, that the City Council of Farmington Hills hereby approves the regular session minutes of March 9, 2026.

Roll Call Vote:
Yeas: ALDRED, BOLEWARE, BRIDGES, DWYER, KNOL AND STARKMAN
Nays: NONE
Absent: RICH
Abstentions: NONE

MOTION CARRIED 6-0.

ADDITIONS TO AGENDA

There were no additions to the agenda.

PUBLIC COMMENTS

Angie Smith, Farmington Public Schools, wished council members a Happy March Reading Month, and thanked council members for reading to students. Ms. Smith thanked council members for collaborating with the schools and celebrated a strong, great relationship.

Suzanne Dengiz, resident, asked how the City is selecting firms for the engineering, environmental, and urban planning studies related to the proposed senior activity center. She urged the City to ensure that any consultants retained have demonstrated experience designing senior centers, including facilities that accommodate persons with special needs and comply with ADA requirements. Ms. Dengiz believed that the City's consultant Sports Facilities Companies lacked relevant senior center experience and cautioned against repeating that mistake going forward. She was concerned that a site near I-696 could pose health and cost challenges, particularly if substantial accommodations are required at the Hawk property, and she questioned whether the proposal reflects fiscal responsibility and adequate consideration of senior residents' needs.

Mark Forshee, Farmington Hills resident, opposed building a new $30 million senior center because he felt the cost was too high to taxpayers for something that would benefit only a small percentage of the population.

Karen Twomey, resident, expressed concern with a shallow, stagnant low area on Heritage Park property behind her home that receives runoff from the Independence Hill subdivision due to inadequate drainage planning and culvert placement, causing water from City-owned land to flow onto their property. Prior owners experienced substantial damage and current and prior costs associated with flooding, waterproofing, septic issues, and related repairs total approximately $100,000. She asked the City to address the longstanding drainage problem rather than requiring homeowners to bear the expense of corrective work.

Dennis Greggio, resident, passed out a fact sheet regarding the water drainage situation at their home. He reiterated that stormwater frequently pools in the Heritage Park flood zone adjacent to his property and then overflows onto his land, creating severe flooding conditions. After a recent thunderstorm they were forced to operate two pumps continuously for approximately 36 hours, moving an estimated 180,000 gallons of water in an effort to protect their walkout basement and garage. He argued that the City should not expect homeowners to absorb those losses when the runoff originates from City property. He asked the City to consider corrective measures.

Liane Kufchock, resident, spoke regarding the future of the Costick Center and the City's consideration of options for senior facilities. She stated that the City should reconsider continuing senior programming within the Hawk building, which is already being used successfully by many seniors for daytime activities and programs. Constructing a separate senior facility would duplicate amenities and infrastructure, including aquatic facilities, and could require additional transportation between locations. Ms. Kufchock advocated for an integrated "one-stop" approach that would keep senior programming centralized rather than isolated in a separate location.

Eric Schmidt, resident, thanked councilmembers for their work. Mr. Schmidt said he regularly played basketball at The Hawk and the facility was well used by people of all ages, with day pass limits often being reached. He suggested adding basketball courts at The Hawk rather than using the facility for a new senior center, stating that courts designed to accommodate tournaments, along with concession facilities, were limited in the area and could generate revenue given the competitive nature of youth sports.

Sue Homant, resident, expressed concern about the potential health effects of locating a senior center near I-696 based on information from search results and health sources people who live, work, or spend time near major freeways may be exposed to elevated air pollution levels. Those exposures may present heightened risks for older adults, children, and individuals with preexisting health conditions, and research linked such pollution to respiratory, cardiovascular, metabolic, and cognitive health concerns. She urged the City to take the potential public health impacts into account when considering the location of a future senior facility.

William Lubaway, resident, expressed concern about student achievement levels, particularly reading proficiency, and stated his view that academic performance has contributed to enrollment declines in the District. Mr. Lubaway also objected to a diversity, equity, and inclusion proclamation adopted by the school district several years ago, arguing that it mischaracterized the community's history, which included the community's founding by abolitionist Quakers, the role the community played in the Underground Railroad, and the approximately 40 community members who died in the Civil War. He urged that the proclamation be rescinded.

ADJOURNMENT

The regular session of City Council meeting adjourned at 8:46pm.

Respectfully submitted,

Carly Lindahl, City Clerk