



## **PLANNING COMMISSION MEETING**

**November 10, 2025 – 7:00 p.m.**

**City Council Chambers**

**23600 Liberty Street**

**Farmington, MI 48335**

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### **AGENDA**

- 1. ROLL CALL**
- 2. APPROVAL OF ITEMS ON CONSENT AGENDA**
  - A. October 13, 2025 Minutes**
- 3. APPROVAL OF REGULAR AGENDA**
- 4. UNFINISHED BUSINESS**
  - A. None**
- 5. NEW BUSINESS**
  - A. Proposed Dental Office Project at 31030 and 31036 Grand River**
  - B. Proposed Change to Parking Requirements**
- 6. UPDATE - CURRENT DEVELOPMENT PROJECTS**
- 7. PUBLIC COMMENT**
- 8. PLANNING COMMISSION COMMENTS**
- 9. ADJOURNMENT**

*The City will follow its normal procedures for accommodation of persons with disabilities. Those individuals needing accommodations for effective participation in this meeting should contact the City Clerk (248) 474-5500, ext. 2218 at least two working days in advance of the meeting. An attempt will be made to make reasonable accommodations.*

FARMINGTON PLANNING COMMISSION PROCEEDINGS  
23600 Liberty Street  
Farmington, Michigan  
October 13, 2025

Chairperson Perrot called the meeting to order in Council Chambers, 23600 Liberty Street, Farmington, Michigan, at 7:00 p.m. on Monday, October 13, 2025.

**ROLL CALL**

Present: Crutcher, Gray, Kmetzo, Mantey, Perrot and Westendorf  
Absent: Majoros

A quorum of the Commission was present.

**OTHER OFFICIALS PRESENT:** Chris Weber, Assistant City Manager; Beth Saarella, City Attorney Brian Belesky, Director of Media, Brian Golden, Director of Media, Bonnie Murphy, Recording Secretary.

**APPROVAL OF ITEMS ON CONSENT AGENDA**

**A. June 9, 2025 Minutes**

MOTION by Westendorf, seconded by Crutcher, to approve the items on the Consent Agenda.

**APPROVAL OF ITEMS ON REGULAR AGENDA**

MOTION by Kmetzo, seconded by Westendorf, to approve the items on the Regular Agenda.  
MOTION carried, all ayes.

**UNFINISHED BUSINESS**

None heard.

**NEW BUSINESS**

**A. MASTER PLAN UPDATE**

Chairperson Perrot introduced this item and turned it over to staff.

Chris Weber stated he has an update on the screen on the progress of the Master Plan. He thanked Commissioners Kmetzo, Crutcher and Westendorf for serving on the Steering Committee for the Master Plan and also thanked Commissioner Grey for serving on the committee to select the consulting engineering firm.

He stated the project in its entirety is known as Farmington Forward 2025 and it is a big project, it is covering quite a few things and the final document will be eight chapters long and covers large areas like community engagement, land use and housing, downtown plan, mobility plan, the Parks & Rec Master Plan and then implementation in getting all this done. Most of the components will be the same from prior Master Plans but there is a new chapter we are adding which is the Mobility Plan. We heard from the public and the Steering Committee that nonmotorized transit is very important to the community, whether it be walking, biking or other means of transportation, so it was important enough to have its own chapter in the Master Plan.

We've been meeting on this project since January, we've had six Steering Committee meetings so far, the last one being in September and there will be a public open house happening at the Farmer's Market this Saturday where information and displays that we've come up with so far will be displayed and they will be able to weigh in by reviewing boards, placing key notes where they have emphasis or comments or things that they approve of or disapprove of, whatever the case may be, and the material will be available online as well through early November so we're letting the community know, it's not quite set up but the link will be live this week. Once we get all that community feedback, the Steering Committee will meet again in November and then in December materials will be ready.

Some important dates for the Planning Commission, in December the Parks & Rec Plan will go to City Council for their review and the Downtown Plan will go to the DDA for their review. In January all of the documents will come before the Planning Commission. There will be a presentation by our consultants OHM and then ask them to open up the Public Comment period which is a 43-day period where people can look at the plan, and prepare their comments and bring them back to the Planning Commission in March. And in March we'll have the Public Hearing, you'll hear the comments from the public and then you can either decide to revise the plan based on the comments or approve the plan at that point.

In the meantime if you're interested in the materials prepared to date, they're all available on the website, and he presented [www.farmgov.com](http://www.farmgov.com) as the opening page where there is "Master Plan" and you can click on that link it will take you to this page it will take you to this where it says "Resources" where it has every Steering Committee packet so far, it has information garnered from the first community engagement which occurred back in May, and it has the existing conditions, technical memos by the consultants as they reviewed the conditions in Farmington. So that's where all the information is at, if you want to take a peak at what's there, there's information about all of our parks and what they see there, there's information about our current land use and

proposed changes, there's not that many changes to the proposed land use, there's focus areas in the City and what the community has indicated and the Steering Committee, those areas of interest might be developed, different concepts, some are just layouts of buildings and parking lots and some are 3D renderings, so that's pretty interesting as well. There's also a Mobility Plan so you can look to see where we come up with improvements that might make sense to connect not only our city but other cities around us. So all will be out there, they are all pdf documents and I encourage you to take a look through that information. If there's any questions, I'll be happy to take them now.

Chairperson Perrot pointed out that there is a couple of spots in the OHM reports that still reference Kate Knight and he would like that amended to indicate that Jessica Westendorf is in that position and doing a fantastic job so he would like to make sure she gets the recognition and Weber assured him that would happen.

Weber encouraged the board to "put the word out" and let family and friends know about this opportunity.

Perrot indicated that they have utilized the Farmers Market as a resource in the past to collect analytics.

Crutcher asked what other means would be utilized to collect data and Weber replied it is kind of a shotgun approach, as many different ways we can get the information out there.

## **B. APPOINTMENT TO CAPITAL IMPROVEMENT STEERING COMMITTEE**

Perrot stated that historically, Steve Majoros has represented the Planning Commission to the Capital Improvement Steering Committee and suggested he should continue.

MOTION by Crutcher, supported by Westendorf, to appoint Steve Majoros as the Planning Commission's representative on the Capital Improvement Steering Committee. Motion carried, all ayes.

## **UPDATE CURRENT DEVELOPMENT PROJECTS**

Weber stated that 17 units are sold at Hillside Townes and Westendorf asked about contemplated occupancy and Weber replied summer of 2026.

Weber then stated Legion Square is waiting on one permit from the State.



**PUBLIC COMMENT**

None heard.

**PLANNING COMMISSION COMMENTS**

Mantey inquired about the large cement wall at Los Tres Amigos and Crutcher stated it's a fire wall.

**UPDATE – CURRENT DEVELOPMENT PROJECTS**

Weber stated there are no current updates.

**PUBLIC COMMENT**

None heard.

**PLANNING COMMISSION COMMENT**

None heard.

**ADJOURNMENT**

MOTION by Crutcher, supported by Westendorf, to adjourn the meeting.  
Motion carried, all ayes.

The meeting was adjourned at 7:16 p.m.

Respectfully submitted,

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Secretary

<b>Farmington Planning Commission Staff Report</b>	<b>Meeting Date:</b> November 10, 2025	<b>Reference Number</b>
<b>Submitted by:</b> Chris Weber, Assistant City Manager		
<b>Agenda Item:</b> Dental Office Project at 31030 and 31036 Grand River SPR		
<p><b><u>Requested Action</u></b></p> <p>a. Move to approve the site plan for the Dental Office Project at 31030 and 31036 Grand River as proposed, with the following waivers and deviations pursuant to Section 35-208:</p> <p style="padding-left: 40px;">i.</p> <p>OR</p> <p>b. Move to approve the site plan for the Dental Office Project at 31030 and 31036 Grand River with the following modifications:</p> <p style="padding-left: 40px;">i.</p> <p>OR</p> <p>c. Move to deny the site plan for the Dental Office Project at 31030 and 31036 Grand River, for the following reasons:</p> <p>.</p>		
<p><b><u>Background</u></b></p> <p>The proposed Dental Office project at 31030 and 31036 Grand River requires review and recommendation by the Grand River Corridor Improvement Authority and approval by the Planning Commission. The entire site is an existing non-conforming site. The plan proposes a full interior renovation and exterior façade improvements, along with the mill and overlay of the existing adjacent parking lot, at 31030 and 31036 Grand River Avenue. The plans have been reviewed by OHM for both planning and engineering and their review letters are included in this packet.</p> <p>The letters document what is required for compliance with City ordinances. The comments and recommendations in the reports are subject to consideration for waivers that could be granted pursuant to Section 35-208 of the Zoning Ordinance, which allows the City to permit improvements and minor modifications to a conforming use and/or conforming building which do not meet all of the various site improvements related regulations of this chapter:</p> <p><b>Sec. 35-208. - Nonconforming Sites.</b></p> <p>A. The intent of this section is to permit improvements and minor modifications to a conforming use and/or conforming building which do not meet all of the various site improvements related regulations of this chapter. The purpose is to allow gradual compliance with the site-related requirements for the entire site, for sites that predate the various chapter standards for landscaping, lighting, number of parking spaces or parking space dimensions, paving, driveway spacing and other nonsafety site related items.</p> <p>B. Such improvements or expansions may be permitted by the planning commission during special land use or site plan review without a complete upgrade of all site elements under the following conditions:</p> <ol style="list-style-type: none"> <li>1. There are reasonable site improvements on the overall site in relation to the scale and construction cost of the building improvements or expansion.</li> <li>2. Safety-related site issues on the overall site shall be met in accordance with the building</li> </ol>		

code, fire code and other safety regulations.

3. Parking access points shall comply with the access standards of this chapter.

4. Landscaping shall be brought into greater conformance with [Article 15](#), Landscape Standards. In addition to having the landscaping comply more closely with this chapter's standards; landscaping improvements can offer opportunities to better mitigate other nonconforming aspects of the site.

5. Signs need to be brought into compliance with the city's sign ordinance.

6. The improvements or minor expansion shall not increase noncompliance with site requirements.

7. A site plan shall be submitted in accordance with [Article 13](#), Site Plan Review.

C. The city may require a performance guarantee to ensure that all improvements will be made in accordance with the approved plan.

The plans have also been reviewed by our Building Official and he offers the following comments based on Section 35-208: I have reviewed the comments responses as well as the revised submittal documents from the Equitable Design Group regarding the site plan for the proposed dental office at the former rustic pub site. I would concur with the Owner / Architect that the open or unanswered items in our consultants review letter can be individually reviewed and additional information requested on an as needed basis by myself as part of the overall project building permit approval / inspection and acceptance process and do not need to be addressed at this time. As you well know this has been a challenged property for 15 or 18 years now.

The plans were reviewed by the Grand River Corridor Improvement Authority and the following motion was approved unanimously:

Motion to recommend approval of the site plan for the Dental Office Project at 31030 and 31036 Grand River to the Planning Commission as presented with all waivers requested except with respect to the following requirements:

1. 2 trees to be added to the interior of the parking lot
2. A 36 inch screening wall be added in front of the spaces on Grand River and Lilac

### **Attachments:**

Site Plan Review - October 30, 2025

Engineering Review – October 30, 2025

Applicants Response Letters – October 30, 2025

Site Plan dated October 9, 2025

Revised Site Plan Dated November 5, 2025

### **Agenda Review**

Department Head	Finance/Treasurer	City Attorney	City Manager







## Dental Interior Renovations & Facade Enhancements

1030 Grand River  
Farmington, MI

**Dr. Angie Salem**

3862 Forest Ridge Cr  
South Lyon, MI 48178

## REGISTRATION

[illegible]

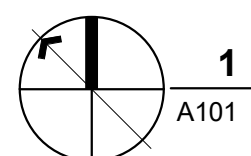
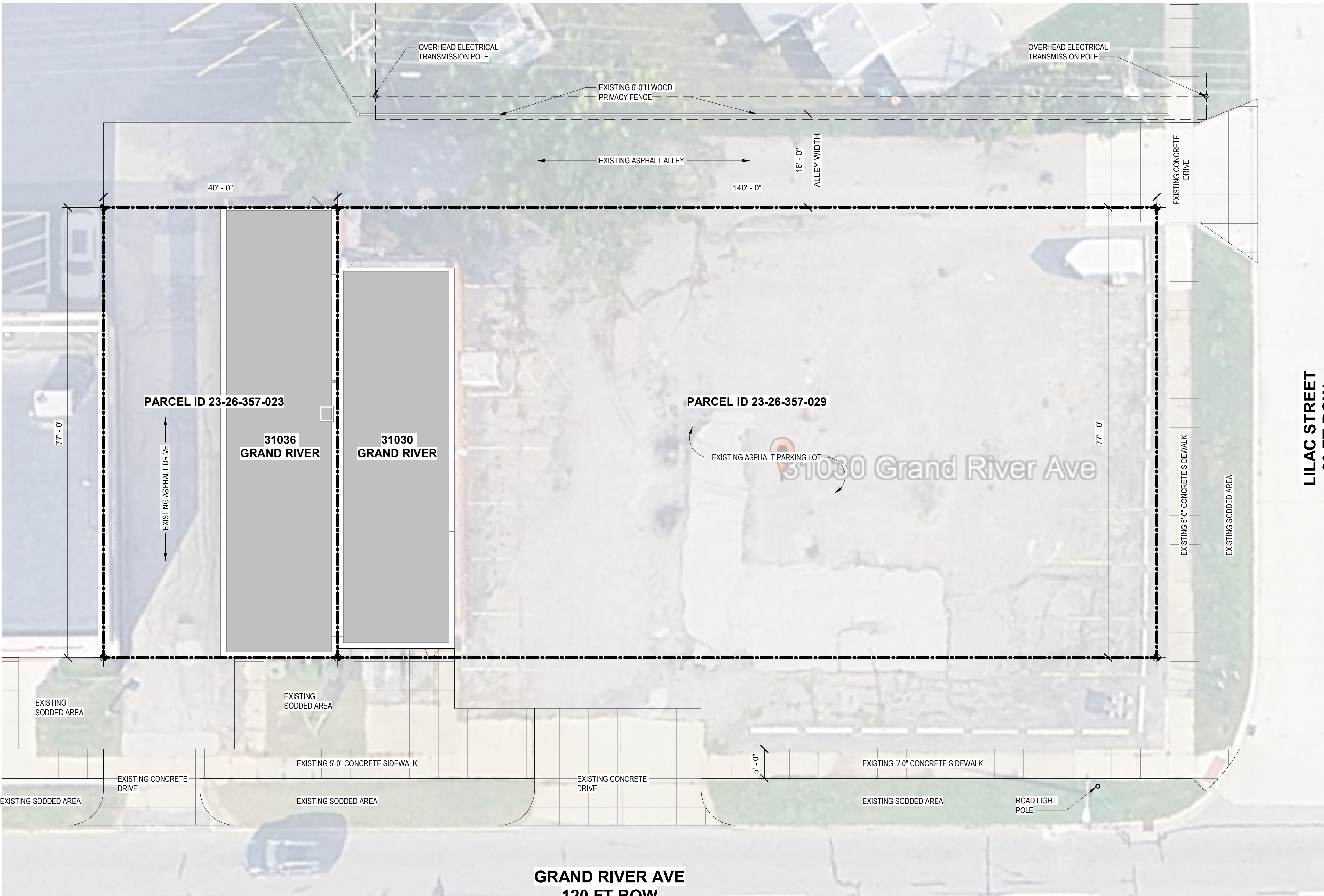
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2024455

