



Special Study Session City Council Meeting
6:00 PM, MONDAY, OCTOBER 6, 2014
Farmington Community Library
23500 Liberty
Farmington, MI 48335

SPECIAL STUDY SESSION MEETING AGENDA

1. ROLL CALL

Roll Call

2. APPROVAL OF AGENDA

3. PUBLIC COMMENT

4. GRAND RIVER TRAFFIC CALMING STUDY

A. Review of Grand River Traffic Calming Study

5. POWER ROAD BRIDGE PROJECT

A. Review of Power Road Bridge Project

6. CITY WATER DISTRIBUTION

A. Presentation - City Water Distribution Reliability Study

7. FARMINGTON ROAD GRANT PRE-CONSTRUCTION

1. Discussion - Farmington Road Grant Pre-Construction Items

8. DRAKE ROAD SPEED LIMIT

1. Discussion - Drake Road Speed Limit Study

9. PURCHASE OF NEW MOWER FOR DPW

1. Consideration to Approve Purchase of New Mower for Public Works Department

10. INTRODUCE ORDINANCE C-778-2014

1. Consideration to Introduce Ordinance #C-778-2014 to Establish Grand River Corridor Improvement Overlay District

11. FOOD TRUCK RALLY SPECIAL EVENT

**1. Consideration to Approve Food Truck Rally Special Event Request
Proposed for October 12, 2014 at Riley Park**

12.COUNCIL COMMENT

13.ADJOURNMENT

**Farmington City Council
Staff Report**
Council Meeting Date:
October 6, 2014

**Reference
Number
(ID # 1684)**
Submitted by: Vincent Pastue, City Manager

Description: Review of Grand River Traffic Calming Study

Requested Action:
Background:

One of the goals established by the City Council is to evaluate the opportunity to create more on-street parking along Grand River Avenue and to examine whether it is feasible to utilize the surplus lanes for other modes of transportation. Since this is a Michigan Department of Transportation (MDOT) trunkline, it is necessary to conduct a traffic analysis to determine whether this can be accomplished without a significant loss of service.

In March, the City Council authorized Orchard Hiltz and McCliment (OHM) to study the area beginning at Shiawassee and Grand River, proceeding east to Orchard Lake Road. The traffic counts were conducted this last spring. Steve Dearing with OHM will present the findings of the study to City Council which is attached.

Agenda Review
Review:

Vincent Pastue Pending
City Manager Pending
City Council Pending

**Farmington City Council
Staff Report**
Council Meeting Date:
October 6, 2014

**Reference
Number
(ID # 1685)**
Submitted by: Vincent Pastue, City Manager

Description: Review of Power Road Bridge Project

Requested Action:
Background:

The purpose of this agenda item is to discuss the inspection findings pertaining to the bridge that crosses the Rouge River on Power Road, just north of Grand River. As noted in the report, there is scouring under the footing of the south abutment. There is no immediate safety concern but it needs to be addressed during the 2015 construction season. The inspection results have been presented to the Michigan Department of Transportation.

The report indicates the estimated cost to be \$70,000 for the construction work. The design and bidding would take place in the spring with the work itself to take place in the summer when the water levels are typically at their lowest.

Agenda Review
Review:

Vincent Pastue Pending
City Manager Pending
City Council Pending



ARCHITECTS. ENGINEERS. PLANNERS.

May 21, 2014

Mr. Chuck Eudy
Public Works Superintendent
City of Farmington
33720 Nine Mile Road
Farmington, MI 48335

Subject: 2014 Bridge Inspections
OHM JN 0111-14-0041

Dear Mr. Eudy:

We have completed our inspections of the Power Rd and Shiawassee St bridges. Both inspection reports have been submitted to MDOT. We have attached a copy of the reports along with pictures and stream cross sections for your records.

Both structures are in fair to good condition. The recommended maintenance for Shiawassee St is to seal the cracks in the HMA surface over the culvert. Power Rd is experiencing scour under the footing of the south abutment. The recommended repair for this issue is to install riprap along the abutment and design and construct a J-hook diversion structure upstream of the bridge in order to redirect flow away from the abutment and more toward the middle of the channel. This fix will require modeling and design effort and is recommended that the work be contracted out as specialized equipment will likely be required. We recommend this work be completed this summer/fall in order to prevent further undermining of the footing. We estimate the construction work to be approximately \$70,000. OHM Advisors can provide the design and contract package for \$9,500.

If you have any questions about our inspection or need anything else feel free to contact me at (734) 466-4542.

Sincerely,
OHM Advisors

Adam Rychwalski, P.E.
Project Engineer

Enclosures

OHM Advisors
34000 PLYMOUTH ROAD
LIVONIA, MICHIGAN 48150

T 734.522.6711
F 734.522.6427

OHM-Advisors.com

Attachment: 2014 OHM Bridge Inspections (1685 : Review of Power Road Bridge Project)



2618 HANNAN
CANTON, MI 48188

Power Road - Bridge Rip-Rap

Verdeterre Contracting, Inc.

2618 Hannan
Canton, MI
Contact: Scott A. Prell, P.E.
Phone: 734/320-7454
Fax: 734/697-2809

Quote To: Adam J. Rychwalski, P.E.
OHM Advisors
Phone: 734/522-6711
Fax: 734/522-4542

Job Name: Power Road Bridge
Date of Plans: Preliminary Estimate
Revision Date:

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	AMOUNT
100	Mobilization	1.00	LS	2,500.00	2,500.00
105	Remove Trees	3.00	EA	480.00	1,440.00
107	Remove/Reinstall Guardrail	1.00	LS	1,400.00	1,400.00
110	Install Sheet Piling	1.00	LS	9,300.00	9,300.00
120	Bypass Pumping	2.00	DAYS	11,000.00	22,000.00
130	Install Rip-Rap Under Bridge	100.00	TON	190.00	19,000.00
140	Install Rip-Rap Spur	1.00	EA	1,720.00	1,720.00
150	Remove Sheet Piling	1.00	LS	4,620.00	4,620.00
160	Restoration	1.00	LS	2,200.00	2,200.00
GRAND TOTAL					\$64,180.00

**Farmington City Council
Staff Report**
Council Meeting Date:
October 6, 2014

**Reference
Number
(ID # 1686)**
Submitted by: Vincent Pastue, City Manager

Description: Presentation - City Water Distribution Reliability Study

Requested Action:
Background:

The City's consulting engineer's OHM are in the process of completing a water reliability study of the entire City distribution system. The City is required to submit every five years an updated study to the Michigan Department of Environmental Quality. The study evaluates the system and identifies areas for capital and operational improvements.

The intent of this agenda item is to provide the City Council with an update regarding the City's water system. Matt Parks with OHM will have a brief presentation to discuss the study. In the past, City Council has expressed concern regarding the ability to deliver water under acceptable pressure to redevelopment sites. Part of this study addresses this question. It also serves as a starting point to prioritize improvements in the water system that are ultimately incorporated into the City's Capital Improvements Program.

