

FARMINGTON PLANNING COMMISSION PROCEEDINGS  
23600 Liberty Street  
Farmington, Michigan  
May 9, 2022

Chairperson Majoros called the meeting to order in Council Chambers, 23600 Liberty Street, Farmington, Michigan, at 7:00 p.m. on Monday, May 9, 2022.

**ROLL CALL**

Present: Crutcher, Kmetzo, Majoros, Mantey, Perrot, Waun  
Absent: Westendorf  
A quorum of the Commission was present.

**OTHER OFFICIALS PRESENT:** Director Christiansen; Recording Secretary Murphy; Beth Saarela, City Attorney; Brian Golden, Director of Media Services; Brian Belesky, Audiovisual Specialist.

**APPROVAL OF AGENDA**

MOTION by Crutcher, seconded by Perrot, to approve the agenda.  
Motion carried, all ayes.

**APPROVAL OF ITEMS ON CONSENT AGENDA**

**A. April 11, 2022, Minutes**

MOTION by Kmetzo, seconded by Crutcher, to approve the items on Consent Agenda.  
Motion carried, all ayes.

**PLANNED UNIT DEVELOPMENT (PUD) PREAPPLICATION CONFERENCE –  
MAXFIELD TRAINING CENTER REDEVELOPMENT PROJECT**

Chairperson Majoros introduced this item and stated it's my understanding this is not really an item for action, this is simply an informational overview. Number two, this is not a forum for a specific and I guess and I would say stated public comment. This is really just a preliminary phase and the overview; all those things will come as we move forward down the line. So, once we get through the preapplication overview from the Applicant, we'll turn it over to Planning Commission for any comments or questions, of course it will be preceded by staff overview which we'll turn it over right now.

Director Christiansen stated this item is a preapplication conference, a discussion and review with the Planning Commission on a proposed PUD, Planned Unit Development, concept plan for the redevelopment of the Maxfield Training Center. The Zoning Ordinance, Article 10, PUD, Planned Unit Development, Section 35-135, Approval Procedure, provides PUD applicants an opportunity to request an optional preapplication conference with the Planning Commission on a proposed PUD concept plan. And the

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Applicant, the developer/investor interested in redeveloping the Maxfield Training Center site, there's a lot of history and we're here to answer any questions about that for you this evening. But the developer/investor as selected by City Council after a response to an RFQ, the City Council approved the concept plan of Robertson Brothers Homes as the selected developer so they are here this evening. The purpose of the preapplication process is to discuss the appropriateness of a PUD and a concept plan to solicit feedback and to receive requests for additional materials supporting the proposal.

As I indicated the Applicant, Robertson Brothers Homes, has submitted a PUD concept plan and support materials for the redevelopment of the Maxfield Training Center, to include a project narrative dated May 3<sup>rd</sup>, 2022, an overall project concept plan, proposed building elevations, and a plan package for the proposed promenade art park and that's in your staff packet. An aerial photo of the site is also attached. The Applicant, as indicated in the staff report, is to be at the May 9<sup>th</sup>, 2022, meeting to present the concept plan to the Commission and they are here this evening.

Quickly I'll go over what's attached. This is the aerial photograph from the City of Farmington GIS System with respect to the Maxfield Training Center site and its surrounding properties. You can see here the Maxfield Training Center site and building, the parking areas that are then associated with the property, the parking lot on the southeast of the site and the parking area that spans the north portion of this property adjacent to the ravine and then Shiawassee Park. You'll note then that to the west is the parking lot for the First United Methodist Church. That's also a parking lot that the City has an agreement with the church for many years now the use of it during non-church periods so it serves also as a municipal lot at times. You'll note, too, you'll see that to the east is Farmington Place and you see the building, the six story building, you'll also see the parking area. To the north again is Shiawassee Park. To the south is a number of properties, you'll see the First United Methodist Church, there are seven platted lots of record originally with single family homes now with a variety of uses, mixed use, whether it's rental properties, whether it's office or commercial properties. And then you'll also see two larger sites, one is Farmington Auto Garage and the other is the mortgage company that is there. What's important here to note if you go down Thomas Street or you go to Warner Street and you go north on Warner Street, you'll note that that is a single family residential subdivision area of the community that is in the Historic District. So, that is a single family residential area, part of the Historic District. So, that just gives you a little flavor and I think everybody is pretty much aware of what the existing conditions are.