## EXISTING SITE PLAN

# A001

**SITE LIGHTING NOTE:**  
NO SITE LIGHTING CURRENTLY EXISTS ON THIS SITE



Scale: 1" = 10'-0"

Scale: 1" = 10'-0"



EDG ARCHITECTURE  
STUDIOS

PROJECT

Dental Interior  
Renovations & Facade  
Enhancements

31030 Grand River  
Farmington, MI

CLIENT

Dr. Angie Salem

13862 Forest Ridge Cr  
South Lyon, MI 48178

CONSULTANTS

REGISTRATION

STATE OF MICHIGAN  
THOMAS  
FUSTUKA  
ARCHITECT  
No. 130157265  
LICENSED ARCHITECT

ISSUE/REVISION

I/R	DATE	DESCRIPTION
3	2025_1028	SPA Rev 2
2	2025_1009	SPA Rev 1
1	2025_0829	Site Plan Approval

PROJECT NUMBER

2024455

SHEET TITLE

PROPOSED SITE PLAN

SHEET NUMBER

A002

DEVELOPMENT DETAIL  
ADDRESS: 31030 GRAND RIVER AVE

ARTICLE 11  
SEC. 35-144 ZONES:  
GRAND RIVER CORRIDOR OVERLAY DISTRICT  
ZONE MIXED USE

TABLE 35-142 PERMITTED USES:  
OFFICE (MEDICAL / DENTAL)

SEC. 35-145 STREETSCAPING:  
1. CURB LAWN - A TEN-FOOT LANDSCAPED BUFFER STRIP SHALL BE PROVIDED BETWEEN THE PARKING AREA AND ALL PUBLIC RIGHTS-OF-WAY. THE OWNER SHALL MAINTAIN THE PORTION OF THE STREET BETWEEN THE LOT LINE AND BACK-OF-CURB AND, IF APPLICABLE, THE PORTION OF THE ALLEY BETWEEN THE LOT LINE AND THE EDGE OF PAVEMENT. THIS TYPICALLY INCLUDES SNOW AND DEBRIS REMOVAL AS WELL AS GENERAL UPKEEP.  
2. BUFFERS AND SCREENING SEE SECTIONS 35-184.C. AND SECTION 35-171.C.  
B.FRONTAGE LANDSCAPING.1.A LANDSCAPED GREENBELT SHALL BE PROVIDED TO BUFFER VEHICULAR AND PEDESTRIAN CIRCULATION, SCREEN PARKING LOTS AND DEFINE DRIVEWAY ENTRANCES.2.FRONTAGE GREENBELT REQUIREMENTS SHALL BE AS FOLLOWS.  
A.THE WIDTH OF THE GREENBELT BETWEEN THE PARKING LOT AND THE RIGHT-OF-WAY SHALL BE EQUAL TO AT LEAST TEN (10) FEET.B.THE GREENBELT SHALL CONTAIN A MINIMUM OF ONE (1) CANOPY TREE AND SIX (6) SHRUBS PER THIRTY (30) LINEAR FEET

MEDICAL AND DENTAL OFFICES AND CLINICS  
5 SPACES PER 1,000 SF OF GROSS LEASABLE AREA  
2,600 GLA / 1000 X 5 = 13 SPACES REQUIRED  
22 SPACES (PROPOSED)

OVERALL BUILDING AREA: 2,850 GSF

GRAND RIVER AVE  
120 FT ROW

PROPOSED SITE PLAN  
Scale: 1" = 10'-0"

**ROOFTOP EQUIPMENT NOTE:**  
IT IS INTENDED TO HAVE NO ROOFTOP EQUIPMENT THAT WOULD REQUIRE SCREENING. ALL HVAC IS INTENDED TO BE AIR HANDLING UNITS WITHIN THE BUILDING.

**UTILITIES NOTE:**  
EXISTING UTILITIES TO REMAIN AS IS. THE SCOPE OF THE PROJECT DOES NOT IMPACT ANY WATER, GAS, ELECTRICAL, SEWER OR STORM UTILITIES LINES AS IT IS AN INTERIOR RENOVATION WITH FACADE ENHANCEMENTS ONLY.

**DRAINAGE NOTE:**  
EXISTING DRAINAGE SYSTEM, COMPRISED OF SHEET WATER FLOW TO CATCH BASINS TO REMAIN AS IS WITH NO ADJUSTMENTS. THERE HAS BEEN AN OVERALL REDUCTION OF IMPREVIOUS SURFACE AREA (1,348 SF OR ) BY THE PLANNED LANDSCAPE GREENBELTS

**PARKING NOTE:**  
PARKING IS BASED ON ACTUAL STAFF AND PATIENT COUNTS AS FOLLOWS:  
• 3 DOCTORS  
• 2 HYGIENISTS  
• 6 ASSISTANTS  
• 4 FRONT DESK STAFF  
• 7 PATIENTS BASED ON NUMBER OF DENTAL CHAIRS.  
• 22 TOTAL SPACES REQUIRED PER OCCUPANT LOAD

NOTE: EACH ACCESSIBLE PARKING SPACE IS REQUIRED TO HAVE A SIGN. THE SIGN SHALL BE CENTERED IN THE PARKING SPACE. "VAN ACCESSIBLE" ON THE FACE OF THE SIGN OR SHALL HAVE AN ADDITIONAL SIGN "VAN ACCESSIBLE" MOUNTED BELOW THE REQUIRED SIGN.

B.F. SIGN DETAIL  
SCALE: NO SCALE

DUMPSTER DETAIL  
SCALE: NO SCALE

DUMPSTER DETAIL  
SCALE: NO SCALE

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Filename: E:\EDG Temp Rev\31030 Grand River Salem Dental\_Reno\_bonny\FW\A002.dwg





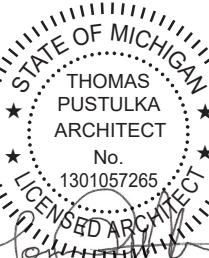


## Dental Interior Renovations & Facade Enhancements

31030 Grand River  
Farmington, MI

**Dr. Angie Salem**

13862 Forest Ridge Cr  
South Lyon, MI 48178













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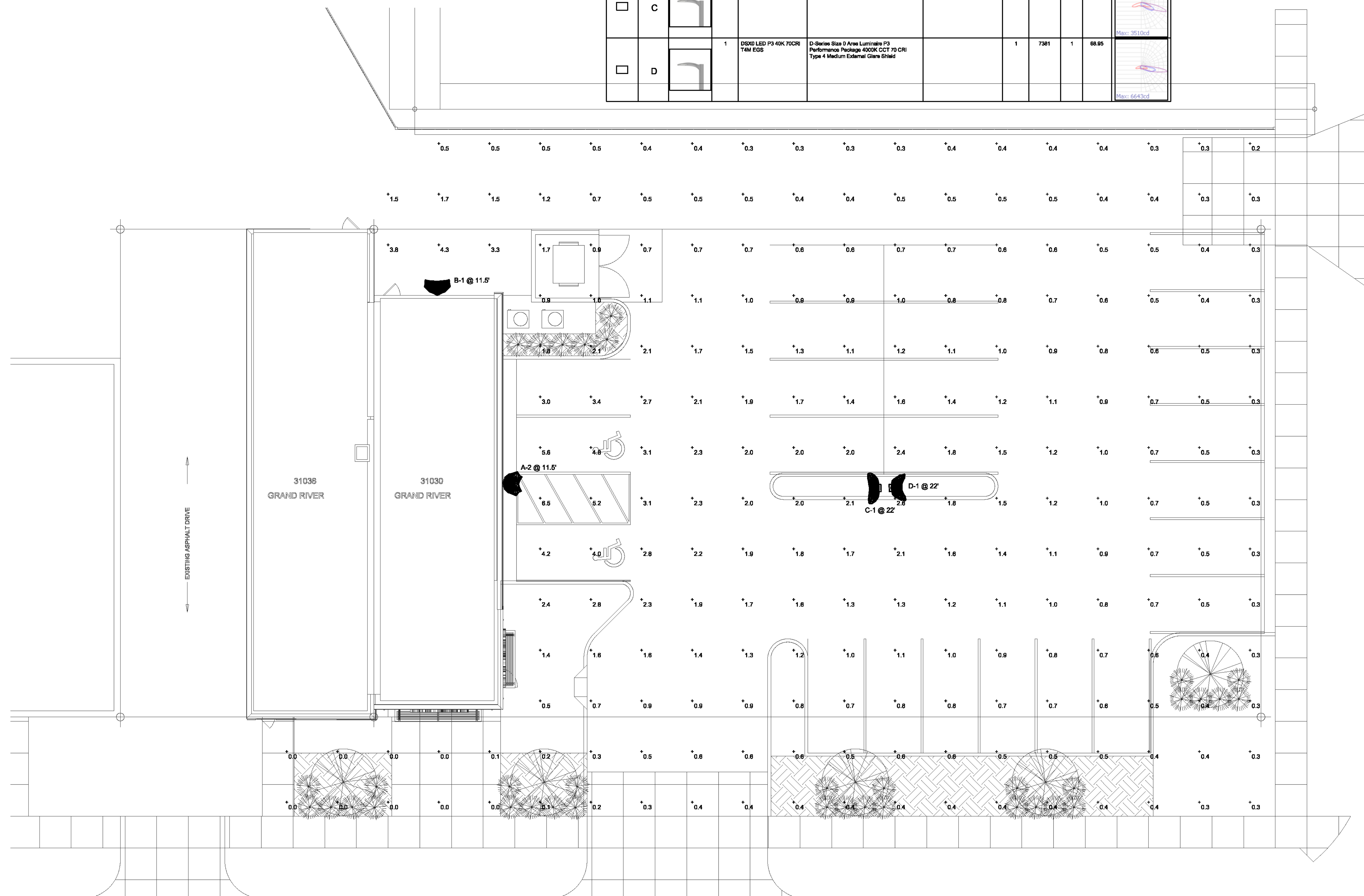
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**2024455**

## PROPOSED SITE LIGHTING PHOTOMETRIC

# A012

Schedule											
Symbol	Label	Image	QTY	Catalog Number	Description	Lamp	Number Lamps	Lumens per Lamp	LLF	Wattage	Polar Plot
	A		1	DSXW1 P8 40K TFTM	7000 4000K 70CRI Forward Throw Medium		1	7240.93	1	48.25	
	B		1	WPX1 LED P2 40K Mvot	WPX1 LED wallpack 3000lm 4000K color temperature 120-277 Volt		1	2912.845	1	24.42	
	C		1	DSXO LED P2 40K 70CRI T3M EGS	D-Series Size 0 Area Luminaire P2 Performance Package 4000K CCT 70 CRI Type 3 Medium External Glare Shield		1	4049	1	45.14	 Max: 3510cd
	D		1	DSXO LED P3 40K 70CRI T4M EGS	D-Series Size 0 Area Luminaire P3 Performance Package 4000K CCT 70 CRI Type 4 Medium External Glare Shield		1	7381	1	68.95	 Max: 6643cd



GRAND RIVER AVE

**Plan View**  
**Scale - 1/8" = 1'**



## Dental Interior Renovations & Facade Enhancements

1030 Grand River  
Farmington, MI

**Dr. Angie Salem**

3862 Forest Ridge Cr  
South Lyon, MI 48178

## CONSULTANTS

SEMI



## ISSUE/REVISION

[illegible]

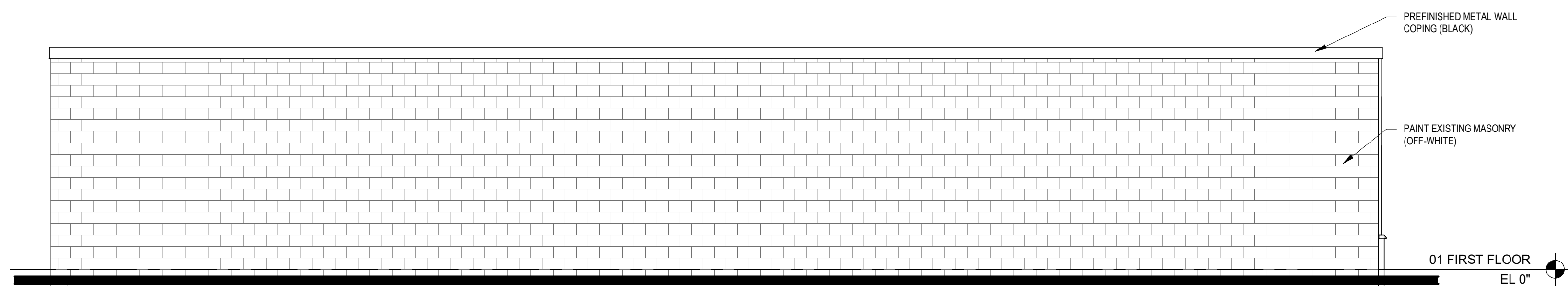
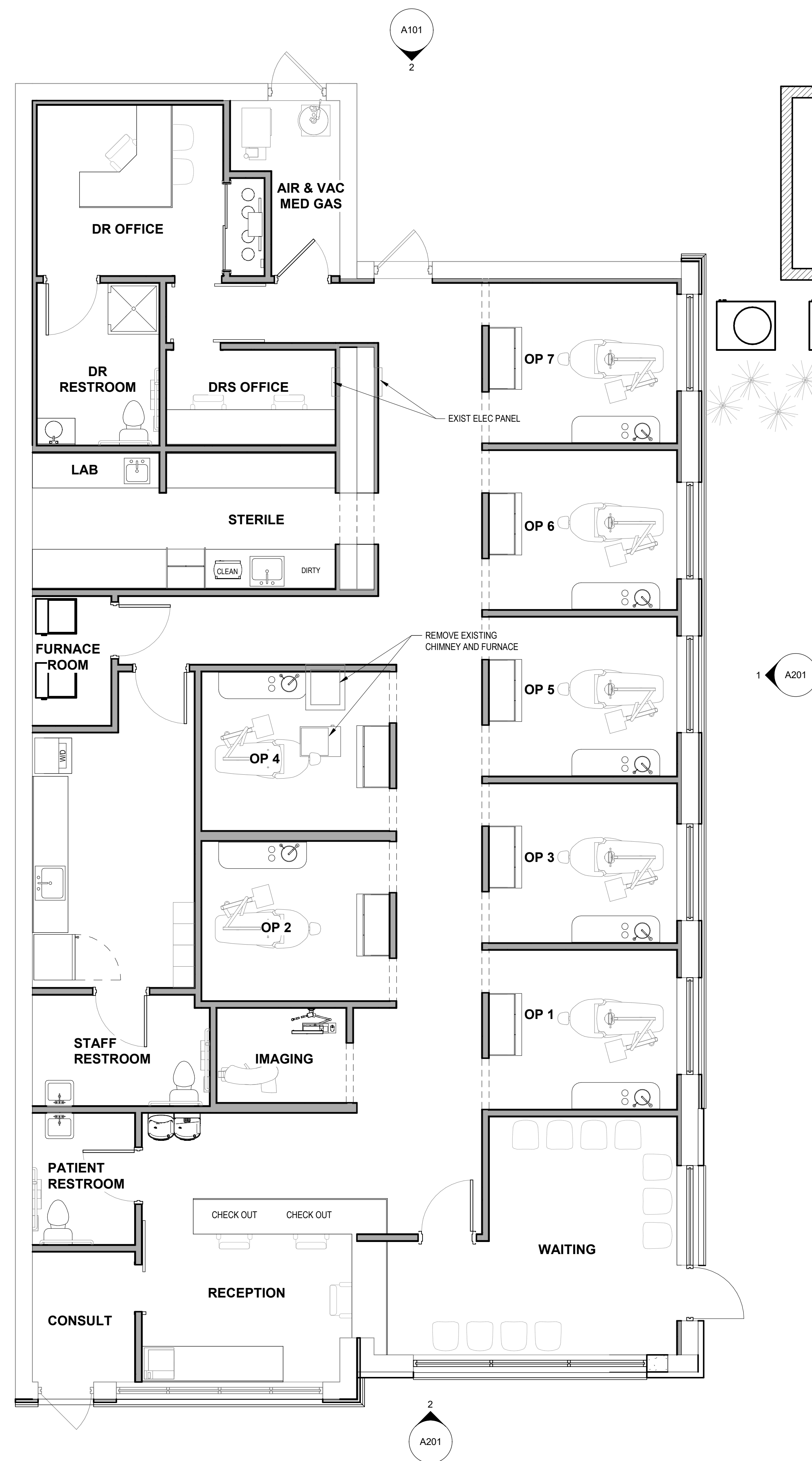
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2024455