Agenda Review
Review:

Vincent Pastue Pending
City Manager Pending
City Council Pending

**Farmington City Council
Staff Report**
Council Meeting Date:
October 6, 2014

**Reference
Number
(ID # 1687)**
Submitted by: Vincent Pastue, City Manager

Description: Discussion - Farmington Road Grant Pre-Construction Items

Requested Action:
Background:

As the design process for the Farmington Road Streetscape grant project proceeds, there are a few items City Administration would like to discuss that we would like to take action upon before the grant construction project takes place next summer. We will discuss this with some specificity with OHM during the study session but generally involves removal of trees, removal of cobra street lights, some electrical work, and site preparation work before the grant portion of the project begins.

Agenda Review
Review:

Vincent Pastue Pending
City Manager Pending
City Council Pending

**Farmington City Council
Staff Report**

Council Meeting Date:
October 6, 2014

**Reference
Number
(ID # 1688)**

Submitted by: Vincent Pastue, City Manager

Description: Discussion - Drake Road Speed Limit Study

Requested Action:

Background:

The City of Farmington is a member of the Traffic Improvement Association (TIA) that serves a number of municipalities, road commissions, and business interests to improve the safety and flow of traffic throughout southeastern Michigan. One of the services they provide is to conduct small traffic studies for their municipal members. In fact, Bob DeCorte who served as an ex officio member of our Traffic and Safety Board retired from TIA and had conducted a number of studies and reviews over the years.

City Administration requested that TIA study the speed limits on Drake Road between Grand River and Freedom Road. We requested that the study take place after the road improvement project was completed in 2014. The speed limit has historically been set at 25 mph which seems low for this segment of Drake Road given the width of the road, the open space off the road representing good site lines, and the limited number of curb cuts. Additionally, the speed limit is 35 mph on Drake Road north of Grand River and south of Freedom Road in Farmington Hills.

Attached is the data from TIA's three day study that took place May 13, 14, and 15. The significance of the data is that each day the 85th percentile exceeded 35 mph. It should be noted that the Public Safety Department writes a significant number of tickets along this stretch of road and drivers still exceed the speed limit by a considerable amount. During a three year period, there were eleven accidents in this stretch of road. The Public Safety Department issued 588 tickets during that same period.

One of the reasons for conducting this study is that absent a speed limit study, it is conceivable to question the validity of the established speed limit which can ultimately lead to the ticket being dismissed.

City Administration is recommending that the speed limit be increased to 35 mph. Procedurally, it is recommended that a public hearing be scheduled with the city manager and public safety director. Residents and businesses would be notified and provided an opportunity to comment and ask questions. Following the public hearing, City Council will consider a resolution to amend the traffic control orders to increase the speed limit.

Agenda Review

Review:

Vincent Pastue Pending
City Manager Pending
City Council Pending

Station Name:
 Site ID: DRAKE _____
 Station Num: FO396 _____
 Description:
 City:
 County:

Start Date/Time: 05-13-2014 00:00
 End Date/Time: 05-13-2014 23:59

5/13/2014	20 MPH	21 MPH	23 MPH	25 MPH	27 MPH	29 MPH	31 MPH	33 MPH	35 MPH	37 MPH	39 MPH	41 MPH	43 MPH	45 MPH	> 45 MPH	All Speeds
00:00																
01:00																
02:00																
03:00																
04:00																
05:00																
06:00																
07:00																
08:00																
09:00																
10:00	0	0	8	10	32	67	63	59	40	24	21	8	6	4	6	348
11:00	1	0	2	10	33	65	85	70	38	24	15	7	9	8	8	375
12:00	0	1	9	13	41	74	76	71	32	38	16	16	4	2	5	398
13:00	2	0	10	16	47	73	88	61	33	47	21	9	8	8	7	404
14:00	2	0	0	18	54	76	86	64	38	28	13	14	1	6	1	401
15:00	6	2	9	37	52	81	93	67	40	25	15	12	3	6	5	453
16:00	5	4	17	31	103	119	124	72	44	34	18	10	5	2	8	596
17:00	8	6	17	41	96	133	147	98	74	32	21	7	14	9	6	709
18:00	2	3	8	25	69	74	112	88	61	40	25	16	10	13	20	566
19:00	1	0	0	6	17	18	26	28	20	14	31	31	28	30	98	348
20:00	0	0	0	1	1	3	18	24	23	16	24	19	15	14	121	279
21:00	0	0	1	0	2	2	8	17	13	9	13	15	15	13	88	196
22:00	0	0	0	0	0	1	0	7	6	8	9	6	5	15	61	118
23:00	0	0	0	1	1	0	2	2	3	6	1	3	3	3	32	57
Total	27	16	81	209	548	786	928	728	465	319	243	173	126	133	466	5248
Percentages	0.51%	0.30%	1.54%	3.98%	10.44%	14.98%	17.68%	13.87%	8.86%	6.08%	4.63%	3.30%	2.40%	2.53%	8.88%	100.00%

Station Name:

Site ID:DRAKE_____

Station Num:FO396_____

Description:

City:

County:

Start Date/Time:05-13-2014 00:00

End Date/Time:05-13-2014 23:59

	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% Of All Lanes	15th Percentile	50th Percentile	85th Percentile
Lane 1 (South)	31.24 MPH	5.18	5248	4782	100.00%	26.40 MPH	30.56 MPH	36.74 MPH
All Lanes	31.24 MPH	5.18	5248	4782	100.00%	26.40 MPH	30.56 MPH	36.74 MPH

Station Name:

Site ID:DRAKE_____

Station Num:FO396_____

Description:

City:

County:

Start Date/Time:05-14-2014 00:00

End Date/Time:05-14-2014 23:59

5/14/2014	20 MPH	21 MPH	23 MPH	25 MPH	27 MPH	29 MPH	31 MPH	33 MPH	35 MPH	37 MPH	39 MPH	41 MPH	43 MPH	45 MPH	> 45 MPH	All Speeds
00:00	0	0	0	0	0	0	0	0	1	2	2	1	1	1	16	24
01:00	0	0	0	0	0	0	1	0	0	0	2	1	1	1	8	15
02:00	0	0	0	0	0	0	0	0	0	1	1	0	0	1	8	11
03:00	0	0	0	0	0	0	0	0	0	0	1	0	0	2	3	6
04:00	0	0	0	0	0	0	1	1	2	1	0	1	3	1	8	19
05:00	0	0	0	0	0	0	1	3	4	1	1	0	4	3	14	31
06:00	0	0	0	0	0	4	5	6	17	13	15	12	6	9	82	169
07:00	1	0	0	1	1	5	21	27	31	59	39	23	18	33	207	466
08:00	3	0	0	2	0	7	20	40	47	46	45	23	20	30	210	493
09:00	0	0	0	1	0	4	9	25	26	24	27	17	20	21	178	352
10:00	1	0	0	0	1	6	9	19	26	17	20	22	13	16	164	314
11:00	0	0	0	0	1	3	10	15	14	21	31	20	14	12	190	331
12:00	1	0	0	0	1	2	3	18	23	32	28	24	11	13	250	406
13:00	0	0	0	0	1	4	8	18	29	19	23	26	11	8	234	381
14:00	1	0	0	0	1	4	7	18	21	21	21	21	16	13	214	358
15:00	0	0	0	0	1	2	9	14	18	22	39	21	28	23	352	529
16:00	24	1	3	17	2	2	5	10	65	23	35	32	26	26	615	886
17:00	334	18	53	92	55	25	96	94	41	35	31	11	14	7	10	916
18:00	128	4	7	22	15	53	27	57	44	34	36	46	33	42	293	841
19:00	0	0	0	0	0	1	3	12	15	20	32	28	26	21	301	459
20:00	0	0	0	0	0	0	3	2	11	11	33	20	18	14	210	322
21:00	0	0	0	0	0	0	1	2	8	13	17	12	12	10	166	241
22:00	0	0	0	0	0	1	1	1	2	3	6	8	4	7	79	112
23:00	0	0	0	0	0	0	1	2	1	4	2	1	1	1	35	48
Total	493	23	63	135	79	125	240	384	446	424	486	370	300	315	3847	7730
Percentages	6.38%	0.30%	0.82%	1.75%	1.02%	1.62%	3.10%	4.97%	5.77%	5.49%	6.29%	4.79%	3.88%	4.08%	49.77%	100.00%