Again, the purpose of the agenda item this evening as requested by the developer is to allow them the opportunity through the PUD process to have this optional preapplication conference and to present the materials they submitted to you.

Chairperson Majoros invited the Applicant to the podium.

Tim Loughrin, 6905 Telegraph Road, Bloomfield Hills, Robertson Homes, came to the podium. First of all, I want to thank you for your time today, I'm actually a fellow planning commissioner and I know you don't get thanked all that often so this is my thank you for your time. So the site we would like to discuss today is the former Maxfield Training Center, I think everybody is familiar with the site. As you know last year Robertson won the RFP for this site and we've been working, I know it's been a year, but we've been working diligently on understanding the site, there's a lot to uncover, so we'll go into that a little bit. But we're very excited, we're ready to move forward. One of the goals here tonight is to get opinions from you, have a discussion, possibly some direction on things like elevation and site plan. There's some really interesting components of this plan that we're going to present to you tonight and again, really just to get an idea from you of direction and what you're thinking as a planning commission. So, we don't have a name for it, maybe that's something we can talk about. So, the project is just about three acres, we're proposing 54 total units, it is zoned PUD and we are proposing a PUD. What we're proposing are owner occupied what we call attached single family townhomes. Nobody lives on top of each other, they're basically really single family homes attached to each other and I can walk you through some of those plans, they all are for sale. So, really when it came down to the RFP it was between us and a rental project and we had proposed a for sale and I think that's what the City Council had wanted for this site. The unit size is about 1300 square feet. I'm just going to give a few highlights before we get into the plan. Again, high quality, owner occupied, I think that's very important to point out, it's something we strive for. We build a lot of this type of product in walkable areas, this certainly is a walkable area and we've been looking to build in the downtown area for quite some time. So we've had our eye on this site for really quite a while and I think it's perfect for what we consider not traditional single family where you have your own yard, and it's also not high rise living so it really serves a market that really can't afford single family homes. Single family homes right now you can't build them for under \$500,000 which sounds absolutely ridiculous but it is true. So this is really kind of a way in, a lot of people don't really want a whole yard to take care of and that sort of thing. Half of what we build is this size and we do the most in the southeastern Michigan market. There will be fifty-four new taxpayers, full build out, cash value of 8 million which is about \$400,000 in taxes so that's obviously important for the DDA and the City in general. Quality open space provided throughout, it's a small site but we've got some really unique ways of incorporating open space into the site. You know this will bring fifty-four new homeowners smack dab into the downtown area which I think is really exciting. It will also clean up and redevelop and obsolete property, right now the property is not doing anything but costing the City money. There are environmental challenges to this site so we have worked that all into our plan. It's a walkable community and what's really important if you see the site plan, we're providing a connection between Shiawassee Park and the downtown area. This is something that the City really wanted to see through the RFP process. Hopefully we nailed that. This project will be a mechanism to construct as

part of it is to construct city homes, pedestrian promenade and festival park, so that led to the connection downtown which is very unique to the project. The two lots owned by the City, they will continue to own that but it will be part of our project, of building that out and creating that connection to downtown so we're really excited about that. It is a housing market for residents that are vastly underserved, it really is. Again, it's really difficult to get into a new single family home and this is really an option that a lot of people out there are getting into. And just some shameless self-promotion, we've been around a very long time, we've done a lot in southeast Michigan, we're a Top 5 Home Builder but we're not your typical builder on the corner. We love sites like this, this is really what we get excited for, to have a walkable community in the downtown area, this is exactly what we look for. We're building in Brighton right now, downtown Brighton. We're building this type of product in very similar type of communities in the downtown area like Ferndale, Troy, Royal Oak, all of those areas where there's massive commercial and bringing residential into it. You should have had the site plans in your packets as well. Originally in the RFQ, there were 59 units and what we realized and this is part of the time it took to get to this point, we had to do a lot of studies on that hillside. That hillside, we had units actually there and our expert told us some day they'd fall down in the river, so we decided not to build those. But it took us a really long time to understand, slope studies, angles were posed, things that I'm not doing every single day, it really informed how our site plan was ultimately going to be which is a variant so this is still a concept plan. What we were able to do is have fifty-four units and again this that same plot that we originally proposed. What's interesting about this site is again you can see the conveyance, the circle with the trees, and that creates sort of a pedestrian corridor that ultimately will lead you down into a sidewalk onto the park but it also leads you down to the downtown area as well. And I've got a detail of what that would look like. This is really important. It brings kind of the public in, I know the City wants to see that, pockets like this before where we have that kind of integration and connection through our project and we just think it makes it a very interesting site. So, hopefully that is something you would like to see as a Planning Commission, we can talk about the details of how that will look but it gives us a good opportunity to really have a kind of public/private design, if you will. And we have other areas of open space as well. Obviously each unit has one car parking inside an attached single car for each unit and then we have another over one parking space for guests as well, so it is adequately parked the way it is, of course, you have some surface parking and street parking, that sort of thing in the area.