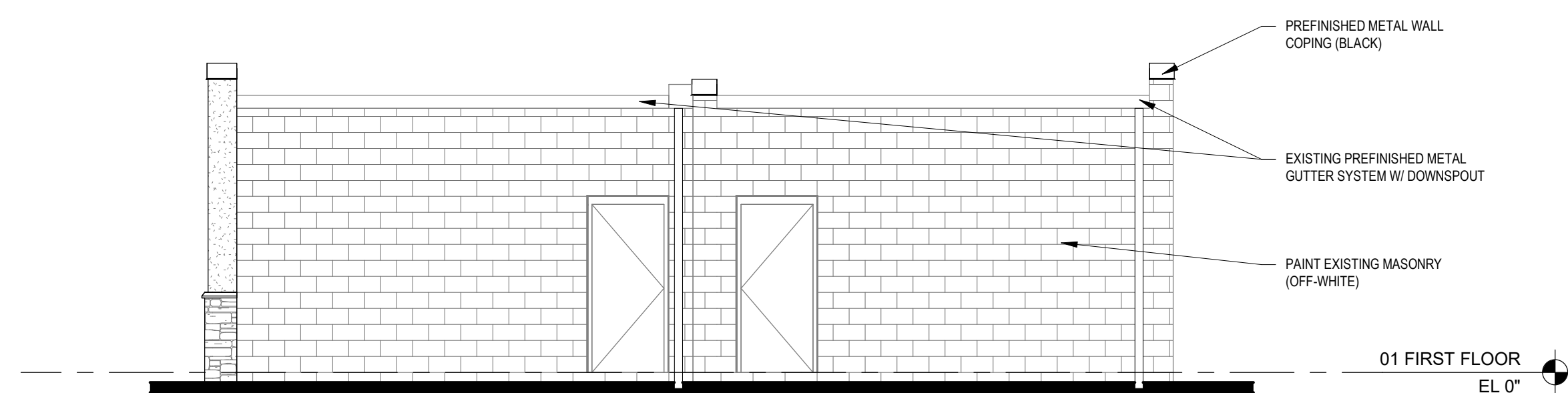
**SHEET TITLE**

## FLOOR PLAN

# A101



<b>3</b>	<b>WEST ELEVATION</b>
A101	Scale: 3/16" = 1'-0"

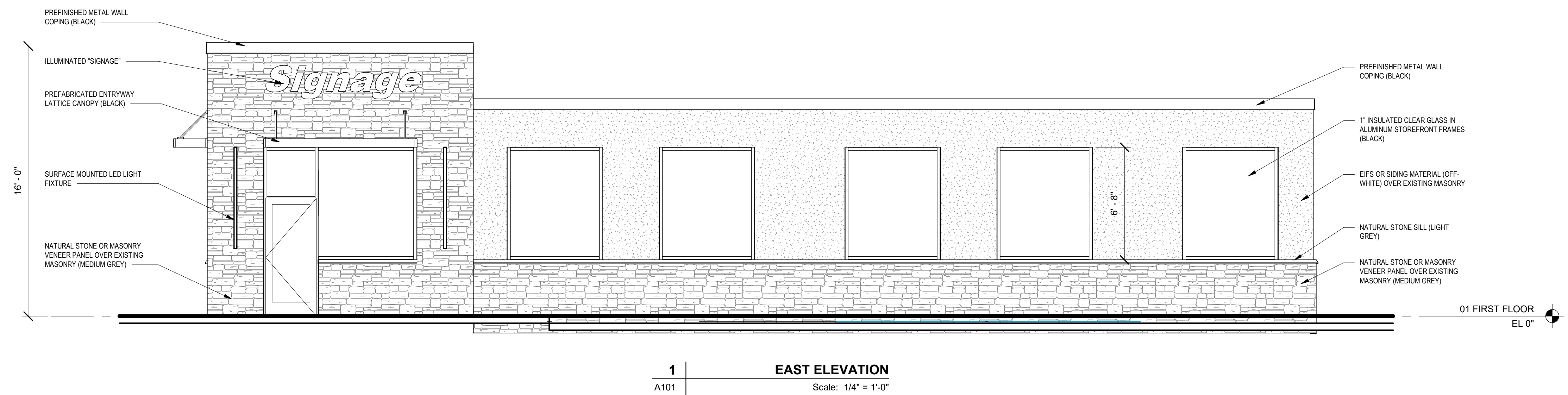
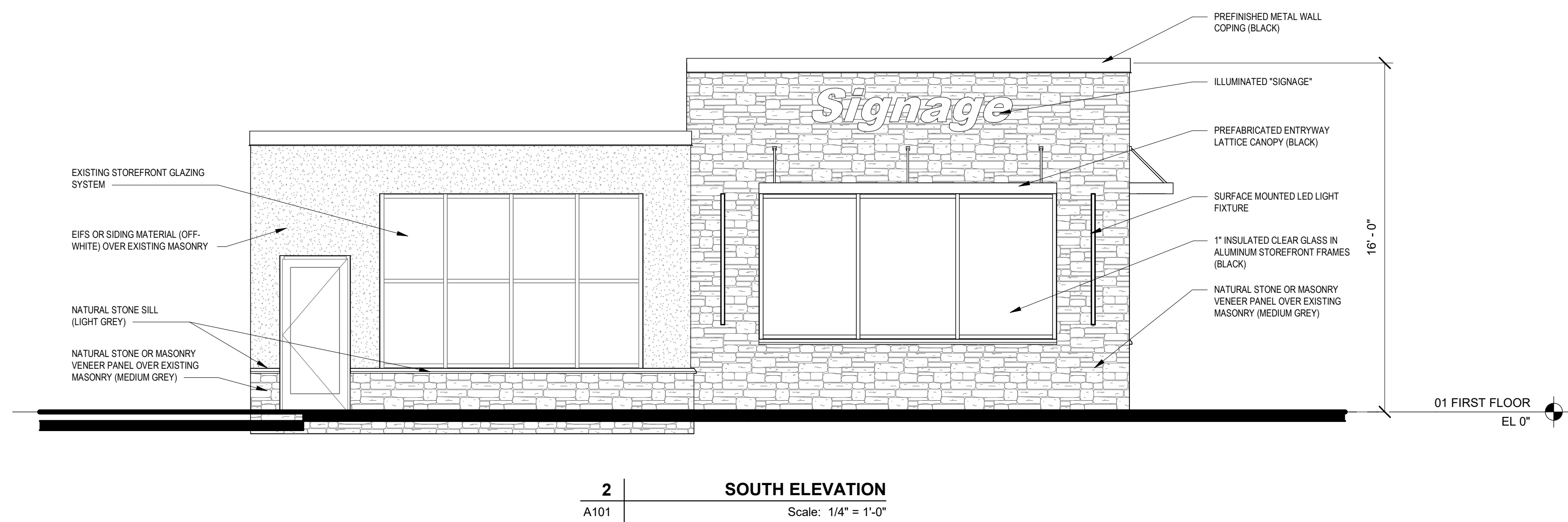


**2** | **NORTH ELEVATION**

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A101 | Scale: 3/16" = 1'-0"





## PROJECT

## Dental Interior Renovations & Facade Enhancements

1030 Grand River  
Farmington, MI

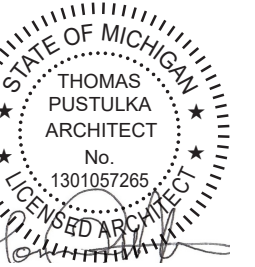
## CLIENT

**Dr. Angie Salem**

3862 Forest Ridge Cr  
South Lyon, MI 48178

## CONSULTANTS

## REGISTRATION



**ISSUE/REVISION**

[illegible]

I/R	DATE	DESCRIPTION
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## PROJECT NUMBER

2024455

**SHEET TITLE**

## EXTERIOR ELEVATIONS

## SHEET NUMBER

A201





# City of Farmington Site Plan Review

**Date:** October 30, 2025

**To:** Chris Weber, Assistant City Manager  
**cc:** Jennifer Morris, Principal, OHM  
**From:** Adrianna Jordan, Project Manager, OHM

**Re:** 31030 and 31036 Grand River Ave, Farmington, MI. 48336, Review #2

**Subject:** SP 25-02 Dental Office SPR (revised)  
**Location:** 31030 and 31036 Grand River Avenue  
**Zoning:** C-2, Community Commercial District  
**Applicant(s):** Dr. Angie Salem  
**Owner(s):** ADS Wellness Group, LLC

The City of Farmington's Planning Consultant has performed a second review of the above-referenced site plan application and offers the following comments and findings for your consideration. This review is based on the site plan packet dated October 9, 2025, and the applicant's second undated site plan review response letter.

## SITE DESCRIPTION

The site consists of two (2) parcels and is located at the northwest corner of Grand River Avenue and Lilac Street at 31030 and 31036 Grand River Avenue (APNs 23-26-357-029 and 20-23-26-357). Online assessing states that 31030 Grand River is approximately 10,759 square feet with a frontage on Grand River of 140' and 31036 Grand River is approximately 3,093 square feet with a frontage on Grand River of 40'. The site was previously in operation as the "Rustic Pub" and a restaurant, and is being renovated into a dental office, constituting a change in land use. The site plan application indicates that the owner of the site is "ADS Wellness Group, LLC"; however, online assessing lists the owner of 31030 Grand River as "Community Property, LLC" although the sale history indicates that on June 25, 2024 it was transferred to "Block Partners" via a municipal lien. The second parcel at 31036 Grand River lists "Tommy D LLC" as the owner as of January 22, 2025. **Applicant must clarify ownership of the two (2) parcels including whether they are under separate ownership. Applicant must also combine parcels. Interior floor plans indicate that the party wall between the two (2) buildings will be removed and this would result in the property line running down the center of the building's interior if the parcels are not combined.**

The subject property is located in the C-2, Community Commercial District. The proposed land use is classified as "medical and dental offices and clinics". The site would employ six (6) employees.

The following chart provides information on existing land use, current zoning, and future land use.



	Land Use	Current Zoning	Future Land Use Designation
<b>Subject Site</b>	Dental Office	C-2, Community Commercial District	Mixed-Use
<b>North</b>	SFR	R-1, Single Family Residential	Low Density Residential
<b>South</b>	N/A - Farmington Hills	N/A - Farmington Hills	N/A - Farmington Hills
<b>East</b>	Roofing Contractor	C-2, Community Commercial District	Mixed-Use
<b>West</b>	Multi-Tenant Commercial	C-2, Community Commercial District	Mixed-Use

#### EXHIBIT A: AERIAL VIEW OF SITE



#### EXHIBIT B: ONLINE PARCEL MAP





## REVIEW COMMENTS

1. **Zoning and Use (§35-102).** The site is in the C-2, Community Commercial District and is bordered by sites in the C-2, Community Commercial District to the east and west, the R-1, Low Density Residential district to the north, and the City of Farmington Hills to the south. The site is also located within the Grand River Corridor (GRC) Overlay District and is planned for a “mix of uses”. The GRC permits uses that are allowed in the underlying zoning district. “Medical and Dental Offices and Clinics” are permitted by right in the C-2 district subject to compliance with the lot and yard requirements listed in §35-145, the GRC building requirements listed in §35-145, the GRC general development requirements listed in §35-146, and the site plan approval standards listed in §35.163.D of the Zoning Ordinance.

The C-2 district requires setbacks, lot size, lot coverage, and height as follows:

Setbacks	Required	Proposed
<b>Front Setback</b>	All principal buildings shall be built to the front lot line and parking shall be located to the side or rear of the building. This may be modified by the planning commission based upon the relationship of the site to surrounding uses and the predominant setback along the block. For lots that back up to a public alley, the rear yard setback may be reduced to zero where a majority of other buildings on the block have the same setback from the alley and there is maintained a minimum twenty-five (25) foot separation between the building and a residentially zoned lot.	Existing - Complies
<b>Rear Setback</b>	25' (abuts R-1 district)	Existing Nonconforming – Only 16' alley separation between building and residentially zoned lot
<b>Side Yard Setback (Both)</b>	20'	Existing - Complies
<b>Side Yard Setback (One)</b>	10'	Existing - Complies
<b>Lot Size</b>	Dimensions must permit setbacks, parking, and landscaping requirements	<b>Dimensions only permit parking and landscaping requirements if parking is reduced to comply with parking maximums to keep parking and landscaping out of the public ROW.</b>
<b>Lot Coverage</b>	No requirements	Complies
<b>Height</b>	35 ft (3 stories)	Complies