Station Name:

Site ID:DRAKE_____

Station Num:FO396_____

Description:

City:

County:

Start Date/Time:05-14-2014 00:00

End Date/Time:05-14-2014 23:59

	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% Of All Lanes	15th Percentile	50th Percentile	85th Percentile
Lane 1 (South)	32.25 MPH	9.99	7730	3883	100.00%	23.04 MPH	34.79 MPH	41.22 MPH
All Lanes	32.25 MPH	9.99	7730	3883	100.00%	23.04 MPH	34.79 MPH	41.22 MPH

Station Name:
 Site ID: DRAKE _____
 Station Num: FO396 _____
 Description:
 City:
 County:

Start Date/Time: 05-15-2014 00:00
 End Date/Time: 05-15-2014 23:59

5/15/2014	20 MPH	21 MPH	23 MPH	25 MPH	27 MPH	29 MPH	31 MPH	33 MPH	35 MPH	37 MPH	39 MPH	41 MPH	43 MPH	45 MPH	> 45 MPH	All Speeds
00:00	0	0	0	0	0	0	0	0	0	0	1	1	0	1	23	26
01:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	15	16
02:00	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	9
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
04:00	0	0	0	0	0	0	1	0	2	1	1	1	1	0	14	21
05:00	0	0	0	0	0	0	0	2	3	0	2	2	2	1	23	35
06:00	0	0	0	0	0	0	2	0	6	10	12	16	8	13	68	135
07:00	0	0	1	0	0	0	7	12	22	32	32	22	9	17	332	486
08:00	1	0	0	0	0	3	2	9	13	20	32	29	28	34	364	535
09:00	2	0	0	1	0	0	3	6	10	13	19	10	15	24	239	342
10:00																
11:00																
12:00																
13:00																
14:00																
15:00																
16:00																
17:00																
18:00																
19:00																
20:00																
21:00																
22:00																
23:00																
Total	3	0	1	1	0	3	16	29	56	78	99	81	63	91	1089	1610
Percentages	0.19%	0.00%	0.06%	0.06%	0.00%	0.19%	0.99%	1.80%	3.48%	4.84%	6.15%	5.03%	3.91%	5.65%	67.64%	100.00%

Station Name:

Site ID:DRAKE_____

Station Num:FO396_____

Description:

City:

County:

Start Date/Time:05-15-2014 00:00

End Date/Time:05-15-2014 23:59

	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% Of All Lanes	15th Percentile	50th Percentile	85th Percentile
Lane 1 (South)	38.26 MPH	4.59	1610	521	100.00%	33.89 MPH	38.47 MPH	43.29 MPH
All Lanes	38.26 MPH	4.59	1610	521	100.00%	33.89 MPH	38.47 MPH	43.29 MPH

**Farmington City Council
Staff Report**

Council Meeting Date:
October 6, 2014

**Reference
Number
(ID # 1689)**

Submitted by: Vincent Pastue, City Manager

Description: Consideration to Approve Purchase of New Mower for Public Works Department

Requested Action:

Move to approve the Department of Public Works purchase of a new mower from Weingartz of Farmington Hills in the amount of \$13,397.

Background:

City Administration is requesting authorization to purchase a new mower from Weingartz of Farmington Hills in the amount of \$13,397. The Fiscal Year 2014-15 Budget has \$13,500 appropriated for this purchase. The sale of the old mower would be placed online. The City's recent experience selling older equipment online to landscape companies has been very good which is the reason for timing this purchase; we will discuss this further at the meeting.

Agenda Review

Review:

Vincent Pastue Pending
City Manager Pending
City Council Pending

08/13/2014 14:16

(FAX)

P.002/002

WEINGARTZ

EVERYTHING FROM LAWN TO SNOW

39050 Grand River Ave
 Farmington Hills, MI 48335
 (248) 471-3050 Fax: (248) 471-6948
 info@weingartz.com
 www.weingartz.com

INVOICE

Inside Rep	Invoice Date	Invoice #
221		2669952-00
Outside Rep	PO #	Page #
HSE		1
Taken By	Instructions	
221		

Bill To:	CITY OF FARMINGTON 23600 LIBERTY FARMINGTON, MI 48335-3529
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Ship To:	CITY OF FARMINGTON 23600 LIBERTY FARMINGTON, MI 48335-3529
Ship To Phone#	(248) 473-7250

Approval No.	Terms	Ship Point	Ship Via	Order Date	Ship Date
	Net 10th	Weingartz-Farmington Hills	Cust Pickup	08/13/14	

Line #	Product And Description	Quantity Ordered	Quantity B/O	Quantity Shipped	Qty U/M	Retail Price	Unit Price	Ext. Price
1	EXLZX940EKC606 60" Deck BFI Kohler	1			each	15095.00	10879.00	10879.00
2	EXLZUYQD11 Ultra Vac X-Series 11 Bu Dump 60	1			each	2999.00	2399.00	2399.00
3	EX109-9627 Completing Kit	1			each	149.00	119.00	119.00
3	Lines Total		Qty Shipped Total	3			Total	13397.00
							Invoice Total	13397.00
							Total Due	13397.00

Customer Copy

... Last Page

Your feedback is important to us. Please complete a quick, 60 second survey at www.weingartz.com/survey and you will be entered into a monthly drawing for a \$100 Gift Card. Thank you!

**Farmington City Council
Staff Report**
Council Meeting Date:
October 6, 2014

**Reference
Number**

Submitted by: Vincent Pastue, City Manager

Description: Consideration to Introduce Ordinance #C-778-2014 to Establish Grand River Corridor Improvement Overlay District

Requested Action:

Move to Introduce Ordinance #C-778-2014 amending Chapter 35, "Zoning" of the Farmington City Code, to add a new Article 11, "Grand River Corridor Overlay District," to establish regulations applicable within such district.