The next page is a little bit difficult to read and this doesn't match the site plan that I've shown you, this is a more recent version, so the site plan would be updated with this and it is open for discussion. but on the left side this is basically the two homes that the City owns right now that would be removed and we had talked about having a pundicular connection, had some initial discussions with the City, they didn't want that to be a cut thru for vehicular traffic so but they still wanted that connection. So, what we talked about is having a pedestrian connection but potentially open up for art events, food trucks,

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festivals, that sort of thing, so there would be bollards along Grand River and along Thomas Street that can be removed and obviously bring trucks up there, have your tent set up, that sort of thing. You know, we've never really built anything like this in one of our projects, that's how unique this is, this is something that would expand the downtown and the offerings to have those events throughout the year. Then on the right side would be how they connect to our project. So, really what we tried to do was separate the public from private without it feeling like a narrow tunnel if you will, they did a really good job with that, the landscape, some sort of movement through the sidewalk and as that turns to the right would be north as it turns and goes east, that would take you down to the stairway down to the park.

I think this is a really good buffer, if you will, kind of a mix from your higher density to the east, where you have that taller building and then you have single family and the Historic District really to the northwest and this really fits in in the area and I know when I heard from the neighborhood when we were going through the RFP process, they really liked this concept, they thought it was appropriate for this area, of course it's for sale. And the density isn't forty units per acre and not five stories, it's a little more appropriate for this scale considering it's right off of downtown, so that's the public site context.

And then the elevations, again, these are all concepts, so we really don't have anything nailed down for this. We have been working with Councilman Schneemann on a couple concepts for this. The other here are actually projects we are building in other communities. And this is all the same townhome that I'm proposing. So, you can see we can do a lot of different things with this particular product and make it fit into whatever context it's supposed to fit in. On the top right, we've built this two places, this is actually Brighton and Ferndale, you can see it's more a colonial, traditional type of style. I don't know if that necessarily fits in, if it's too suburban, that's kind of how we were looking at that. The top left is a good mix of say suburban and modern. The one below that, these are actually from Detroit, Woodbridge, so it's certainly more urban, if you will, but I like the style but I don't know necessarily if that's what Farmington wants to see. We want to work together with you and the City Council with what you want to see.

First I want to show you the layouts and plan view, so the left side is the first floor, you drive-in to an alley loading home, so the front porch is where your guests arrive and the foyer and the back is where the owners access their units, it's a single car and there's a flex room down there which we call the Zoom room, and I don't know if we've built this without a flex room but I think what really makes this plan work is the usable area downstairs. you go up to the second floor and that's really your living area, you've got your living room, your dining room, your kitchen, very open and everything. There's a lot of windows so a lot of light comes in. I encourage you to walk these if you're interested, I think the closest would be Brighton, downtown Brighton we have a model actually that

you can walk. And then the third floor would be two bedrooms. There's some options for the baths, but two bedrooms.

Just a couple items for discussion, which again, we're just looking for direction. How does that connection from downtown to the park, how is that supposed to feel, is it supposed to be public, is it supposed to be private, are there things you'd like to see within that promenade and that walkway, we're open to that, that's something we're certainly here to discuss. And for the elevations, I'd like to hear from you as the Planning Commission decide what would be best for this area downtown. From an administrative purpose, we believe we have enough parking, Thomas Street is not in the best shape so if there is opportunity to improve that part of the project. We have had conversations with the church next door, there may be opportunities to repave that parking lot and add some more parking spaces. There are all just conversations right now. You talk about site economics and public improvements, I'm not going to lie to you, there's a lot of costs involved with this project, there's a lot of environmental, we've got the demo, there are significant Phase I issues as far as the soil needs to be remediated so we had to take a lot of that out, the power lines, you name it, there's a lot of things that we have to do for soil stabilization and then covering the costs of the project. So as part of this whole project and part of the RFP there were obviously conversations about how this public improvement can basically be paid for by the project as a catalyst through the DDA, so those were discussions, I want to be out in the open, that's part of the project. And just timing and process. Honestly we wanted to be building it this year and we just ran into a – we didn't run into a wall, but a slope. as far as what the timing is and I've had some conversations with Kevin as to what the expectations are, there's a lot of steps, this literally is the first step in the process but just having that conversation, that we're all on the same page, I'm hoping that this time next year we are going forward with this project. That's it from me. I'm happy to answer any questions.