1. **Exterior Lighting (§35-48).** The site plan indicates that “no site lighting currently exists on this site.” Sheet A012 indicates one (1) shielded wall-mounted fixture is proposed for the north elevation, one (1) shielded wall-mounted fixture is proposed for the east elevation, and two 22’ high pole-mounted shielded lights are proposed for the parking lot island. The maximum height of parking lot light fixtures shall be 20’, and the site plan must be revised to comply with pole height requirements. Additionally, two (2) unshielded surface mounted LED light fixtures are proposed for the south elevation, and two (2) unshielded surface mounted LED light fixtures are proposed for the east elevation – no lighting details were provided for these light fixtures.
2. **Non-Residential Design Requirements (§35-53).** Proposed signs have not been reviewed under this site plan review and will be reviewed in a separate review by the City’s building department. The existing masonry walls will be overlaid in off-white or cream-colored EIFS on the south and east facades with 3’-8” gray stone or masonry veneer panels. The masonry on the north and west elevations will also be painted off-white with a black metal roof coping.
3. **GRC Building Requirements (§35-145).** Section 35-208 (Non-Conforming Sites) permits “improvements” to a conforming use or building which does not otherwise meet the various non-safety related site requirements. Therefore, the Planning Commission has discretion not to require compliance with some of the following Grand River Corridor Overlay District requirements, as noted.
  - a. **Curb Lawn (§35-145.A.1).** The applicant has located the 10’ wide greenbelt buffer in the public ROW rather than between the parking lot and the public ROW. The Planning Commission must determine if it is acceptable for the applicant to take and landscape the City’s right-of-way to comply with the greenbelt buffer requirements.
  - b. **Street Trees (§35-145.A.4).** To meet the street tree requirements, the applicant is proposing four (4) Honey Locust trees in the public ROW along Grand River. Both the botanical and common name indicate that the applicant has chosen the Honey Locust with thorns which is a prohibited tree. The applicant shall revise planting list to indicate their intention to plant Thornless Honey Locust (*Gleditsia triacanthos f. inermis*) instead. Per Section 35-208, Non-Conforming Sites, the Planning Commission has the discretion to waive the street tree requirement.
  - c. **Streetlights (§35-145.A.5).** Streetlights are required with any new development or redevelopment and must be metal halide “show box” type fixtures directed downwards in accordance with §35-48.B unless the Planning Commission approves alternative decorative lighting fixtures. The placement of streetlights shall generally be staggered with the street trees. The applicant must revise the proposed site plan to include streetlights. Per Section 35-208, Non-Conforming Sites, the Planning Commission has the discretion to waive this requirement, and the applicant has requested this consideration.
  - d. **Transitions from Abutting Single-Family Residential Uses (§35-145.B.4).** A 6’ screening wall is required along the property line abutting the single-family residential to the north. The Planning Commission may consider waiving the screening wall requirement per Section 35-208, and due to the existence of a 6’ high wooden privacy fence along the residential property and the public alleyway preventing the commercial and residential land uses from directly abutting each other. The applicant’s response letter supports waiving this requirement.
  - e. **Parking Lot Design (§35-145.B.5.b).** The site plan shall be revised to include a 36 in. high knee wall along the Grand River frontage where the parking lot occupies the front yard. Per Section 35-208, Non-Conforming Sites, the Planning Commission has the discretion to waive this requirement, and the applicant has requested this consideration.
  - f. **Driveway Access/Location (§35-145.c).** 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. The applicant should consider closing Grand River driveway and solely taking site access from the alleyway off of Lilac Street to improve Grand River access management. The applicant has declined this recommendation because they feel it would “confuse” patients.



4. **GRC General Requirements (§35-146)**

- a. **Parking (§35-146.C.3).** The proposed site plan shows 24 vehicular parking spaces, and one (1) bicycle rack; however, the bicycle rack's location would not be visible from the parking lot or any areas of the site that would be accessed by patients. Applicant is proposing to hide the bicycle rack behind the building, trash enclosure, and ground-mounted mechanical equipment; it would only be accessible via the alleyway. This does not comply with the intent of the ordinance's bicycle parking requirement, and the bicycle rack must be relocated to an area accessible to the dental office's patients.

5. **Off-street Parking and Loading Standards and Access Design (§35-171).** The parking requirement for medical and dental offices is 5 spaces per 1,000 square feet of gross leasable area (GLA); it is not based on the number of employees. The subject building's GLA of 2,600 requires 13 parking spaces and 24 parking spaces are provided. To minimize excessive areas of pavement which depreciate aesthetic standards and contribute to high rates of stormwater runoff, the number of spaces provided shall not exceed 10% beyond the required minimum amount, except as approved by the Planning Commission. In granting additional parking spaces, the Planning Commission shall determine whether such parking will be required to accommodate the use on a typical day, based on documented evidence provided by the property owner or applicant. Based on the minimum parking requirement of 13 spaces, the applicant shall not exceed 15 parking spaces and must seek a waiver from the Planning Commission for 24 spaces or revise the site plan to reduce the amount of parking. The proposed parking also encroaches into the public ROW for Grand River Avenue. The applicant states that due to the number of employees they will need all the existing parking spaces, and per Section 35-208, Non-Conforming Sites, the Planning Commission has the discretion to waive parking requirements.

6. **Off-street Parking Space Layout, Standards, Construction, and Maintenance (§35-173).**

- a. **Plan of Parking Lot (§35-173.A).** The proposed site plan states that the applicant intends to use the existing drainage system. This system is comprised of sheet water flow to catch basins in the streets. The parking lot is at a higher elevation than its surroundings and does not have curbs, so the stormwater flows off of the subject property into the ROW. The zoning ordinance requires stormwater runoff to be accommodated on-site through approved drainage facilities. The applicant requests the City continue allowing the existing drainage system of sheet water flow to catch basins in the street, as the owner would resurface and restripe the parking lot and not alter any grades. Planning defers to engineering.
- b. **Curbs (§35-173.E).** The proposed site plan uses existing bumper blocks in the parking lot instead of 6" high curbs.
- c. **Surface Treatment (§35-173.G).** The parking lot lacks required curbs and gutters. The owner requests the City continue allowing the existing drainage system of sheet water flow to catch basins in the street, as the owner would resurface and restripe the parking lot and not alter any grades. Planning defers to engineering.
- d. **Parking for Physically Disabled (§35-173.N).** One (1) accessible parking space is required and two (2) accessible parking spaces are provided.

7. **Landscape Design Standards (§35-184).** Pursuant to §35-184, a landscape plan for the site must be provided, and the following landscaping comments must be addressed in addition to the Grand River Corridor Overlay landscaping requirements:

- a. **Parking Lot Landscaping (§35-184.D).** At least one (1) canopy tree and 100 sf of landscape area shall be provided for every eight (8) parking spaces. Therefore, three (3) canopy trees and 300 sf of dispersed landscaped area in the interior of the parking lot is required. Section





35-182 states that “The planning commission may approve variations from the strict compliance with this article”, and the applicant has requested a waiver from this requirement.

8. **Specifications for Landscape Improvements and Plant Materials (§35-185).** The planting list must be revised to indicate the height of the shrubs and perennials at the time of planting.
9. **Minimum Standards for Installation, Irrigation, and Maintenance (§35-186).**
  - a. **Time of Planting (§35-186.A).** All required plant material shall be planted prior to issuing a final certificate of occupancy. In the interim, the applicant is requesting a Temporary Certificate of Occupancy. A financial guarantee in the amount of the remaining improvements shall be provided in a form of payment acceptable to the City.
  - b. **Irrigation (§35-186.C).** All landscaped areas shall be provided with an underground irrigation system. Alternate means of irrigation that reduce potable water consumption for irrigation shall be permitted such as captured rainwater or recycled wastewater. The applicant states that “an irrigation system fed from the building’s water supply will be provided for all landscaped areas.” This response is vague and could indicate that they plan to hook up a hose to the building’s exterior or it could indicate an automated underground system. Applicant must be more specific and indicate the type of irrigation system.
  - c. **Maintenance (§35-186.D).** Landscaped areas and plant materials required by this chapter shall be kept free from refuse and debris. Plant materials, including lawn, shall be maintained in a healthy growing condition, and be neat and orderly in appearance in accordance with the approved site plan. If any plant material dies or becomes diseased, it shall be replaced within thirty (30) days’ written notice from the city or within an extended time period as specified in said notice.
10. **Comments from Other Departments.** All applicable City departments and consultants should review the site plan and identify any remaining issues.

## RECOMMENDATION

Planning recommends approval of the site plan subject to the following conditions:

1. **Property Ownership.** Applicant must clarify ownership of the two (2) parcels including whether they are under separate ownership. Applicant must also combine parcels. Interior floor plans indicate that the party wall between the two (2) buildings will be removed and this would result in the property line running down the center of the building’s interior if the parcels are not combined.
2. **Zoning and Use (§35-102).** Planning Commission determines that lot size is adequate to permit required setbacks, parking, and landscaping.
3. **Exterior Lighting (§35-48).** The site plan is revised to comply with pole height requirements for lighting.
4. **Curb Lawn (§35-145.A.1).** The Planning Commission must determine if it is acceptable for the applicant to take and landscape the City’s right-of-way to comply with the greenbelt buffer requirements.
5. **Street Trees (§35-145.A.4).** Unless the street tree requirement is waived by the Planning Commission, the applicant shall revise the planting list to indicate their intention to plant Thornless Honey Locust (*Gleditsia triacanthos* f. *inermis*) instead of the prohibited Honey Locust with thorns.
6. **Streetlights (§35-145.A.5).** The applicant has requested a waiver of the streetlight requirement from the Planning Commission .
7. **Transitions from Abutting Single-Family Residential Uses (§35-145.B.4).** The applicant has requested a waiver of the screening wall requirement from the Planning Commission.
8. **Parking Lot Design (§35-145.B.5.b).** The applicant has requested a waiver of the knee wall requirement from the Planning Commission.





9. **Parking (§35-146.C.3).** The proposed bicycle rack must be relocated to an area accessible to the dental office's patients.
10. **Off-street Parking and Loading Standards and Access Design (§35-171).** The applicant has requested a waiver of the off-street parking requirements from the Planning Commission.
11. **Parking Lot Landscaping (§35-184.D).** The applicant has requested a waiver of the interior parking lot landscaping requirements from the Planning Commission.
12. **Specifications for Landscape Improvements and Plant Materials (§35-185).** The planting list must be revised to indicate the height of the shrubs and perennials at the time of planting.
13. **Time of Planting (§35-186.A).** All required plant material shall be planted prior to issuing a final certificate of occupancy. In the interim, the applicant is requesting a Temporary Certificate of Occupancy. A financial guarantee in the amount of the remaining improvements shall be provided in a form of payment acceptable to the City.
14. **Irrigation (§35-186.C).** Applicant must be more specific and indicate the type of irrigation system.
15. **Maintenance (§35-186.D).** If any plant material dies or becomes diseased, it shall be replaced within thirty (30) days' written notice from the city or within an extended time period as specified in said notice.

If you have any questions, please don't hesitate to contact me.

Thank you,

A handwritten signature in black ink, appearing to read 'Adrianna Jordan'.

Adrianna Jordan, AICP  
OHM Project Manager



October 30, 2025

Chris Weber  
Assistant City Manager  
City of Farmington  
23600 Liberty Street  
Farmington, MI 48335

RE: Salem Dental Office – Site Plan Review #2  
31030 & 31036 Grand River Avenue

Dear Mr. Weber:

Our office has completed the second site plan review of the plans, dated October 9, 2025, for the proposed Salem Dental Office. The plans, prepared by EDG Architecture Studios, were reviewed with respect to the City of Farmington Engineering Standards and Design Specifications. At this time, we do not recommend site plan approval due to the absence of numerous site engineering details. We note that the following site plan comments shall be addressed prior to future submittals. However, it is ultimately up to the City to determine what comments in this letter they choose to enforce or not.

A brief description of the project has been provided below, followed by our site plan comments and a list of required permits/approvals. Please note preliminary detailed engineering comments have been provided as a courtesy to the applicant in order to help minimize future comments. Furthermore, future submittals may contain additional detailed engineering comments as our office reviews additional information that is submitted; however, these comments are not necessary to address prior to Planning Commission review.

### **PROJECT AND SITE DESCRIPTION**

The applicant is proposing a full interior renovation and exterior façade improvements, along with the reconstruction of the existing adjacent parking lot, at 31030 and 31036 Grand River Avenue. It is assumed that the site is currently serviced by connection to the water main and sanitary main both along the alleyway to the north, between Violet St and Lilac St. It does not appear that the site has any existing stormwater management and further details regarding stormwater runoff will be required. Locations and any changes to the existing utilities (water, sanitary, storm) do not appear to be proposed. Access to the site is provided by three (3) points of ingress/egress - two off of Grand River Avenue and through the alleyway to the north, off of Lilac St.

### **SITE PLAN REVIEW COMMENTS**

The following comments shall be addressed by the applicant:

1. The applicant shall provide a complete topographical survey of the project site. The survey must include a minimum of two (2) benchmark elevations and reference the North American Vertical Datum of 1988 (NAVD88) and a legal description of the site. **(Comment remains at the discretion of the City)**
2. The following sheets shall be included in future plan set submittals in addition to the proposed construction improvements sheet:



- a. A removal plan identifying any/all areas, materials, objects, etc. to be removed from the existing site. **(Comment remains at the discretion of the City)**
  - b. A grading plan showing all proposed elevations/slopes, and drainage flow patterns, including collection points. **(Comment remains at the discretion of the City)**
  - c. A utility plan showing any proposed utilities, if applicable. **(Comment remains at the discretion of the City)**
  - d. A landscape plan is provided; however, we note that all existing and proposed utilities, including irrigation, should be overlaid on this sheet to ensure that no trees are placed over top of a utility.
3. It appears that the existing site's drainage pattern has stormwater runoff flowing towards Grand River Ave, to the south, as well as the alleyway to the north. The proposed plans indicate some new curb in the parking lot, but no grades so the proposed drainage pattern is unknown. The applicant shall explore stormwater best management practices (BMPs) for collecting runoff before ultimately outletting it offsite. There are existing catch basins in the northern alleyway and in the northwest corner of the Lilac and Grand River intersection which could possibly serve as the ultimate outlets. **(Comment remains at the discretion of the City)**
  - a. Additionally, a stormwater narrative shall be provided which explains any/all BMPs and the intended function of stormwater management onsite. **(Comment remains at the discretion of the City)**
4. The applicant has indicated that they will seek MDOT approval for their proposed work within the ROW, but they are requesting the drive approaches be repaired as long-term/deferred maintenance. We note that this request will have to be made with MDOT, and we recommend that all pavement work is completed together for the following reasons: One, completing all paving work together will ensure that the site ties into the ROW better than performing part of the work at a later date and, two, the applicant will, likely, receive more cost-effective quotes to complete it now with other site paving operations.
  - a. We recommend that all sidewalk and concrete drive approaches along the property's frontages are completely removed and replaced. The existing conditions appear to vary and can cause conflict with the proposed improvements. At a minimum, the drive approaches and non-ADA compliant sidewalk shall be removed and replaced. **(Comment remains at the discretion of the City)**
5. We note that the applicant has indicated they do not want to replace any sidewalk along the property's eastern edge at our prior recommendation. The parking spaces along this edge appear to propose parking blocks to prevent vehicle overhang onto the adjacent sidewalk; however, further details showing proposed grades and what is proposed between the property edge/edge of parking lot and sidewalk shall also be provided as it is unclear.
6. The location of the nearest fire hydrant, as well as the existing curb stop box(es)/water service, shall be provided for reference. **(Comment remains at the discretion of the City)**
7. The location of the existing sanitary sewer service shall be provided for reference. **(Comment remains at the discretion of the City)**
8. The applicant shall include proposed pavement cross-section details, in accordance with applicable City standards, for the sidewalk, asphalt parking lot, concrete dumpster pad, and concrete drive approaches on the plans. **(Comment remains at the discretion of the City)**
9. It appears that curb is proposed in some areas of the site. Proposed curb details shall be provided within the plans. **(Comment remains at the discretion of the City)**
10. Though the space directly across from the dumpster enclosure has been eliminated, a representation of how a garbage truck, or the largest anticipated vehicle, will access the proposed site shall be provided. An AutoTurn turning template shall be added to the plans prior to future submittals as it is the only way to show that the enclosure is in a feasible and accessible location. There appears to be an existing utility pole (not shown on the plans) near that removed parking space and it is unclear if that could affect garbage truck maneuverability. The parking lot configuration and/or dumpster location shall be edited as needed based off of these results. **(Comment remains at the discretion of the City)**



## **PRELIMINARY DETAILED ENGINEERING COMMENTS**

The following preliminary detailed engineering comments are being offered to the applicant in advance of the detailed engineering plan review:

1. Spot elevations shall be provided at all four (4) corners of the required barrier-free parking space(s) and access aisle, as well as at all four (4) corners of the existing ramps and landings and at 50-foot intervals along the existing sidewalk along Grand River Avenue and Lilac Street to ensure ADA compliance. Cross-slopes shall not exceed 2%, per ADA Standards, and anything existing that is out of compliance will need to be removed and replaced.
2. ADA signage details shall be provided on the plans.
3. The applicant shall provide profiles for any proposed onsite utilities (water, sanitary, and storm sewer) on the plans. These profiles shall include invert elevations, pipe sizes, proposed materials, lengths, and slopes. In addition, the hydraulic grade lines shall be clearly indicated on all storm sewer profiles.
  - a. It appears that the addition of storm water infrastructure may be the only utility requiring profiles for this site.
4. Stormwater management calculations shall be provided for the site in accordance with Oakland County Standards.
5. The applicant shall verify the material and condition of the water service and sanitary lead prior to, or during, construction so the applicant understands if additional work pertaining to those items may become necessary. Once determined, the applicant shall inform the City of their findings for record.
6. The plans indicate that an irrigation system will be added to the site and connected via the building's water supply. The proposed system layouts and connection point(s) shall be provided on the plans.