Background:

City Administration is recommending that the City Council introduce Ordinance #C-778-2014 to establish the Grand River Corridor Improvement Overlay District. The ordinance represents the culmination of the Grand River Corridor Improvement Authority efforts to develop an ordinance that allows redevelopment flexibility within the context of the Vision Plan. Section 35-139, Intent, on the first two pages of the ordinance clearly describes the purpose of this ordinance and restates the major elements of the vision plan. The remainder of the ordinance provides the details associated with applicability, zoning districts and permitted uses, building requirements, general development requirements, and administration.

Most recently, the Planning Commission held a public hearing at their September 22nd meeting. Following the public hearing, the Planning Commission recommended approval of the ordinance to the City Council. The Corridor Improvement Authority held many meetings with LSL Planning in drafting the overlay district ordinance. The concepts of the overlay district was presented to the City Council at a study session this past summer.

If introduced, the ordinance would be on the October 20th City Council agenda for adoption. That same evening, the City Council will hold a public hearing on the Corridor Improvement Authority's development and tax increment financing plan. City Administration will request City Council's adoption of the two plans following the public hearing. At that point, the Corridor Improvement Authority will have completed the vision plan, overlay district, and development and tax increment financing plan. This completes the foundation for the Corridor Improvement Authority's planning process. It should be noted that the City of Farmington Hills has also adopted their development and tax increment financing plan along with an overlay district. Going forward it will be implementation of the work of the two corridor improvement authorities.

Agenda Review

Review:

Vincent Pastue Pending
City Manager Pending
City Council Pending

ORDINANCE NO. (ID # 1690)

STATE OF MICHIGAN

COUNTY OF OAKLAND

CITY OF FARMINGTON

ORDINANCE NO. C-778-2014

35-138 AN ORDINANCE TO AMEND CHAPTER 35, "ZONING," OF THE CITY OF FARMINGTON CITY CODE, TO ADD A NEW ARTICLE 11, "GRAND RIVER CORRIDOR OVERLAY DISTRICT," TO ESTABLISH REGULATIONS APPLICABLE WITHIN SUCH DISTRICT.

THE CITY OF FARMINGTON ORDAINS:**Section 1 of Ordinance**

Chapter 35, Zoning, of the Farmington City Code, is hereby amended to add a new Article 11, which will read in its entirety as follows:

ARTICLE 11. GRC GRAND RIVER CORRIDOR OVERLAY DISTRICT

35-139 AUTHORITY

Pursuant to authority granted in Section 125.3503 of the Michigan Zoning Enabling Act, this Overlay District is written to permit flexibility in the regulation of development of land located within the boundary established in the Grand River Corridor Vision Plan, which is herein referenced in its entirety.

35-140 INTENT

This Overlay District is intended to implement the Grand River Corridor Vision Plan, which is adopted as part of the City Master Plan, hereinafter referred to as the "Corridor Plan". The Corridor Plan articulates the following design principles and site development elements that support the Vision for the corridor and gives examples of how sites along the corridor could redevelop. The regulations contained in this District enumerate the principles of the Corridor Plan inasmuch as possible; however, reference to the published Corridor Plan is highly recommended. The purpose of this District is to promote high-quality development that will provide the following:

- A. High-quality architecture and urban design elements/treatments that create a signature environment along the corridor.

Ordinance (ID # 1690)

Meeting of October 6, 2014

- B. A safe and enjoyable environment for walking and biking, public transit, and automobiles for people of all ages and abilities with minimal conflicts among users.
- C. Economic success of the corridor, enhanced by a supporting balance of retail, office, institutional, and housing in a vibrant and integrated development pattern.
- D. A variety of housing options.
- E. A respect for the river corridor and development that will enhance and complement the environment.
- F. New public spaces that encourage community gathering and outdoor activity.
- G. Connections with surrounding areas that provide travel choices for people to move throughout the corridor, adjoining neighborhoods, centers of commerce, and public spaces.
- H. Best management practices in environmentally responsible planning and construction.

35-141 APPLICABILITY

- A. ***Application of Regulations.*** Within the District, all requirements of the City of Farmington Zoning Ordinance shall apply, except as modified by this District. Where such regulations conflict or appear to conflict with the regulations in this District, the regulations of this District shall apply.
- B. ***Interpretations and Modifications.*** This District is based in part on the Grand River Corridor Vision Plan adopted by the City. To implement the Plan, flexibility on the mixture of uses, site layout or other dimensional modifications as part of the site plan review may be allowed, depending on the timing, location and nature of redevelopment. Modifications are discussed in Section 35-144
- C. ***Triggers for Compliance.*** It is acknowledged that implementation of the Corridor Plan is likely to occur gradually. The City allows for incremental improvements to property understanding that some existing conditions may be more difficult to bring into complete compliance with this Article. It is the intent of this Article to allow small changes to existing sites, and require larger or accumulated expansions to comply with the code as much as practical. Use and development of land developed within this District shall be regulated as follows:
 - 1. **Exempt Activity.** The following activity shall be allowed according to the regulations of the underlying zoning district:
 - a. Uses in existence on the date of this ordinance amendment.
 - b. Changes in use from one use to another use where the underlying zoning district does not require additional parking or building requirements.
 - c. Maintenance of existing site and building conditions as of the date of this ordinance amendment.

- 2. Building Expansions.** Building expansions shall generally comply with the Corridor Plan and the Sections of this Article as specified below.
- a. **Exempt Expansions.** Additions of a size equal or less than 10% of the gross square footage of the existing buildings as of the date of this ordinance may be permitted and may be constructed according to the requirements of the District or the underlying zoning, at the property owner's discretion.
 - b. **Minor Expansions.** Additions of a size greater than 10% but equal or less than 25% of the gross square footage of the existing buildings as of the date of this ordinance, shall be permitted, but shall meet the requirements for Lot Size and Coverage, Setback, Building Height, Transitions from Abutting Single-Family Residential Uses, as listed in Section 35-144 unless modifications are allowed in accordance with Section 35-144.
 - c. **Major Expansions.** Additions of a size greater than 25% of the gross square footage of the existing buildings as of the date of this ordinance shall meet the requirements of this Overlay District.
- 3. New Buildings and Development.** New development projects proposed under this Overlay District shall meet all requirements of this District.