Chairperson Majoros thanked the Applicant and opened the floor up for questions from the Commissioners.

Commissioner Perrot said you had talked about doing the engineering study on the hill and that you had changed the original design to stay away from the hill for obvious reasons. So, with the design that they have right now, there's no concerns about having to rework the hill or anything like that? It must be an enormous cost.

Loughrin replied that's a good question. So, basically the angle we propose is basically this, we're staying out of it, that's a basically three on one slope where in theory if you keep that slope it won't continue to fail. So, we believe it is, our consultants they believe that this would be from a structure standpoint buildable.

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Chairperson Majoros stated if there are any follow-up questions on slope, maybe we can go topic by topic. Majoros said another question from the public was implication on neighboring properties, I think it's Gundlach, it's one of the first neighbors on Warner Street and there was some concern from other folks about disruption to single family homes' backyards, so on the notion of structural integrity, etc., what you have been doing with consultants is no impact, I'm assuming, on adjacent properties, not only the security of your foundation but those that border it.

Loughrin replied basically our consultants and the City and the County won't allow us to do anything that is detrimental to other properties, stormwater or engineering details. We would not be able to impose from a structural standpoint any risk to any other properties.

Commissioner Mantey addressed the connection to Shiawassee Park and whether or not it was meandering and Loughrin replied that a meandering sidewalk would take a total rebuild of that hillside. Those trees are kind of keeping everything up if you will because that's structurally the trees are keeping everything together. By putting that in, you're going to lose a lot of structure from that hillside. I know the City has talked potentially putting in more of a longer angle and coming out at a different location, it's still discussion, I mean this is all concept so I don't know, that's one option. We proposed tram systems as part of the RFP, that didn't really go very far but you know we're open to providing a connection and if this can be a catalyst and it still works with our project and our parameters then we're going to have those conversations.

Majoros replied a switchback was talked about but that was too much gymnastics.

Perrot said with the higher density have Robertson Brothers conducted a formal traffic study and Loughrin replied no, but we certainly will when it's required as part of the site plan submittal, so we would definitely do that. typically, you know with 54 units I know it sounds like a lot when we do these projects usually that doesn't loop a level of service. When you get into a highrise you will see that impact but most definitely whatever the City requires, and I don't exactly remember what stage requires the traffic study, but we would engage our consultant with that. Perrot stated being adjacent to the Historic District, there are some very, very passionate residents that you'll come to meet.

Majoros stated this might be a City question but do you block off Warner that if residents at the new Maxfield Development and whether they're coming in off Warner or Thomas or the other one at the side there, that perhaps people aren't getting to Shiawassee by cutting through the neighborhood and what have you, so I'm assuming part of that traffic study would be an implication of not just density but also just pure flow and discussion from neighbors about it, that's my assumption, am I correct and Christiansen replied you are correct. Majoros said that will be an important one, entry, egress, and tapping into

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other gateways in the City, getting to Shiawassee, getting to Farmington Road north, can you take a left or right out of there, those kind of things.

Perrot said you had touched on this earlier but you said part of this redevelopment is the redevelopment of knocking down the two houses and developing the property; and my understanding is the City maintains ownership but we control the redevelopment but they do the work.

Christiansen replied there are terms and conditions for that in the purchase agreement so it relates to what you're alluding to so, yes, there is some negotiation and exchange in responsibilities in order to realize that repurpose of those two properties. What's being shown here is what the current concept plan for a promenade art park. So there's that coordination of ownership and eventual construction and eventual responsibility for the completed project.

Perrot stated I just wanted to be crystal clear that the ownership remains with the City and Christiansen responded it's all part of the PA and it will be part of the development agreement, PUD agreement.

Majoros asked if there were any other questions or comments on the connection point to the City proper and stated overall, I'd just comment, it looks pretty nice, flexible use, meets the intended spirit, it's kind of nice and open and seems to serve the intended purpose there, I like the flexible nature of it, removable bollards to open up for Art on the Grand or other festivals like that or where you need to just have it as the daily connection point so to your point I think your architect or planner did a nice job.