## **PERMITS/APPROVALS**

The following outside agency reviews and permits may be required for the project. Copies of any correspondence between the applicant and the review agencies, as well as the permit or waiver, shall be sent to both the City and this office.

- ▶ A building permit will be required by the City Building Department.
- ▶ An MDOT Permit will be required for any work proposed in the Grand River Avenue right-of-way.
- ▶ A preconstruction meeting shall be held prior to the start of construction. A preconstruction requirements letter will be sent under separate cover and will outline provisions for insurance, bonds, and inspection deposits necessary prior to scheduling the preconstruction meeting.
- ▶ Any other permits necessary (through the City or other agency) shall be obtained prior to starting construction.

It shall be noted that additional comments may be generated from information presented in future submittals. If you have any questions, please feel free to contact us by phone at (734) 522-6711 or by email at [austin.downie@ohm-advisors.com](mailto:austin.downie@ohm-advisors.com).

Sincerely,  
OHM Advisors

Matthew D. Parks, P.E.

Austin Downie, P.E.

cc: Jeff Bowdell, City of Farmington  
Josh Leach, City of Farmington  
Thomas Pustulka, Edge Architecture Studios

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Mr. Chris Weber  
Assistant City Manager  
23600 Liberty Street  
Farmington, MI 48335

**Reference:** 31030 & 31036 Grand River Site Plan Review

Dear Mr. Bowdell,

Please find below our responses (in **bold**) to the comments received from the Site Plan Review #2 Letter dated October 30, 2025 & provided by OHM Advisors on behalf of City of Farmington.

## Site Plan Review

1. Exterior Lighting (§35-48). The site plan indicates that “no site lighting currently exists on this site.” Sheet A012 indicates one (1) shielded wall-mounted fixture is proposed for the north elevation, one (1) shielded wall-mounted fixture is proposed for the east elevation, and two 22’ high pole-mounted shielded lights are proposed for the parking lot island. The maximum height of parking lot light fixtures shall be 20’, and the site plan must be revised to comply with pole height requirements. Additionally, two (2) unshielded surface mounted LED light fixtures are proposed for the south elevation, and two (2) unshielded surface mounted LED light fixtures are proposed for the east elevation – no lighting details were provided for these light fixtures.
  - a. **22’ high pole light fixture will be revised to 20’-0” max height and lighting details will be provided for the unshielded surface mounted LED fixtures on the south and east elevation.**
2. Non-Residential Design Requirements (§35-53). Proposed signs have not been reviewed under this site plan review and will be reviewed in a separate review by the City’s building department. The existing masonry walls will be overlaid in off-white or cream-colored EIFS on the south and east facades with 3’-8” gray stone or masonry veneer panels. The masonry on the north and west elevations will also be painted off-white with a black metal roof coping.
  - a. **Owner acknowledges signs will be reviewed separately with the Building Official.**
3. GRC Building Requirements (§35-145). Section 35-208 (Non-Conforming Sites) permits “improvements” to a conforming use or building which does not otherwise meet the various non-safety related site requirements. Therefore, the Planning Commission has discretion not to require compliance with some of the following Grand River Corridor Overlay District requirements, as noted.
  - a. Curb Lawn (§35-145.A.1). The applicant has located the 10’ wide greenbelt buffer in the public ROW rather than between the parking lot and the public ROW. The Planning Commission must determine if it is acceptable for the applicant to take and landscape the City’s right-of-way to comply with the greenbelt buffer requirements.
    - i. **The owner intends to enhance the site with proposed landscaping while preserving essential patient and staff parking, which necessitates locating the greenbelt within the public right-of-way. The owner acknowledges that County approval for work within the right-of-way may be required.**
  - b. Street Trees (§35-145.A.4). To meet the street tree requirements, the applicant is proposing four (4) Honey Locust trees in the public ROW along Grand River. Both the botanical and common name indicate that the applicant has chosen the Honey Locust with thorns which is a prohibited tree. The applicant shall revise planting list to indicate their intention to plant Thornless Honey Locust (*Gleditsia triacanthos* f. *inermis*) instead. Per Section 35-208, Non-Conforming Sites, the Planning Commission has the discretion to waive the street tree requirement.






5. Off-street Parking and Loading Standards and Access Design (§35-171). The parking requirement for medical and dental offices is 5 spaces per 1,000 square feet of gross leasable area (GLA); it is not based on the number of employees. The subject building's GLA of 2,600 requires 13 parking spaces and 24 parking spaces are provided. To minimize excessive areas of pavement which depreciate aesthetic standards and contribute to high rates of stormwater runoff, the number of spaces provided shall not exceed 10% beyond the required minimum amount, except as approved by the Planning Commission. In granting additional parking spaces, the Planning Commission shall determine whether such parking will be required to accommodate the use on a typical day, based on documented evidence provided by the property owner or applicant. Based on the minimum parking requirement of 13 spaces, the applicant shall not exceed 15 parking spaces and must seek a waiver from the Planning Commission for 24 spaces or revise the site plan to reduce the amount of parking. The proposed parking also encroaches into the public ROW for Grand River Avenue. The applicant states that due to the number of employees they will need all the existing parking spaces, and per Section 35-208, Non-Conforming Sites, the Planning Commission has the discretion to waive parking requirements.
  - a. **The owner requests consideration to waive the calculated + 10% additional parking requirement (15 spaces) in order to maintain the existing lot size, which will be resurfaced and restriped to provide 22 spaces. The count was reduced from 24 spaces to address comments from the engineering review of the site plan.**
6. Off-street Parking Space Layout, Standards, Construction, and Maintenance (§35-173).
  - a. Plan of Parking Lot (§35-173.A). The proposed site plan states that the applicant intends to use the existing drainage system. This system is comprised of sheet water flow to catch basins in the streets. The parking lot is at a higher elevation than its surroundings and does not have curbs, so the stormwater flows off of the subject property into the ROW. The zoning ordinance requires stormwater runoff to be accommodated on-site through approved drainage facilities. The applicant requests the City continue allowing the existing drainage system of sheet water flow to catch basins in the street, as the owner would resurface and restripe the parking lot and not alter any grades. Planning defers to engineering.
    - i. **The owner will coordinate with Engineering and Building Official**
  - b. Curbs (§35-173.E). The proposed site plan uses existing bumper blocks in the parking lot instead of 6" high curbs.
  - c. Surface Treatment (§35-173.G). The parking lot lacks required curbs and gutters. The owner requests the City continue allowing the existing drainage system of sheet water flow to catch basins in the street, as the owner would resurface and restripe the parking lot and not alter any grades. Planning defers to engineering.
    - i. **The owner will coordinate with Engineering and Building Official**
  - d. Parking for Physically Disabled (§35-173.N). One (1) accessible parking space is required and two (2) accessible parking spaces are provided.
    - i. **Accessible parking has been revised to one space to accommodate an improved ramp location in accordance with Engineering comments.**
7. Landscape Design Standards (§35-184). Pursuant to §35-184, a landscape plan for the site must be provided, and the following landscaping comments must be addressed in addition to the Grand River Corridor Overlay landscaping requirements:
  - a. Parking Lot Landscaping (§35-184.D). At least one (1) canopy tree and 100 sf of landscape area shall be provided for every eight (8) parking spaces. Therefore, three (3) canopy trees and 300 sf of dispersed landscaped area in the interior of the parking lot is required. Section 35-182 states that "The planning commission may approve variations from the strict compliance with this article", and the applicant has requested a waiver from this requirement.

- i. **The owner requests a waiver of this requirement, as compliance would eliminate essential parking spaces needed for business operations. To support the intent of the standard, the owner has incorporated shrub plantings within the parking island.**
8. Specifications for Landscape Improvements and Plant Materials (§35-185). The planting list must be revised to indicate the height of the shrubs and perennials at the time of planting.
  - a. **The owner shall provide an updated planting list**
9. Minimum Standards for Installation, Irrigation, and Maintenance (§35-186).
  - a. Time of Planting (§35-186.A). All required plant material shall be planted prior to issuing a final certificate of occupancy. In the interim, the applicant is requesting a Temporary Certificate of Occupancy. A financial guarantee in the amount of the remaining improvements shall be provided in a form of payment acceptable to the City.
    - i. **Owner acknowledges and will coordinate with the General Contractor**
  - b. Irrigation (§35-186.C). All landscaped areas shall be provided with an underground irrigation system. Alternate means of irrigation that reduce potable water consumption for irrigation shall be permitted such as captured rainwater or recycled wastewater. The applicant states that “an irrigation system fed from the building’s water supply will be provided for all landscaped areas.” This response is vague and could indicate that they plan to hook up a hose to the building’s exterior or it could indicate an automated underground system. Applicant must be more specific and indicate the type of irrigation system.
    - i. **Owner will provide an in-ground, automatic sprinkler system that will be fed from the building’s water supply and installed in accordance with the MBC and MPC 2021 editions.**
  - c. Maintenance (§35-186.D). Landscaped areas and plant materials required by this chapter shall be kept free from refuse and debris. Plant materials, including lawn, shall be maintained in a healthy growing condition, and be neat and orderly in appearance in accordance with the approved site plan. If any plant material dies or becomes diseased, it shall be replaced within thirty (30) days' written notice from the city or within an extended time period as specified in said notice.
    - i. **Owner acknowledges landscape shall be maintained.**
10. Comments from Other Departments. All applicable City departments and consultants should review the site plan and identify any remaining issues.
  - a. **Owner will coordinate with all city departments.**

**We appreciate your support and recommendations to approve with the conditions noted within this response.**

If you have any additional comments, please do not hesitate to contact me.

Sincerely,



Tom Pustulka  
Principal Architect  
EDG Architecture Studios  
M: 313-575-1404  
E: [tommy@edgdesignmat.com](mailto:tommy@edgdesignmat.com)



Mr. Chris Weber  
Assistant City Manager  
23600 Liberty Street  
Farmington, MI 48335

**Reference:** 31030 & 31036 Grand River Site Plan Review

Dear Mr. Bowdell,

Please find below our responses (in **bold**) to the comments received from the Site Plan Review#2 Letter dated October 30, 2025 provided by OHM Advisors on behalf of City of Farmington.

## Site Plan Review

1. The applicant shall provide a complete topographical survey of the project site. The survey must include a minimum of two (2) benchmark elevations and reference the North American Vertical Datum of 1988 (NAVD88) and a legal description of the site. *(Comment remains at the discretion of the City)*
  - a. **Topographic survey will be ordered if needed and as determined by City of Farmington Building official**
2. The following sheets shall be included in future plan set submittals in addition to the proposed construction improvements sheet:
  - a. A removal plan identifying any/all areas, materials, objects, etc. to be removed from the existing site. *(Comment remains at the discretion of the City)*
  - b. A grading plan showing all proposed elevations/slopes, and drainage flow patterns, including collection points. *(Comment remains at the discretion of the City)*
  - c. A utility plan showing any proposed utilities, if applicable. *(Comment remains at the discretion of the City)*
  - d. A landscape plan showing all proposed plantings. The plan shall clearly identify plant species, sizes, and locations. We note that all existing and proposed utilities should be overlaid on this sheet to ensure that no trees are placed over top of a utility. *(Comment remains at the discretion of the City)*
    - i. **Civil engineering will be provided as determined by City of Farmington Building official**
    - ii. **Landscape drawings have been provided as part of the revised SPA package**
3. It appears that the existing site's drainage pattern has stormwater runoff flowing towards Grand River Ave, to the south, as well as the alleyway to the north. The proposed plans indicate some new curb in the parking lot, but no grades so the proposed drainage pattern is unknown. The applicant shall explore stormwater best management practices (BMPs) for collecting runoff before ultimately outletting it offsite. There are existing catch basins in the northern alleyway and in the northwest corner of the Lilac and Grand River intersection which could possibly serve as the ultimate outlets. *(Comment remains at the discretion of the City)*
  - a. Additionally, a stormwater narrative shall be provided which explains any/all BMPs and the intended function of stormwater management onsite. *(Comment remains at the discretion of the City)*
    - i. **Civil engineering drawings will be provided as determined by City of Farmington Building official**
4. The applicant has indicated that they will seek MDOT approval for their proposed work within the ROW, but they are requesting the drive approaches be repaired as long-term/deferred maintenance. We note that this request will have to be made with MDOT, and we recommend that all pavement work is completed together for the following reasons: One, completing all paving work together will ensure that the site ties into the ROW better than performing part of the work at a later date and, two, the applicant will, likely, receive more cost-effective quotes to complete it now with other site paving operations.