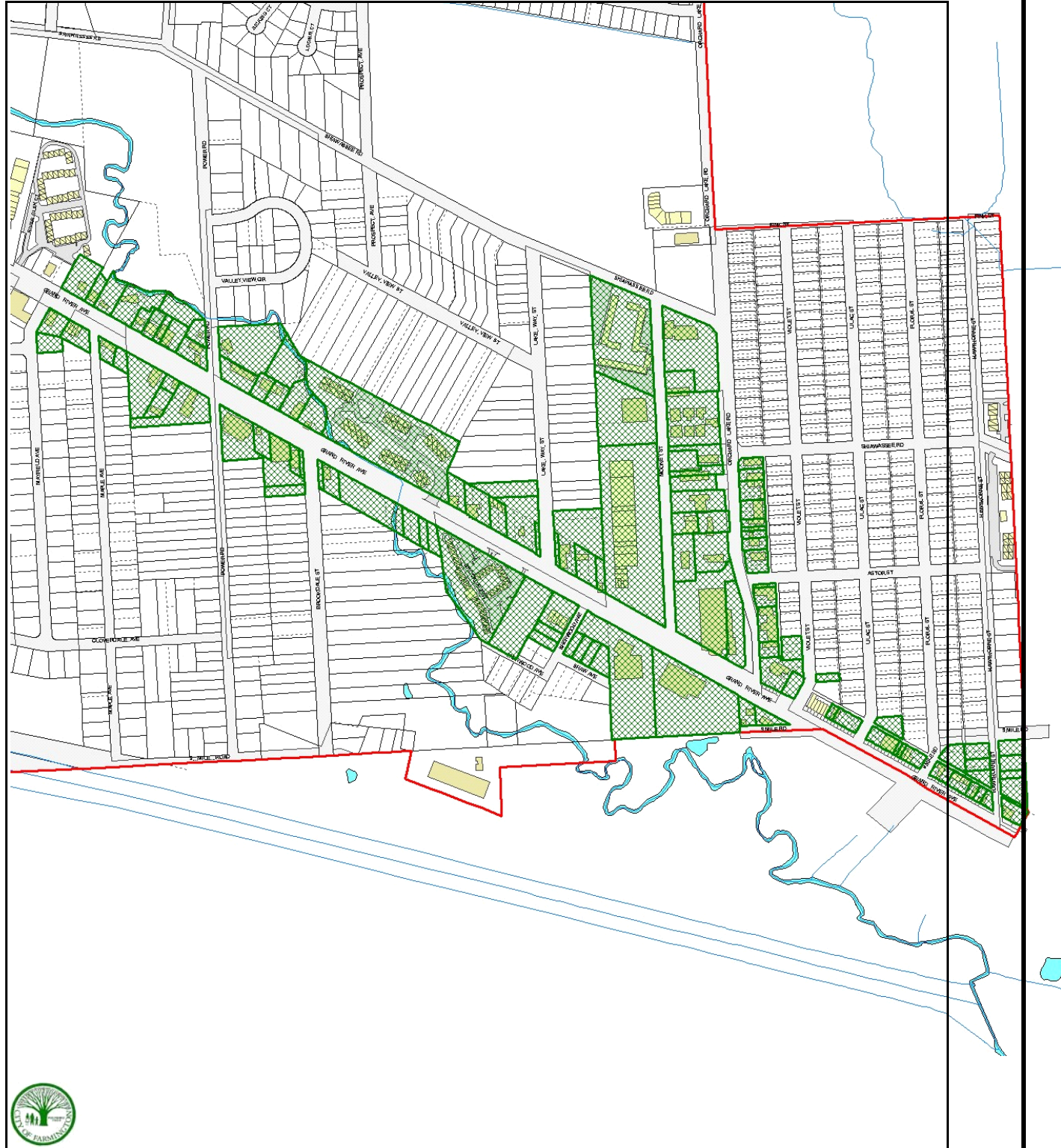
35-142 ZONES AND PERMITTED USES

- A. Zones.** The GRC District shall be and is hereby divided into Zones as enumerated on the Zone Map in subsection B below.
1. **Medium-Density Residential (MDR).** This area is planned for medium density residential at 10-20 u/a. Residential development in this area should be supported by public and green spaces within or adjacent to the development. Residential developments should include sidewalks, street trees, and connections within and outside of the development.
 2. **Residential Mixed Use (RMU).** This area is planned for a mix of commercial and medium density residential of 10-20 u/a. Uses may be vertically or horizontally integrated. The overall mix of commercial to residential should have a residential focus. Development in this area should be supported by public and green spaces within or adjacent to the development.
 3. **Mixed Use (MU).** This area is planned for a mix of small to medium sized retail, office, and residential uses both vertically and horizontally. Within pedestrian areas, office uses should be encouraged on the second floor while retail uses should be reserved for the first floor and have a strong street presence. These areas should be carefully planned to complement the streetscape and help to create and define the public realm. Development should be connected via a pedestrian network.

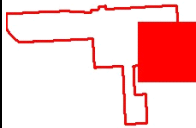
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B. **Zone Map.** The Grand River Overlay District boundary is hereby established as shown on the zoning map on file in the office of the city clerk. The boundary for each Zone described above is hereby established as shown on the District Zoning Map below:



- CITY BOUNDARY
- RIVERS-STREAMS
- MULTITENANTBUILDING (Type)
 - BUILT
 - PROPOSED
 - COMM_INDUST BLDGS
 - MULTITENANTPAVING
- RAPHAEL STREET(POLY)2
- RAPHAEL STREET(POLY)
- PARCELS
- ROADS OUTSIDE FARMINGTON
- RIGHTOFWAY
- ROW EXTEND
- LOT HISTORY
- OPEN WATER (FEATURETYP)
 - DetentionPond
 - StreamRiver
 - LakePond
 - Channel
 - SwampMarsh



C. **Permitted Uses.** Permitted uses within the districts noted on the Zone Map, shall include the following:

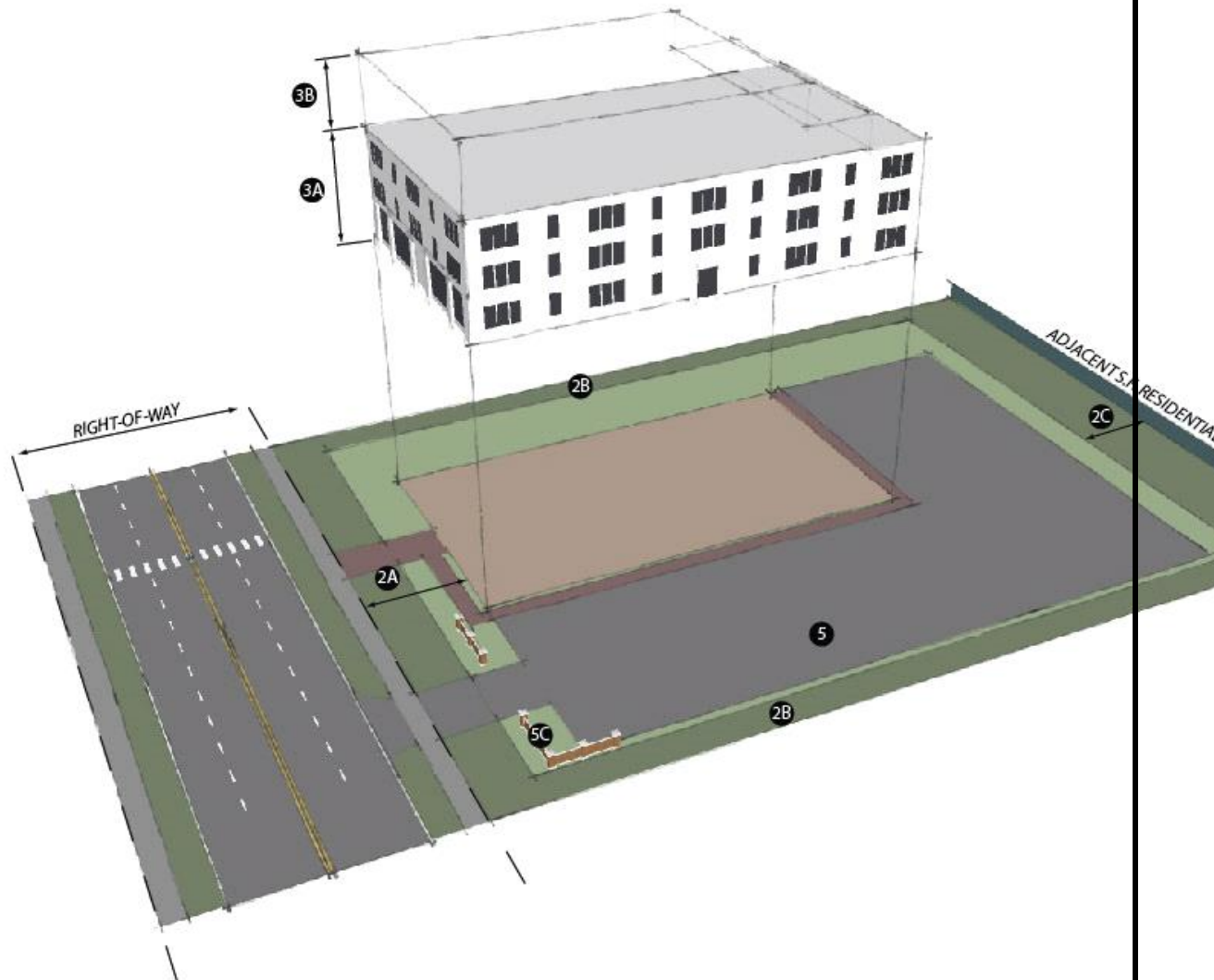
1. Any of the uses permitted as allowed in the underlying zoning districts, as listed in their respective Articles of the zoning ordinance, may be permitted.
2. Uses allowed by the Planning Commission pursuant to Section 35-30. Determination of Similar Use.
3. Other uses as permitted in the table below:

Table 35-141 Permitted Uses			
P = Permitted Use S = Special Land Use	Zone		
	MDR	RMU	MU
Multi-family			
One-Family Dwelling	S	S	-
Two-Family Dwelling	S	S	-
Multiple-Family Dwelling	S	P	-
Office			
Medical	-	P	P
Professional	-	P	P
Financial	-	P	P
Drive-Through	-	-	S
Civic			
Schools	S	S	P
Universities	S	S	P
Public buildings	S	P	P
Retail			
Personal and Professional Service	-	S	P
General Retail	-	P	P
Pharmacy	-	P	P
Studios of fine arts	-	P	P
Sit Down Restaurants	-	P	P
Carry Out Restaurants	-	P	P
Drive-Through	-	-	S
Institutional			
Hospitals	S	S	S
Churches	S	S	S
Adult and Child Care Facilities	S	S	P
Hotel			
Hotel/Motel	-	S	P
Bed and Breakfast	-	S	P
Lodging facilities as an accessory to a principal use	-	-	P

35-143 BUILDING REQUIREMENTS

Table 35-143 Building Requirements

	MDR	RMU	MU
2. Minimum Setbacks			
a. Front Yard Setback	30 ft.	0 ft.	
a.		Upper floors may project into right-of-way pursuant to Section 35-144	
b. Side Yard Setback	15 ft.	5 ft.	0 ft.
c. Rear Yard Setback	30 ft.	As needed to achieve proper Transition (see below)	
3. Building Height			
a. Maximum	42 ft. (3 stories)	42 ft. (3 stories)	54 ft. (4 stories)
		Additional height per Section 35-144	
4. Transitions from Abutting Single-Family Residential Uses			
a. Building Step Backs	Subject to Section 35-171.C.	Buildings taller than 42 ft. shall include step backs back a distance equal to its height for each floor	
b. Screen Wall		6' screening wall required along the property line. Also subject to Section 35-49	



	MDR	RMU	MU
5. Parking Circulation and Driveways (see also Section 35-142)			
a. Parking Location	Subject to Article 14 of Ordinance 34	Side or rear yard preferred. One single row of parking may be allowed in the front yard, provided there are no other reasonable alternatives that are more consistent with the Corridor Plan	
b. Parking Lot Design	Subject to Article 14 of Ordinance 34. Parking Structures that front Grand River Avenue shall include storefront liner buildings on the ground floor along the frontage that are at least 30 ft. in depth		
	-	A 36 in. high knee wall shall be installed along frontages where parking lots occupy any portion of the front yard	
c. Driveway/Access Location	Subject to Article 14 of Ordinance 34	Where a public alley or shared access is possible, driveway access to Grand River Avenue may only be granted upon demonstration that such is needed to provide reasonable access to the site	
6. Windows and Doors			
a. Ground Floor Window Area	Subject to Section 35-24	10%-30% of wall area	70% of ground floor wall area
b. Upper Floor Windows			50% of upper floor wall area
c. Entrances		At least one functioning door shall be provided for every street-facing storefront	
		Second door for multi-family may face side or rear yard	Connection to public sidewalk must be provided pursuant to Section 35-45
7. Building and Roof Design			
a. Building Design	Subject to Section 35-24	Subject to Section 35-53. Nonresidential Design Requirements. Vinyl siding and EIFS may be used for accent details only, and shall not be permitted on the ground floor of any structure	
b. Flat Roof Design	Subject to Section 35-24	A minimum 42 inch tall parapet shall be installed to conceal rooftop mechanical equipment visible from the street level	
c. Pitched Roof Design	Minimum 4:12 pitch		
	Maximum 12:12 pitch		

35-144 GENERAL DEVELOPMENT REQUIREMENTS

A. *Street Classification*

1. A site's primary, secondary (side) and service street frontages shall be designated by the City Planner or his/her designee. In making a determination the City Planner shall consider the following standards:
 - a. When a site abuts only one street, that street is the primary street frontage.
 - b. In all cases, any frontage on Grand River Avenue shall be considered primary street frontage.

2. On corner sites, one street is a primary street frontage and the other street or streets may be designated a primary street or a secondary street frontage. In determining the required primary street frontage, the City shall consider the following conditions:
 - a. The street with the highest street classification;
 - b. The existing and planned context of the built environment;
 - c. The street abutting the longest face of the block; and
 - d. The street parallel to an alley within the block.
3. When a site runs from one street to another and has a double frontage, one street may be designated a service street frontage provided the following standards are met:
 - a. The applicant controls the land along an entire block face;
 - b. A site with a service street must have at least two street frontages and one street frontage must be a primary street; and
 - c. Only one service street frontage may be designated abutting any block.
4. When a site abuts four or more streets, two service street frontages may be designated provided that two or more primary street frontages are also designated.