- a. We recommend that all sidewalk and concrete drive approaches along the property's frontages are completely removed and replaced. The existing conditions appear to vary and can cause conflict with the proposed improvements. At a minimum, the drive approaches and non-ADA compliant sidewalk shall be removed and replaced. *(Comment remains at the discretion of the City)*
    - i. **Owner will seek MDOT approvals for ROW work. Owner requests drive approaches be repaired as a long-term / deferred maintenance item when funds become available.**
5. We note that the applicant has indicated they do not want to replace any sidewalk along the property's eastern edge at our prior recommendation. The parking spaces along this edge appear to propose parking blocks to prevent vehicle overhang onto the adjacent sidewalk; however, further details showing proposed grades and what is proposed between the property edge/edge of parking lot and sidewalk shall also be provided as it is unclear.
  - a. **Civil engineering & details will be provided as determined by City of Farmington Building official**
6. The location of the nearest fire hydrant, as well as the existing curb stop box(es)/water service, shall be provided for reference. *(Comment remains at the discretion of the City)*
  - a. **Civil engineering will be provided as determined by City of Farmington Building official**
7. The location of the existing sanitary sewer service shall be provided for reference. *(Comment remains at the discretion of the City)*
  - a. **Civil engineering will be provided as determined by City of Farmington Building official**
8. The applicant shall include proposed pavement cross-section details, in accordance with applicable City standards, for the sidewalk, asphalt parking lot, concrete dumpster pad, and concrete drive approaches on the plans. *(Comment remains at the discretion of the City)*
  - a. **Civil engineering & details will be provided as determined by City of Farmington Building official**
9. It appears that curb is proposed in some areas of the site. Proposed curb details shall be provided within the plans. *(Comment remains at the discretion of the City)*
  - a. **Civil engineering & details will be provided as determined by City of Farmington Building official**
10. Though the space directly across from the dumpster enclosure has been eliminated, a representation of how a garbage truck, or the largest anticipated vehicle, will access the proposed site shall be provided. An AutoTurn turning template shall be added to the plans prior to future submittals as it is the only way to show that the enclosure is in a feasible and accessible location. There appears to be an existing utility pole (not shown on the plans) near that removed parking space and it is unclear if that could affect garbage truck maneuverability. The parking lot configuration and/or dumpster location shall be edited as needed based off of these results. *(Comment remains at the discretion of the City)*
  - a. **Civil engineering including an AutoTurn will be provided as determined by City of Farmington Building official**

## Preliminary Detailed Engineering Comments

1. Spot elevations shall be provided at all four (4) corners of the required barrier-free parking space(s) and access aisle, as well as at all four (4) corners of the existing ramps and landings and at 50-foot intervals along the existing sidewalk along Grand River Avenue and Lilac Street to ensure ADA compliance. Cross-slopes shall not exceed 2%, per ADA Standards, and anything existing that is out of compliance will need to be removed and replaced.
  - a. **Civil engineering will be provided as determined by City of Farmington Building official**
2. ADA signage details shall be provided on the plans.
  - a. **ADA signage details have been added to plans**

3. The applicant shall provide profiles for any proposed onsite utilities (water, sanitary, and storm sewer) on the plans. These profiles shall include invert elevations, pipe sizes, proposed materials, lengths, and slopes. In addition, the hydraulic grade lines shall be clearly indicated on all storm sewer profiles.
  - a. It appears that the addition of storm water infrastructure may be the only utility requiring profiles for this site.
  - b. **Civil engineering will be provided as determined by City of Farmington Building official**
4. Stormwater management calculations shall be provided for the site in accordance with Oakland County Standards.
  - a. **Civil engineering will be provided as determined by City of Farmington Building official**
5. The applicant shall verify the material and condition of the water service and sanitary lead prior to, or during, construction so the applicant understands if additional work pertaining to those items may become necessary. Once determined, the applicant shall inform the City of their findings for record.
  - a. **The General Contractor will determine during construction.**
6. The plans indicate that an irrigation system will be added to the site and connected via the building's water supply.
  - a. **Details will be provided as determined by City of Farmington Building official.**

If you have any additional comments, please do not hesitate to contact me

Sincerely,



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Tom Pustulka  
Principal Architect  
EDG Architecture Studios  
M: 313-575-1404  
E: [tommy@edgdesignmgt.com](mailto:tommy@edgdesignmgt.com)

<b>Farmington Planning Commission Staff Report</b>	<b>Meeting Date:</b> November 10, 2025	<b>Reference Number</b>
<b>Submitted by:</b> Chris Weber, Assistant City Manager		
<b>Agenda Item:</b> Discussion of Proposed Zoning Ordinance Text Amendments for Off-Street Parking and Loading Standards and Access Design and Central Business District—Nonresidential and Mixed-Use Development Requirements		
<b>Requested Action</b> Motion to schedule a Public Hearing for Proposed Zoning Ordinance Text Amendments for Off-Street Parking and Loading Standards and Access Design and Central Business District—Nonresidential and Mixed-Use Development Requirements for the December 8, 2025 Planning Commission Meeting.		
<b>Background</b>  This item is a discussion and potential scheduling of a public hearing for Proposed Zoning Ordinance Text Amendments for Off-Street Parking and Loading Standards and Access Design and Central Business District—Nonresidential and Mixed-Use Development Requirements. The proposed amendment would amend the existing provisions of Chapter 35 of the Code of Ordinances.  The City contracted with OHM to conduct a Parking Best Practices Analysis and Downtown Farmington Parking Study. This analysis included reviewing parking industry best practices and regional minimum and maximum requirements and comparing those with the City of Farmington’s parking requirements for multi-family developments, typical downtown commercial land uses, and mixed-use shared parking. Results and discussion of the analysis are attached. The Best Practices Analysis was presented to the Parking Committee and DDA.  The Parking Committee made the following motion: Move to accept the results of a Parking Best Practices Analysis Performed by OHM with adjustments, and to recommend to the Planning Commission and City Council that the following changes be made to the zoning ordinance for parking requirements in the Central Business District: <ol style="list-style-type: none"> <li>1. For general office, decrease the requirement from 1 per 250 square feet to 1 space per 300 square feet</li> <li>2. For multi-family residential, decrease the requirement from 2 spaces per dwelling unit (1.5 per dwelling unit where on-street parking is provided for) to 1 space for efficiency and 1 bedroom (becomes .5 space per dwelling unit for efficiency and 1 bedroom where public parking is available), and 1.5 spaces for 2 or more bedrooms (becomes 1 space per dwelling unit for 2 or more bedrooms where public parking is available).</li> <li>3. Change Gross Floor Area to Gross Leasable Area</li> </ol> Motion to approve made by Michaluk. Seconded by Pascaris. Motion carries unanimously  The DDA reviewed the Parking Committee and made the following motion: Motion by Claire Perko, seconded by Sean Murphy, to support the recommended changes to the zoning ordinance as outlined by the parking committee, but the board is also open to lesser requirements in the CBD. Motion passes unanimously.		

Administration is recommending that the Planning Commission review the Parking Committee and DDA motions and if there is support, schedule a public hearing. After the public hearing, the Planning Commission would recommend approval or denial of the proposed zoning ordinance text amendment for parking as revised and forward it to City Council for their review and consideration.

Attachments:

Phase 2 Best Practices Narrative  
Parking Comparison Table

Agenda Review			
Department Head	Finance/Treasurer	City Attorney	City Manager

# City of Farmington Downtown Parking Study

May 21, 2025

## RE: Phase 2: Parking Best Practices

### Task 2.1 – Review of Industry Parking Best Practices

OHM Advisors reviewed parking standard best practices for multi-family, downtown commercial, and mixed-use developments as recommended in the Institute of Transportation Engineers' (ITE) *Parking Generation Manual (6<sup>th</sup> edition)* (2023), the Urban Land Institute's (ULI) *Shared Parking (3<sup>rd</sup> edition)* (2020), and the American Planning Association's (APA) *Planning Advisory Study (PAS) report on Parking Standards* (2002).

#### 2.1.1 ITE Parking Generation Manual (6<sup>th</sup> edition)

**A note on ITE's parking rate ratio:** The ITE Parking Generation Manual standardizes and recommends as a best practice that municipalities standardize their parking rates to "XX parking spaces per 1,000 sf GFA" for non-residential land uses. Therefore, the table shows all ITE's average parking rates per land use calculated using this standardized ratio. If the City of Farmington eventually undertakes a revision to its parking ordinance it may want to consider standardizing its non-residential rates. This not only enables ease of comparison between parking rates for land uses within Farmington, but also in comparison to national best practices.

**A note on parking maximums:** The ITE Parking Generation Manual does not include recommended parking maximums for land uses but does include the 85<sup>th</sup> percentile parking ratios for multifamily housing (2+ BR mid-rise). The study author has included the 85<sup>th</sup> percentile as a reference in the comparison table to approximate parking maximums for multifamily residential land uses.

#### ***Downtown Commercial (Retail) Land Use***

There is no equivalent for Downtown – General Retail in the Parking Generation Manual. Therefore, the closest match was "821 – shopping plaza – 40,000 to 150,000 square feet" in a dense multi-use area on a Saturday. Unfortunately, the sample size for this land use is only one study. The study used a 96,000 square foot shopping plaza with 140 parked vehicles.

#### ***Downtown Commercial (Sit-Down Restaurant) Land Use***

For the comparison, land use 932 – High Turnover Sit-Down Restaurant in a dense multi-use area on a Saturday was used. The sample size for this land use is five studies. The restaurants ranged from 1,700 to 5,050 square feet, and nine to 25 parked vehicles.

#### ***Downtown Commercial (Carry-Out Restaurant) Land Use***

There is no equivalent for Downtown Commercial – Carry-Out Restaurant in the Parking Generation Manual. Therefore, the closest match was "933 – Fast Food Restaurant without Drive-Through" in a dense multi-use area on a weekday. No



Saturday option was available. The sample size for this land use is five studies. The restaurants ranged from 838 to 3,339 square feet, and five to 35 parked vehicles.

#### ***Downtown Commercial (Salons – Beauty/Barber) Land Use***

There is no equivalent or close match for the Salon land use in the ITE Parking Generation Manual.

#### ***General Office Land Use***

For the comparison, land use 712 – Small Office Building in a general urban/suburban area on a weekday was used. Unfortunately, there were no sample studies located in a dense multi-use area. Sample size for this land use is 26 studies. The offices ranged from 924 to 8,000 square feet, and two to 18 parked vehicles.

#### ***Multi-Family Residential Land Use***

For the comparison, land use 221 – Multifamily Housing 2+ BR (Mid-Rise) in a dense multi-use area on a weekday was used. No Saturday option was available. The sample size for this land use is 44 studies. The housing ranged from 16 to 352 dwelling units, and four to 388 parked vehicles.

#### ***Mixed-Use Developments***

The ITE Parking Generation Manual does not include a “Mixed-Use” land use to enable best practices comparison. ITE does offer a Mixed-Use Trip Generation tool but has nothing similar for parking.

### **2.1.2 ULI Shared Parking (3<sup>rd</sup> edition)**

Key points that should be considered when referencing the recommended ULI shared parking ratios include the following:

- ULI Shared Parking ratios, like ITE’s, reflect expected peak accumulation at the peak hour.
- ULI Shared Parking assumes an almost “100 modal split to automobile use and minimal ride sharing”. Further stating “all the parking ratios recommended in this book are intended to reflect conditions in suburban and smaller city settings with little or no transit, free or inexpensive parking, and minimal employee ride sharing.” This could lead ULI’s ratios to skewing higher than what would be needed for a multimodal downtown environment where pedestrians and cyclists are included in the modal split.
- Like ITE, units are generally standardized to “XX parking spaces per 1,000 GSF (gross square feet or gross floor area (GFA))”.
- ULI Shared Parking uses “base parking ratios” as a base for calculating shared parking requirements. Where these are provided for individual land uses, they have been included in the comparison table. The base ratios are provided for weekdays, weekends, and peak ratios. The weekend ratios (combined employee plus visitor) are included in the comparison table for the minimum requirements, and the peak ratios are included for the parking maximums.
- ULI Shared Parking uses the 85<sup>th</sup> percentile of peak hour observations for its “peak hour” parking ratios.

#### ***Downtown Commercial (Retail) Land Use***

There is no equivalent for Downtown – General Retail in ULI Shared Parking. Therefore, the closest match was “Retail <400,000 square feet”. The source for this ratio was *Parking Requirements for Shopping Centers*, 2<sup>nd</sup> ed. (ULI, 1999). The peak requirement for this land use was used for the “commercial land uses maximum” in the comparison table.

#### ***Downtown Commercial (Sit-Down Restaurant) Land Use***

There is no equivalent for Downtown Commercial – Sit-Down Restaurant in ULI Shared Parking. Therefore, the closest match was “Fine/Casual Dining”. The source for this ratio was developed by the ULI team in consultation with the 5<sup>th</sup> edition of the *Parking Generation Manual* (ITE, 2019).



#### ***Downtown Commercial (Carry-Out Restaurant) Land Use***

There is no equivalent for Downtown Commercial – Carry-Out Restaurant in ULI Shared Parking. Therefore, the closest match was “Fast Casual/Fast Food”. The source for this ratio was the 5<sup>th</sup> edition of the *Parking Generation Manual* (ITE, 2019).

#### ***Downtown Commercial (Salons – Beauty/Barber) Land Use***

There is no equivalent or close match for the Salon land use in ULI Shared Parking.

#### ***General Office Land Use***

There is no equivalent for General Office in ULI Shared Parking. Therefore, the closest match was “Office <25,000 square feet”. The weekday ratio was used for the office unlike the other land uses. The source for this ratio was the 5<sup>th</sup> edition of the *Parking Generation Manual* (ITE, 2019).

#### ***Multi-Family Residential Land Use***

Residential land uses in ULI Shared Parking do not differentiate based on housing type (single-family, duplex, midrise apartment), but only based on number of bedrooms. Therefore, the ratio used was “Residential – Two bedrooms” on a weekend. The weekend ratio and peak ratio were identical. The source for this ratio was developed by the ULI team in consultation with the 5<sup>th</sup> edition of the *Parking Generation Manual* (ITE, 2019).

#### ***Mixed-Use Developments***

The ITE Parking Generation Manual does not include a “Mixed-Use” land use to enable best practices comparison. ITE does offer a Mixed-Use Trip Generation tool but has nothing similar for parking.

### **2.1.3 Planning Advisory Service Report Number 510/511 – Parking Standards (2002, APA).**

Although this is the oldest resource reviewed in this study, it still contains relevant recommendations as discussed below.

**Parking Maximums:** The PAS report provides guidance on three methods of setting parking maximums including:

- Setting a ratio per square feet of building area.
- Basing the maximums on the minimums (for instance 110% or 120% of the minimum). This is the method most used by Farmington’s neighboring communities.
- Limiting the overall number of spaces in a particular geographic area.

**Bicycle Parking:** The PAS report includes a case study of Grand Rapids’ bicycle parking requirement. This requirement stipulates that any parking facility with more than 50 parking spaces shall provide bicycle parking at a rate of one bicycle space for each 40 automobile spaces with a minimum of six spaces.

**Parking Ratios:** Keeping in mind that these best practice recommendations are 23 years old, the PAS report includes a comprehensive list of recommended parking ratios per land use. These ratios have been added to the comparison table. Rather than provide one ratio per land use type, the PAS report takes the approach of providing ratio examples from all over the United States and listing them by city. The PAS report also did not attempt to standardize the ratios for ease of comparison. Therefore, the comparison table includes a range of ratios rather than singular ratios for the PAS report.

#### ***Downtown Commercial (Retail) Land Use***

There is no equivalent for Downtown Commercial – General Retail in the PAS report. Therefore, the closest match was “Retail Use – Unless Otherwise Specified”. Twelve ratio examples from cities were included.





#### ***Downtown Commercial (Sit-Down Restaurant) Land Use***

The equivalent for Downtown Commercial – Sit-Down Restaurant in the PAS report is the “Restaurant” land use. Thirteen ratio examples from cities were included.

#### ***Downtown Commercial (Carry-Out Restaurant) Land Use***

The PAS report includes a “Carry-Out Restaurant” land use. Two examples of ratios from cities were included.

#### ***Downtown Commercial (Salons – Beauty/Barber) Land Use***

The PAS report equivalent for a “Beauty Salon” land use is a “Beauty Shop”. Seven examples of ratios from cities were included.

#### ***General Office Land Use***

There is no equivalent for General Office in the PAS report. Therefore, the closest match was “Office Use – Unless Otherwise Specified”. Seven ratio examples from cities were included.

#### ***Multi-Family Residential Land Use***

The PAS report equivalent used for the “Multi-Family Residential Land Use” land use was “Dwelling, Apartment, Two Bedrooms”. Four examples of ratios from cities were included. The lowest ratio was used for the minimum residential parking requirement, and the highest ratio was used for the maximum residential parking requirement.

#### ***Mixed-Use Developments***

The ITE Parking Generation Manual does not include a “Mixed-Use” land use to enable best practices comparison and instead advises report users to review the report chapter titled “The Dynamics of Off-Street Parking”. The PAS report additionally includes examples of mixed-use shared-parking ordinances from Minneapolis, Minnesota, and Bellevue, Washington.

## **Task 2.2 – Review of Regional Best Practices**

OHM Advisors reviewed regional minimum and maximum requirements and compared these with the City of Farmington’s parking requirements for multi-family developments, typical downtown commercial land uses, and mixed-use shared parking.

Case study communities were selected based on the following criteria:

- Lower parking minimums
- Actively seeking higher density development
- Have a traditional downtown
- Have walkable destinations
- Be adding residential units

### **2.2.1 Farmington**

**Note A: Sec. 35-104.D.3 - Central Business District—Nonresidential and Mixed-Use Development Requirements. Parking.**



Parking lot design shall conform to the requirements of [Article 14](#), Off-Street Parking and Loading Standards and Access Design. Because the regulations of this section are intended to encourage pedestrian/transit friendly design and compact mixed-use development that requires less reliance on automobiles, on-site parking required under [Article 14](#) may be waived under the following conditions:

- a. The site is located within 500 feet of other parking facilities intended for public use, such as a municipal parking lot, parking structure or on-street parking that provides adequate parking spaces to serve the proposed use.
- b. Failure to provide on-site parking shall be deemed to constitute and acknowledgement and acceptance of a benefit (i.e., the relaxation of on-site parking standards) such that, if the city establishes a special assessment district to fund the construction operation and maintenance of public parking that will serve the property, the property owner agrees to become part of such district and further agrees to payment of the assessment in lieu of providing on-site parking. The city may require a written acknowledgement with respect to the benefit provided.

**Note B: Sec. 35-146.C.1 – Grand River Corridor Overlay District. General Development Requirements. Parking.** 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.

**Note C: Sec. 35-172.I - Off-Street Parking Requirements by Use. Reduction or Modification of Required Spaces.** The required number of spaces in the tables that follow may be reduced or modified by the planning commission under the following circumstances:

1. Shared parking by multiple uses where there will be a high proportion of multipurpose visits or uses have peak parking demands during differing times of the day or days of the week. Pedestrian connections shall be maintained between the uses. Where uses are on separate lots, the lots shall be adjacent, pedestrian, and vehicular connections shall be maintained between the lots and shared parking agreements shall be filed with the county register of deeds and the city.
2. Convenient municipal off-street parking is available to meet peak time parking demands of the use. The city council may require payment of offset acquisition, construction and maintenance costs.
3. The number of required spaces may be reduced in consideration of available curbside spaces within a convenient walking distance, but not those located fronting a residential use.
4. Expectation of walk-in trade due to sidewalk connections to adjacent residential neighborhoods or employment centers. The site design shall incorporate pedestrian connections to the site and on-site pedestrian circulation providing safe and convenient access to the building entrance.
5. Availability of other forms of travel such as transit. The planning commission may require the site design incorporate transit stops, pedestrian connections to nearby transit stops or bicycle parking facilities.
6. Where the applicant has provided a parking study, conducted by a qualified traffic engineer, that demonstrates that another standard would be more appropriate based on actual number of employees, expected level of customer traffic or actual counts at a similar establishment. The planning commission may require a parking study to document that any one (1) of the criteria 1. through 5., above, will be met.

### **2.2.2 Berkley**

**Note 1: Sec. 138-218. - Shared parking/parking waivers.**

- (a) *Collective or joint use of parking areas.* The joint use of parking facilities by two or more uses is permitted whenever such use is practicable and satisfactory to each of the uses intended to be served, and when all



requirements for location, design and construction can be satisfied. A copy of any agreement between joint users shall be filed with the application for a business license. The agreement shall include a guarantee for continued joint use and a joint site maintenance agreement.

In computing capacities for any joint use, the off-street parking requirement is the sum of the individual requirements that will occur at the same time. In computing the required parking spaces for the total of joint off-street parking, the total spaces required may be reduced by the zoning officer whenever the facilities served do not operate during the same hours of the day or night and it can be clearly established that a simultaneous need for joint use parking will not occur.

- (b) *Reductions in existing off-street parking.* Effective with the date of this chapter, off-street parking existing in connection with the operation of an existing building or use shall not be reduced to an amount less than hereinafter required for a similar new building or new use.

(Ord. No. O-5-99, § 1, 7-19-1999)

### **2.2.3 Clawson**

#### **Note 2. Sec. 3.11.C.4 – Supplemental regulations for the City Center (CC) and Central Mixed Development 2 (CMD-2) districts – Vehicular Parking.**

- a. Under those circumstances in which a developer or owner of a building has provided alternative arrangements or made commitments for patron or customer parking acceptable to the planning commission, or has entered into a previously approved development agreement, the parking requirements for first floor use in a multiple story building shall be exempt or modified by the planning commission from the requirements of Section 5.1 through Section 5.4, off-street parking and loading, of article X of the land development regulations.
- b. The planning commission may, unless an existing parking agreement exists with the city that commits on-site parking, approve reductions in parking requirements for single-story structures where all of the following requirements are met:
  - I. Construction materials and design are exemplary and implement the goals, objectives and policies of the city's master plan and the framework design plan.
  - II. An existing mansard roof is being removed and not being replaced.
  - III. The applicant demonstrates the availability of shared parking within 300 feet of the subject site, as measured from property line to property line. Proof of availability of parking shall be demonstrated through submission of a signed parking agreement with the other property owner(s).
  - IV. No accent colors are being used to express corporate identity or a business theme. V. Use of the adopted DDA color palette is encouraged.
  - V. Building signage is limited to architecturally compatible wall, projecting and/or suspending signage.
- c. All upper floor office and residential uses shall be required to provide off-street parking spaces in accordance with Article 5 - Site Standards of this article, and the following:
  - I. Users are encouraged to provide collective parking facilities in accordance with Section 5.1.B.1.e.
  - II. The planning commission may approve a reduction in parking requirements if the applicant demonstrates that adequate parking will be provided either on site or within 300 feet of the site.
- d. When an upper-floor user is unable to provide all or some of the required off-street parking spaces within reasonable proximity (will be determined by planning commission with recommendation from city planner and director of building and planning to such building or use, the user may request to pay a fee in lieu of parking in accordance with Section 5.1.C Fee in lieu of off-street parking. The cost per parking space and the payment methods shall be established from time to time by resolution of the city council.

#### **Note 3: Sec. 5.1.B.1.e – Collective Off-Street Parking.**



- I. Two or more buildings or uses may collectively provide off-street parking; in which case, the required number of spaces as set forth in Section 5.1.D Table of off-street parking requirements shall not be less than the sum of the requirements for the individual uses computed separately, except as set forth in Section 5.1.B.1.f Modification of off-street parking requirements, below.
- II. The planning commission may consider as a condition of site plan approval, collective parking when the following circumstances appear to justify such a condition:
  - i. The applicant has provided for parking on the site, but the requirements for the nonconforming structure, lot or use under chapter 34 of the land development code [this ordinance] cannot be met;
  - ii. The nature of the use may impose the need for greater flexibility in the application of parking requirements depending upon the hours of operation;
  - iii. The applicant has demonstrated that there is or will be in place a plan for off site parking for employees, staff or independent contractors working in the structure;
  - iv. If a road separates the structure or use from the collective parking area, there is a marked or identified pedestrian crossing area in close proximity to the site;
  - v. A written agreement, which can include incentives to the servient property owner, approved by the city has been entered into and is agreed to be a condition to the site plan approval; the agreement shall assure continued availability of the collective parking facilities for the uses it is intended to serve.
  - vi. A number different than required in Section 5.1.B.1.e.i above may be allowed upon a sufficient showing such a number is justified as determined by ITE (Institute of Traffic Engineers) or APA (American Planning Association) or some other recognized industry standard.
- III. In the WG, BRD-1 and BRD-2 districts, use of shared parking between two or more buildings and/or uses shall be allowed by the planning commission upon demonstration by the applicant that the individual uses do not have overlapping hours of operation, or the sharing of parking will not result in the creation of a parking nuisance on the site or abutting roadways and properties.

#### **2.2.4 Fenton**

##### **Sec. 19.02.b.2 – Off-Street Parking and Loading Standards – General Requirements**

b. **Note 4: Location.**

2. Within the Central Business District (CBD), off-street parking shall be either on the same lot, lot(s) under the same ownership and control, open public parking lots, or on the street within five hundred (500) feet of the building it is intended to serve, measured from the nearest point of the building entrance to the nearest point of the off-street parking lot. The Planning Commission may, however, require that some or all of the parking required by Section 19.04 Parking Space Numerical Requirements be provided outside of municipal parking lots or on-street if it is determined that sufficient capacity is unavailable within the municipal parking lot(s) or on-street. The Planning Commission can require a parking supply and demand study if necessary to make this determination.

f. **Note 5: Collective Parking.** The collective provision of off-street parking for two more buildings or uses is permitted subject to the following:

1. The total number of spaces provided collectively shall not be less than the sum of spaces required for each separate use. However, the Planning Commission may reduce the total number of spaces by up to twenty-five percent (25%) if they determine that the operating hours of the buildings or uses do not overlap.



2. Each use served by collective off-street parking shall have direct access to the parking without crossing any public rights-of-way.
3. Written easements which provide for continued use and maintenance of the parking shall be submitted to the city for approval. Such agreement shall include provisions to address any changes in use which shall be reviewed in accordance with Section 19.02 paragraph c. Change in Use or Intensity.

### **2.2.5 Ferndale**

#### **Sec. 7.07 – Off-Street Parking Manual**

- B. **Note 6. Projects Exempt from Off-Street Parking.** Projects exempt from providing off-street vehicle and electric vehicle parking must provide the required ADA barrier-free spaces. Exempt projects include:
1. Non-Residential Projects in the Central Business District (CBD).
  2. Affordable housing units (that portion within a development proposal)
  3. Businesses with an occupancy level of 30 persons or less, only when the use is not subject to special land use approval.
- C. **Note 7. Process.** The applicant reviews the Off-Street Parking Manual requirements listed for their business / use in the Parking Manual. The applicant can provide this amount or offer an alternative number to the CED Director with a parking study.
1. Application for a Parking Study. The application consists of a parking study and a brief short answer narrative of why the required off-street parking amount is excessive for the business. The CED Director can request any additional information needed. Failure to submit information may result in no decision being made.
  2. Review and Approval Standards. The CED Director may reduce the parking based upon finding that there will be lower demand for parking due to one or more of the following factors:
    - a) Shared parking by multiple uses with peak parking demands during differing times of the day or days of the week.
    - b) Convenient municipal off-street parking or on-street spaces are located within 500-feet that have the capacity to handle additional parking.
    - c) Expectation of walk-in business due to sidewalk connections to adjacent residential neighborhoods or employment centers. The site design incorporates pedestrian connections to the site and on-site pedestrian circulation providing safe and convenient access to the building entrance.
    - d) Availability of other forms of travel such as transit. The CED Director may require that the site design incorporate transit stops, pedestrian connections to nearby transit stops or enhanced bicycle parking facilities.
    - e) The applicant has provided a parking study that demonstrates that another standard would be more appropriate based on actual number of employees, expected level of customer traffic or actual counts at a similar establishment.
- G. **Note 8.** Where more than one use is present in a building or on a site, the various components of the use must comply with the parking applicable individually. The applicant must provide information regarding the floor area, employees, or other relevant information about each use to allow the city to determine the minimum parking requirements for the building or site. Shared parking provisions may be applied if applicable.

**Sec. 7.08 – Note 9. Shared Parking Agreements.** Private parking facilities may be shared by multiple users whose activities are not normally conducted during the same hours, or when hours of peak use vary. No reduction in the number of spaces reserved for persons with disabilities is permitted.



- A. Proof from Applicant. Evidence must be submitted that demonstrates shared parking will not result in inadequate parking. Below is a list of required application information:
  - 1. An analysis of available and used parking spaces based on parking counts taken at certain time intervals and days to verify parking usage patterns.
  - 2. The type and hours of operation and parking demand for each land use.
  - 3. A sketch or site plan displaying shared use spaces in the lot and walking distance to the uses sharing the lot.
  - 4. A description of the character of land use and parking patterns of adjacent land uses.
  - 5. An estimate of anticipated turnover in parking space use over the course of 12 - 24 hours at the site.
- B. Distance and Design Standards.
  - 1. A waiver of the maximum allowable distance between the user and associated shared parking may be approved by the CED Director (up to 500-feet), with written justification and supporting information provided by the applicant.
  - 2. Users sharing a parking facility must provide for safe, convenient walking between land uses and parking, including safe, well-marked pedestrian crossings, signage, and adequate lighting. Pedestrian paths must be as direct and short as possible, without compromising safety. A pedestrian circulation plan that shows connections and walkways between the parking facilities and subject uses must be provided.
  - 3. Details regarding the maintenance of the shared parking areas, including snow removal, must be provided within the shared parking agreement.
- C. Parking Agreement. If the CED Director approves the shared parking agreement, a written agreement must be approved by the City Attorney and executed by the property owner to assure the continued availability of the shared parking spaces for the life of the development. The agreement must, at a minimum:
  - 1. List the names and ownership interest of all parties to the agreement and contain the signatures of those parties.
  - 2. Provide a legal description of the land upon which the parking area(s) and building(s) appurtenant to the parking areas are located.
  - 3. Include a sketch or site plan showing the area of the parking lot, pedestrian and driver circulation, maintenance, etc.
  - 4. Provide details regarding the maintenance of the shared parking areas, including snow removal.

## **2.2.6 Northville**

### **Note 10: Sec. 10.05.g – Central Business District Overlay (CBD-O) – Shared driveways/collective parking.**

In order to minimize the number of curb cuts and maximize off-street parking, shared driveways and parking areas are encouraged. Collective parking and shared parking in accordance with Section 17.01.13 may be considered for the CBD Overlay District. Shared parking may allow a reduction of up to thirty percent (30%) from the parking requirements of Section 17.01.13.a, subject to City Council approval.

### **Note 11: Section 17.01.13.d Parking Within the CBD – CBD/Mixed Use Parking**

For mixed use projects within the CBD, the Planning Commission may recommend and the City Council may consider a reduction in parking from Section 17.01.13a subject to the following criteria:

- 1. Application. The City may authorize a reduction in the total number of required parking spaces for two or more uses jointly providing on-site parking subject to the following criteria:
  - i. The respective hours of operation of the uses may overlap, as demonstrated by the following Table (Schedule of Mixed Use Parking Calculations). If one or all of the land uses proposing to use joint parking facilities do not conform to one of the general land use classifications, the applicant shall submit sufficient data to indicate that



there is not substantial conflict in the principal operating hours of the uses. Such data may include information from a professional publication such as those published by the Institute of Transportation Engineers (ITE), the Urban Land Institute (ULI), or by a professionally prepared parking study.