B. *Building Elements*

1. **Corner Buildings.** Buildings located at a street corner shall have appropriate architectural features and details that accentuate its prominent corner location through additional building height and /or adding a building peak or tower element at the corner. Other creative techniques may be used, subject to the acceptance of the Planning Commission. Special architectural corner features may be permitted to exceed the maximum building height by up to ten (10) feet if deemed appropriate by the Planning Commission.
2. Canopies and Awnings shall comply with Section 35-40.
3. **Balconies and Overhangs.** Balconies and overhangs may be added to façades with the following conditions:
 - a. Balconies and overhangs shall not extend more than six feet from the building face.
 - b. Materials shall be compatible with the building and be integrally designed.
4. **Outdoor Dining Areas** may be allowed pursuant to Section 35-102, Special Provision (b).
5. **Exterior lighting.**

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- a. Exterior lighting shall comply with Section 35-48. The Planning Commission may grant the same modifications in this District that are allowed in the CBD.
- b. Illumination. Lighting shall provide illumination levels according to the following:

Table 35-143 Exterior Lighting Level Requirements

Use	Minimum Level	Maximum Level	Maximum at Residential property Lines
<i>Residential or institutional uses</i>	0.2 fc	5 fc	1.0 fc
<i>Office, recreation, and entertainment uses</i>	0.6 fc	5 fc	1.0 fc
<i>Commercial uses</i>	0.9 fc	5 fc	1.0 fc
<i>Sidewalks and Walkways</i>	0.6 fc	5 fc	1.0 fc
<i>Parking lots, bicycle parking areas</i>	3 fc	10 fc	1.0 fc

Note: fc = footcandles

6. **Activity within the Right-of-Way.** Upon approval by all applicable road agencies, the City may allow upper floors of buildings to project over or one row of front yard parking to encroach into the public right-of-way in consideration of the following:
 - a. The projection/encroachment is necessary to accommodate reasonable redevelopment of the site due to other constraints such as size, shape, depth or presence of natural features.
 - b. The projection/encroachment will allow the development to better achieve the purpose of this district and the vision stated in the Grand River Corridor Vision Plan.
 - c. The City has received all necessary insurance that indemnifies the City within the area of projection/encroachment.
- C. **Parking.** Off-street parking shall be subject to the provisions of Article 14, Off-street parking requirements, with the following provisions:
1. The number of spaces shall be as required in Article 14, Off-Street Parking and Loading Standards and Access Design. Notwithstanding the flexibility allowed in Article 14, the amount of parking may be reduced based on a determination that adequate parking for peak periods is provided for the mixture of proposed and future uses. In making its determination, the Planning Commission shall consider the expected amount of bicycle or transit travel to the site, the nature of the proposed land use, different peak hour parking demands, shared parking agreements, on-site parking management, employee transit incentives, provision of transit or bike amenities, bicycle parking, or other means that will otherwise reduce vehicular trips to the site that would otherwise be expected. The Planning Commission may require a Parking Study, prepared by a qualified professional, from the applicant to assist with making a determination.

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2. The City may allow *one single row of parking* in the front yard in consideration of the following:
 - a. Such parking is necessary to accommodate reasonable redevelopment of the site due to other constraints such as size, shape, depth or presence of natural features.
 - b. The additional parking is necessary to accommodate reasonable redevelopment of the site.
 - c. The parking will allow for development that is generally more consistent with the purpose of this district and the vision stated in the Grand River Corridor Vision Plan than the development that would otherwise result.
3. All developments shall provide one (1) bike rack for each twenty (20) vehicular spaces.

35-145 ADMINISTRATION

- A. ***Corridor Improvement Authority Review.*** Applications shall be processed and reviewed according to Article 10, Planned Unit Development, except that prior to receiving Concept Plan approval, the application shall be sent to the Grand River Corridor Improvement Authority for its review and recommendation.
- B. ***Allowed Flexibility.*** It is recognized that certain existing site conditions may prohibit full compliance with this District. The Planning Commission may modify the standards for this District after considering the criteria below:
 1. The proposed development is consistent with the Corridor Plan, as amended.
 2. The proposed development is consistent with the Purpose and Development Principles listed in Section 35-139
 3. The proposed modification will not prevent or complicate logical extensions of streets, parking, greenspace, or development of adjacent properties consistent with the Corridor Plan.
 4. Such modification is the minimum necessary to allow reasonable development that is consistent with the purpose of the Corridor Plan.
 5. The proposed development will not impair public safety and is not simply for convenience of the development.
- C. ***Incentives.*** To promote redevelopment and stimulate reinvestment along the corridor, the Planning Commission may grant additional flexibility or development options where one or more of the Recognized Benefits, listed below, are provided. Elements listed in Table 35-144 on the left are those items the City wishes to encourage. Items listed along the top show the types of regulatory flexibility or financial incentives that may be granted in return. One incentive must be provided in order to be considered for one incentive.

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More than one incentive may be granted when more than one Recognized Benefit is provided. In addition to other incentives that may be authorized by the City Council, the following incentives shall be considered:

1. **Lot Coverage or Setback Flexibility.** Flexibility may be granted of the minimum lot coverage, building frontage, or setbacks (rear or side only) provided the resulting layout will not negatively impact nearby residences or the vision for the corridor as enumerated in the Grand River Corridor Vision Plan.
2. **Additional Building Height.** The maximum building height may be increased by a maximum of two additional stories, provided all other provisions of this Article and proper transitions are provided as required in Section 0.
3. **Reduced Parking.** The City may allow development with fewer parking spaces than is required upon proof that such reduction will not create negative impacts upon adjacent businesses or local residential streets.
4. **Stormwater/Utility Improvements.** Where endorsed by the City's Public Works Department, reduced user and benefit fees may be granted.
5. **TIF Funding.** Eligibility for Tax Increment Financing, where the subject site falls within an established TIF district.

Table 35-144 Incentives

Incentives →	1. Lot Coverage	2. Setback Relief	3. Additional Bldg. Height	4. Reduced Parking	5. Stormwater/Utility Improvements	6. TIF Funding
Recognized Benefit ↓						
1. Public Open Space	x	x			x	x
2. LID	x	x			x	x
3. Mixed-Use			x	x		
4. Higher Quality Architecture						x
5. LEED/Green Building	x		x		x	x
6. Enhanced Buffer		x			x	x
7. Pedestrian Facilities	x	x		x		x
8. Integrated Parking	x	x	x	x		x

- D. *Recognized Benefits.*** Additional building height or flexibility may be granted during the project review when one or more of the following recognized benefits are provided:

1. **Open Space or Public Space.** Inclusion of 5% of the total building area for civic or public spaces.
 2. **Low Impact Development (LID) Applications.** Use of alternative stormwater management design that includes green roofs, natural retention systems, porous pavement alternatives, or other energy or water conserving applications.
 3. **Mixed Use.** Development that includes a mix of different but compatible use types within the same building, and which are designed to accommodate predominantly retail uses on the ground-floor with offices or residential use on upper floors.
 4. **Higher Quality Architecture.** Application of architectural design above what is required.
 5. **LEED/Green Buildings.** Significant use of sustainable building and site design features such as: water use reduction, water efficient landscaping, innovative wastewater technologies, low impact stormwater management, optimize energy performance, on-site renewable energy, passive solar heating, reuse/recycled/renewable materials, indoor air quality or other elements identified as sustainable by established groups such as the US Green Building Council (LEED) or ANSI National Green Building Standards.
 6. **Enhanced Buffer.** Inclusion of design elements such as additional landscaping, architectural amenities, or other improvements that are designed to benefit the general public.
 7. **Pedestrian Facilities.** Provision of public plazas, additional walkways, wider sidewalks or pedestrian-oriented features beyond those required.
 8. **Integrated Parking.** Where structured parking is provided as part of the development, the City may allow one additional story of building height.
- E. **Contributions in Lieu.** The City recognizes that certain physical elements may be best developed in a coordinated fashion rather than piecemeal as development occurs. Therefore, when requested by the applicant or where required by the City, payments in lieu of those improvements may be made in accordance with the following.
1. Contributions in lieu may be accepted for the following improvements:
 - a. Streetscaping as listed in Section 35-142 A.
 - b. Parking as discussed in Section 35-143
 2. In cases where the elements above cannot reasonably be developed on a parcel, or for those where coordinated installation (parking and access, for example) is needed for logical development, the City may allow developers to defer construction in one of the following ways:

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- a. Payment into a dedicated fund, of an amount equal to the cost to install all deferred improvements on the subject site. Improvement costs must also consider off-site improvements and utilities needed to serve the site. The developer shall submit to the City an estimate of costs to construct these items for verification by the City's engineer.
 - b. The City may facilitate, through a special assessment district or other means, construction of streetscaping as development progresses. Developments who defer parking under this Article shall agree to participate in a special assessment district, and agree to pay back the costs to serve their portion of the development. The assessment district may be created to install or replace some or all of the items listed above, the costs of which will be distributed amongst developed parcels consistent with the standards listed.
- F. **Conditions.** Where deemed necessary, the Planning Commission may impose reasonable conditions to further the purpose of, or to ensure compliance with the Corridor Plan.
- G. **Development Agreement.** Approved developments shall enter into a development agreement with the City pursuant to Article 10, Planned Unit Development.

**Farmington City Council
Staff Report**

Council Meeting Date:
October 6, 2014

**Reference
Number
(ID # 1691)**

Submitted by: Vincent Pastue, City Manager

Description: Consideration to Approve Food Truck Rally Special Event Request Proposed for October 12, 2014 at Riley Park

Requested Action:

Background:

City Administration received a special event request from *Off the Beaten Path, LLC* to host a food truck rally in Riley Park on October 12 from 1:00 p.m. to 6:00 p.m. Attached is the application received and proposed site plan. You will note the parking area south of the pavilion will be closed to park six food truck vendors. The plaza area south of the pavilion will be for local businesses and non-profit organizations. It is City Administration's desire to have the list of food vendors for the event.

Agenda Review

Review:

Vincent Pastue Pending
City Manager Pending
City Council Pending

City of Farmington Special Event Application

Directions: Complete this application in accordance with the city of Farmington's Special Events Policy and return it to the City Manager's office at least 30 days prior to the starting date of the event.

Sponsoring Organization's Legal Name OFF the Beaten Path LLC Phone 248-987-6053

Organization Address 33314 Grand River Ave.

Organization's Agent Salathiel Palland Phone 248-259-1697

Agent's Title OWNER

Agent's Address 37020 Grand River Ave, Unit 23

Event Name 2nd Annual Farmington Foodapalooza

Event Purpose To have a Food Truck Rally in Riley park
+ bring new people to downtown Farmington

Event Dates Oct. 17th

Event Times 1-6 PM

Event Location Sundkvist pavillion + Riley park

1. TYPE OF EVENT: Based on Policy Section 2, this event is:

- City Operated Event
- Co-sponsored Event
- Other Non-Profit Event
- Other For-Profit Event

2. ANNUAL EVENT: Is this event expected to occur next year [YES] [NO]

If YES, you can reserve a date for next year with this application (See Policy Section 15). To reserve dates for next year, please provide the following information:

Normal Event Schedule (e.g., third weekend in July) Second weekend of October

Next year's specific dates: Oct 11, 2015

3. An EVENT MAP [is] [is not] attached. If you event will use streets and/or sidewalks (for a parade, run, etc.) or will use multiple locations, please attach a complete map showing the assembly and dispersal locations and the route plan. Also show any streets or parking lot that you are requesting to be blocked off.

4. VENDORS: Food Concessions [YES] [NO] Other Vendors [YES] [NO]
If yes, refer to Policy Section 13 for license and insurance requirements.

5. EVENT SIGNS: Will this event include the use of signs [YES] [NO]
If yes, refer to Policy Section 8 for requirements and describe the size and location of your proposed signs: **Please complete sign illustration sheet on page 4 and include with the application.**

6. EXEMPT PARKING: Are you requesting exempt parking? (See Policy Section 5) [YES] [NO]

If yes, list the lots or locations where exempt parking is requested:

we would like to use the small lot behind the pavillion to park the Food trucks, we would ask that DPW block it off the night before.

7. OTHER REQUESTS: we would like access to the bathrooms in the pavillion, we would like access to tables + chairs at the pavillion, and we would like access to the sound system at the pavillion

8. **CERTIFICATION AND SIGNATURE:** I understand and agree on behalf of the sponsoring organization that:
- a. A certificate of insurance must be provided which names the city of Farmington as an additional named insured party on the policy. (see Policy Section 10 for insurance requirements)
 - b. Event sponsors and participants will be required to sign Indemnification Agreement forms. (refer to Policy Section 12)
 - c. If the event includes solicitation by workers standing in street intersections, the required safety precautions will be maintained at all times in accordance with the Department of Public Safety. (see Policy Section 11)
 - d. All food vendors must be approved by the Oakland County Health Department, and each food and/or other vendor must provide the city with a certificate of insurance which names the city of Farmington as an additional named insured party on the policy. (see Policy Section 13)
 - e. The approval of this special event may include additional requirements and/or limitations based on the city's review of this application, in accordance with the city's special event policy. The event will be operated in conformance with the written confirmation of approval. (see Policy Sections 11 and 16)
 - f. The sponsoring organization will provide a security deposit for the estimated fees as may be required by the city and will promptly pay any billing for city services which may be rendered, pursuant to Policy Sections 3 and 4.

As the duly authorized agent of the sponsoring organization, I hereby apply for approval of this special event, affirm the above understandings, and agree that my sponsoring organization will comply with the city's Special Event Policy, the terms of the Written Confirmation of Approval and all other city requirements, ordinances and other laws which apply to this special event.

9-25-14
Date

Salvador Galland
Signature of Sponsoring Organization's Agent

RETURN THIS APPLICATION at least thirty (30) days prior to the first day of the event to:

City Manager's Office
23600 Liberty Street
Farmington MI 48335

Phone: 248 474-5500-221

Signs or banners approved by the city of Farmington for special events shall be designed and made in an artistic and workman-like manner.
THE CITY MANAGER MUST APPROVE ALL SIGNS. SIGNS CANNOT BE ERECTED UNTIL APPROVAL IS GIVEN.

Total square footage of the banner cannot exceed 32 square feet.

BANNER LENGTH

**W
I
D
T
H**

2'

2nd ANNUAL
Farmington Foodapalooza!
(Picture FROM FLYERS DOWN HERE)

4'

Write copy of banner in the box.

Total Square Footage of the sign cannot exceed eight square feet.

Stand-up A Frame sign

**W
I
D
T
H**

**H
E
I
G
H
T**

Write sign copy inside sign area.