- ii. A Parking Plan shall be submitted for approval which shall show the layout of proposed parking based on City of Northville zoning standards.

2. Calculation. The applicant shall calculate the number of spaces required for each use if it were free-standing (with no application of this program). The applicable general land use category to each proposed use shall be applied, as well as the percentages to calculate the number of spaces required for each time. The table provided below shall be used for the calculations. The applicant shall add the number of spaces required for all applicable land uses to obtain a total parking requirement for each time period. The time period with the highest total parking requirement and use shall be the mixed use parking requirement. The Planning Commission may require that the applicant submit parking studies and/or documentation on parking use, anticipated schedule for shared parking, peak hour demand, or adequacy of parking spaces. These studies, together with the recommendations of the Planning Commission, will be forwarded to the City Council.

<i>Schedule of Mixed Use Parking Calculations</i>						
	<i>Weekdays</i>			<i>Weekends</i>		
	<i>Midnight- 7:00 a.m.</i>	<i>7:00 a.m. – 6:00 p.m.</i>	<i>6:00 p.m. – Midnight</i>	<i>Midnight – 7:00 a.m.</i>	<i>7:00 a.m. – 6:00 p.m.</i>	<i>6:00 p.m. – Midnight</i>
<i>Office</i>	<b>5%</b>	<b>100%</b>	<b>5%</b>	<b>0%</b>	<b>60%</b>	<b>10%</b>
<i>Retail</i>	<b>0%</b>	<b>100%</b>	<b>80%</b>	<b>0%</b>	<b>100%</b>	<b>60%</b>
<i>Residential</i>	<b>100%</b>	<b>55%</b>	<b>85%</b>	<b>100%</b>	<b>65%</b>	<b>75%</b>
<i>Restaurant</i>	<b>50%</b>	<b>70%</b>	<b>100%</b>	<b>45%</b>	<b>70%</b>	<b>100%</b>
<i>Hotel</i>	<b>100%</b>	<b>65%</b>	<b>90%</b>	<b>100%</b>	<b>65%</b>	<b>80%</b>
<i>Cinema/Theater</i>	<b>0%</b>	<b>70%</b>	<b>100%</b>	<b>5%</b>	<b>70%</b>	<b>100%</b>

3. If there is a change of use which alters the mixed-use parking allowance, the site parking requirements shall be re-calculated. If the new calculation requires additional parking spaces, the site shall be subject to the parking requirements of this Section or the purchase of parking credits in accordance with Section 17.03. (Rev. 10/08)

## **2.2.7 Wyandotte**

### **Note 12: Sec. 190.324.P – Parking Requirements – CBD parking.**

- 1) Within the Central Business District (CBD) Zoning District, as shown on the city's zoning map, all uses, except for those listed below, are exempt from the off-street parking requirements contained in division (R) below:
  - (a) Residential uses;
  - (b) Funeral homes/mortuary establishments;
  - (c) Hotels and motels with 34 or more rooms;
  - (d) Hospitals;



- (e) Clinic; and
  - (f) Private clubs.
- 2) For properties within the “developed business area”, but not zoned CBD, Central Business, Zoning District, the provisions of division (R) below shall be reduced by one-half the minimum required spaces for all uses, except residential. The “developed business area” for purposes of this division (P) is that area illustrated on the map.

### **Task 2.3 – Parking Standard Comparison Table Preliminary Findings**

Based on the review of parking industry best practices and parking ordinances from other regional municipalities within similar Downtown/Central Business District characteristics, OHM Advisors has observed the following preliminary findings:

1. Farmington’s minimum parking requirement for retail in its Central Business District (CBD) zoning is lower than most case study communities except those that completely exempt retail from parking minimums (Ferndale and Wyandotte).
2. Farmington’s minimum parking requirement for sit-down restaurants in its CBD zoning is average compared with most case study communities except those that completely exempt sit-down restaurants from parking minimums (Ferndale and Wyandotte).





3. Farmington's minimum parking requirement for carry-out restaurants in its CBD zoning is average compared with most case study communities except those that completely exempt carry-out restaurants from parking minimums (Ferndale and Wyandotte).

4. Farmington's minimum parking requirement for salons and barber shops in its CBD zoning is lower than most case study communities except those that completely exempt retail from parking minimums (Ferndale and Wyandotte).

5. **Farmington's minimum parking requirement for general office in its CBD zoning is higher than most case study communities.** Potentially options to lower this requirement range from using usable floor area (UFA) instead of gross floor area (GFA), to decreasing the requirement to 1 space per 300 square feet, to adopting an exemption from minimum parking requirements for general office space. UFA typically excludes common areas, closets, bathrooms, stairwells, etc.

6. **Farmington's minimum parking requirement for multi-family residential in its CBD zoning is higher than most case study communities.** Farmington requires 1.5 to 2 parking spaces per dwelling unit (DU) regardless of the number of bedrooms depending on the availability of nearby public parking for guests. By comparison, for efficiency and 1-bedroom DUs, Ferndale only requires 1 parking space per DU regardless of number of bedrooms, Northville and Wyandotte require 1 parking space for efficiencies and 1-bedrooms, Clawson requires 1 space for efficiencies and 1.5 spaces for 1-bedrooms, and Fenton requires 1.5 spaces for both efficiencies and 1-bedrooms. Only Berkley matches Farmington's typical requirement of 2 spaces per DU. However, Farmington's minimum parking requirement is paradoxically advantageous for DUs with 3 or more bedrooms compared to the communities of Clawson, Fenton, and Northville which either require 2.5 or 3 parking spaces for each 3-bedroom DU.

7. Relative to the case study communities, Farmington's Mixed-Use Shared Parking requirements allow greater flexibility and options for developers. No other case study community includes an option to waive minimum parking requirements for CBD zoned mixed-use developments if existing public parking lots are nearby.

8. Farmington's maximum parking requirement for CBD zoning commercial and residential uses states that the "number of spaces provided shall not exceed 10% beyond that required" and is progressive compared with the other case study communities. Only Fenton and Ferndale have the same requirement. Clawson caps at 20% beyond the required parking, and Berkley, Northville, and Wyandotte do not have parking maximums.

9. ITE recommends standardizing parking requirements for commercial and industrial developments in the format of "XX parking spaces per 1,000 square feet gross floor area". Standardizing parking ratios allows a more accurate comparison across different land uses within a municipality as well as a more accurate comparison with national best practices. However, most Michigan municipalities do not standardize their parking so this would not lead to more accurate comparisons with neighboring case study communities.

10. ITE's parking recommendations were generally lower than the minimum parking requirements in the City of Farmington's parking ordinance; however, ITE's datasets for general retail, sit-down restaurants, and carry-out in "dense multi-use areas" were limited in size ranging from one study to five studies.

11. ULI's Shared Parking recommendations were significantly higher across all land uses than the City of Farmington's requirements, other national best practice resources, and the case study communities. This is likely due to ULI assuming an almost "100 modal split to automobile use and minimal ride sharing" and basing their requirements on suburban conditions with "little or no transit, free or inexpensive parking, and minimal employee ride sharing." The only land use where ULI's recommendation was lower than Farmington's requirement was for multi-family residential parking.

12. Neither ITE nor ULI's Shared Parking included land uses for salons (hair salons/barbershops).



13. Although the APA PAS Report on Parking Standards is 23 years old, the ranges it provided for the different land uses still fell within the range of Farmington's current parking standards; however, APA's parking ranges were higher than ITE's recommendations.

Municipality/Resource	Downtown Commercial (Retail)	Downtown Commercial (Sit-Down Restaurant)	Downtown Commercial (Carry-Out Restaurant)	Salons (beauty/barber)	General Office	Commercial Land Uses	Multi-Family Residential		Mixed-Use Shared	
	Minimum	Minimum	Minimum	Minimum	Minimum	Maximum	Minimum	Maximum	Minimum	Maximum
<b>Farmington</b>	1 per 250 sf GLA (4 per 1,000 GLA). Waived if within 500' of public parking, or if applicant agrees to being part of a SAD and paying in lieu fees to City. See Notes A-C.*	1 per 3 seats. Waived if within 500' of public parking, or if applicant agrees to being part of a SAD and paying in lieu fees to City. See Notes A-C.*	6 per counter station. Waived if within 500' of public parking, or if applicant agrees to being part of a SAD and paying in lieu fees to City. See Notes A-C.*	2 per chair or 1 per 300 of GLA, whichever is greater. Waived if within 500' of public parking, or if applicant agrees to being part of a SAD and paying in lieu fees to City. See Notes A-C.*	1 per 250 sf GLA. Waived if within 500' of public parking, or if applicant agrees to being part of a SAD and paying in lieu fees to City. See Notes A-C.*	Number of spaces provided shall not exceed 10% beyond that required, except as approved by the planning commission	2 per DU, but the planning commission may reduce the number of parking spaces required to 1.5 per DU where on-street parking is provided for guest parking at the rate of 0.5 per DU. Notes A-C.*	Number of spaces provided shall not exceed 10% beyond that required, except as approved by the planning commission	Waived if within 500' of public parking, or if applicant agrees to being part of a SAD and paying in lieu fees to City. See Note A.* Also, The required number of spaces may be reduced or modified by the planning commission in cases of shared parking by multiple uses where there will be a high proportion of multipurpose visits or uses have peak parking demands during differing times of the day or days of the week. Where uses are on separate lots, the lots shall be adjacent, pedestrian, and vehicular connections shall be maintained between the lots and shared parking agreements shall be filed with the county register of deeds and the city. See Notes B-C.*	Number of spaces provided shall not exceed 10% beyond that required, except as approved by the planning commission
<b>ITE Parking Gen (6th ed.)</b>	1.46 per 1,000 sf GFA	5.92 per 1,000 sf GFA	9.61 per 1,000 sf GFA	N/A	1.85 per 1,000 sf GFA	N/A	0.93 per DU	1.29 per DU (85th percentile)	N/A	N/A
<b>APA PAS - Parking Standards (range)</b>	1 per 200 to 1 per 300 sf GFA	1 per 75 sf GFA to 1 per 250 sf GFA	1 per 200 sf GFA to 1 per 250 sf GFA	1 per chair plus 1 per employee to 3 per chair	1 per 200 sf GFA to 1 per 300 sf GFA	N/A	1.5 per DU	2.5 per DU	N/A	N/A
<b>ULI Shared Parking (3rd ed.)</b>	4 per 1,000 sf GFA	17.75 per 1,000 sf GFA	14.70 per 1,000 sf GFA	N/A	3.8 per 1,000 sf GFA	4 per 1,000 sf GFA	1.8 per DU	1.8 per DU	Depends on mix of base land uses	Set at 85th percentile of peak occupancy rates for similar land use mixes
<b>Berkley</b>	1 per 225 sf UFA	1 per 60 sf UFA	1 per 75 sf UFA	3 per chainstation	1 per 225 UFA	N/A	2 per DU	N/A	The sum of the individual requirements that will occur at the same time. See Note 1.*	N/A
<b>Clawson</b>	1 per 200 sf UFA. See Note 2.*	1 per 3 seats based on maximum seating capacity. See Note 2.*	1 per 30 sf floor area devoted to customer assembly and/or waiting area. See Note 2.*	3 per chair. See Note 2.*	1 per 300 UFA. See Note 2.*	Exceeding the minimum parking requirements by greater than 20% shall not be allowed, except as approved by the planning commission.	1 per efficiency; 1.5 per 1BR; 2 per 2BR; 3 per 3+ plus BRs	Exceeding the minimum parking requirements by greater than 20% shall not be allowed, except as approved by the planning commission.	Not less than the sum of the requirements for the individual uses computed separately. See Note 3.*	Exceeding the minimum parking requirements by greater than 20% shall not be allowed, except as approved by the planning commission.
<b>Fenton</b>	1 per 200 sf GFA. See Note 4.*	1 per 60 SF GFA, or 0.6 per seat, whichever is greater. (Assumes liquor license.) See Note 4.*	6 plus 1 per employee. See Note 4.*	1 per 175 SF GFA or 2.5 per each barber or beautician's chair/station, whichever is greater. See Note 4.*	1 per 300 sf GFA plus 1 per employee. See Note 4.*	Number of spaces provided shall not exceed 10% beyond the number required, except as approved by the Planning Commission.	* 1.5 per efficiency or 1BR; 2 per 2BR; 2.5 per 3+BRs, plus 5 spaces for any office, plus 1 per 200 sf of GFA of any clubhouse facility, plus visitor off-street parking equal to at least 20% of the total spaces required. See Note 4.*	Number of spaces provided shall not exceed 10% beyond the number required, except as approved by the Planning Commission.	Total number of spaces provided collectively shall not be less than the sum of spaces required for each separate use. However, the Planning Commission may reduce the total number of spaces by up to twenty-five percent (25%) if they determine that the operating hours of the buildings or uses do not overlap. See Note 5.*	Number of spaces provided shall not exceed 10% beyond the number required, except as approved by the Planning Commission.
<b>Ferndale</b>	None in CBD. See Note 6.*	None in CBD. See Note 6.*	None in CBD. See Note 6.*	None in CBD. See Note 6.*	None in CBD. See Note 6.*	Maximum off-street parking permitted cannot exceed 110% of the minimum parking requirements for that specific use.	1 per DU	Maximum off-street parking permitted cannot exceed 110% of the minimum parking requirements.	Where more than one use is present in a building or on a site, the various components of the use must comply with the parking applicable individually. See Notes 7-9.*	Maximum off-street parking permitted cannot exceed 110% of the minimum parking requirements. This does not apply to one to four-unit dwellings.
<b>Northville</b>	1 per 250 sf GFA. See Note 10.*	1 per 150 sf GFA. See Note 10.*	1 per 100 sf GFA, plus at least 3 for employees of a peak shift. See Note 10.*	1 per 250 sf GFA. See Note 10.*	1 per 200 for lower level offices, and 1 per 300 sf of gross floor space for second floor or upper level office uses.	N/A	1 per efficiency or 1 BR; 2 per 2BR; 3 per 3BR+ plus 5 spaces for any office building or clubhouse facility. See Note 10.*	N/A	The applicant shall calculate the number of spaces required for each use if it were free-standing. The applicable general land use category to each proposed use shall be applied, as well as the percentages to calculate the number of spaces required for each time. The applicant shall add the number of spaces required for all applicable land uses to obtain a total parking requirement for each time period. The time period with the highest total parking requirement and use shall be the mixed use parking requirement. See Note 11.*	N/A
<b>Wyandotte</b>	None in CBD. See Note 12.*	None in CBD. See Note 12.*	None in CBD. See Note 12.*	None in CBD. See Note 12.*	None in CBD. See Note 12.*	N/A	1 per 1BR; 1.25 per 2BR+; plus 1 per every 8 DU for guest parking	N/A	N/A	N/A

BR = Bedroom  
DU = Dwelling Unit  
GFA = Gross Floor Area  
GLA = Gross Leasable Area  
UFA = Usable Floor Area

\*See best practices narrative for notes