Perrot said one of the things that stood out to me and I know these are just renderings but School Street. School Street runs from Grand River north basically to the stairs or does that end at this property. Christiansen replied School Street proper ends as it runs north from Grand River as you're indicating, at Thomas Street or on the north side, it also becomes then part of the circulation for both Farmington Place and for the Maxfield Training Center site. There were actually three streets that were planted here that were two across the school site and then School Street that you're talking about here at one time to have been abandoned. The extension of School Street was Cass Street in the area that I'm talking about now as the service area, that was abandoned and vacated after it was originally platted and that wasn't done too many years ago in anticipation of the redevelopment. Also, too, there was another street that ran across as well. this property from east/west, and it was abandoned as well. So, School Street ends at Thomas but we do have the circulation, part of that is for Farmington Place and that is certainly going to be taken into consideration with this project. And then any access desired for this project and some of that is shown on the concept plan, you'll see the



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two access points into the site from there. The other streets are Thomas and then we did talk about Warner Street earlier.

Perrot said that's existing connectivity and if we were to lose that, you were down there on Saturday, the amount of people that came through for the softball and baseball parade through there, that would be not good.

Majoros said while we're on the subject, I think there's questions from both sides so maybe we can kind of close out the other comment on School Street but then this may be the appropriate time to talk about the church parking lot and is there a distinct, probably some of our questions are are there distinct separation or will people that will be in your development be able to exit a vehicle through let's say what would be the west side through the church parking lot to the part of Warner. Or is there a hard demarcation of the parking for the new development that the only way to enter and egress would be through vehicular traffic on the School Street exit or will it be on the west side, is concept to be one big contiguous parking inclusive of the church and this development, does that make sense?

Commissioner Kmetzo asked if there was a traffic study done and will there be parking spaces dedicated to the residents and how will that differentiate then from the church parking lot and all the other spaces that will be available to the public.

Loughrin replied generally with this type of home rather than say a highrise, there's not typically a parking study that we do. We try for 2 to 2.5 parking spaces per unit and then the City can tell us no, you need three which can happen. But generally speaking it would be part of the traffic study review, but it's not like a separate thing that we do on a parking study. This is a little unique because of the church. but to answer your question, we do have a connection right now shown existing now so I think that's why we kept it. This is the connection here, I guess it could be blocked off. We don't have any conversations right now as far as shared parking with the church, again, if we were to take it through the parking lot and create more parking spaces, we don't really have something like that. But as of right now, there are easements right now, so these parking spaces with the church are over the property, part of an easement already in place and we're honoring that.

Majoros said but the separation of the parking for the development versus the church includes that easement, the intention is you couldn't drive through the midpoint of that lot into your development, you have to pretty much come through at that end to enter and then once you park there, will there be some fencing or could you just park there, pull straight into that lot and leave.

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Loughrin replied right now we haven't given it much thought looking for a joint access location so it wasn't intended to have parking on either side, it might make sense to block that off, you can get a few more parking spaces to be honest, I imagine the church would, too. I don't know if they need that exit for fire, though, that's one concern I have. Of course fire can come through the parking lot but I think they'd probably want to have a connection there, that's probably why it's on there, that connection still.

Majoros asked let's say you were at Building 22 or 23, could you through your car pull straight into the church parking lot and leave or you have to go through either the School Street exit or that existing entry/exit point on what would be the north end?

Loughrin replied we've got parking spaces here and there's parking spaces here, so you couldn't go through.

Majoros said and this can come later but if it's a Tuesday and the church parking lot isn't full, will there be a physical barrier there denoting the kind of separation of spaces between this development and the church and Loughrin replied there is potentially, like private spaces for that and we could have on the church side private church spaces.

Commissioner Waun stated I have one additional comment on parking, it many communities like this owners are able to park outside the front of their garage and Loughrin replied there is not space here, sometimes we do that, it just adds another 20 feet, 18 feet, and that space is usually just for that particular unit. So in this case we decided to have parking in the unit and guest parking spaces.

Majoros asked if they were far enough along with the rendering about the number of guest parking, is it like thirty spots or is that still to be determined based on final footprints, etc.

Loughrin replied it looks like there's 41 spaces plus an extra 15 street spaces. Crutcher asked is that number 44 and Loughrin replied it is 44, so 2.09 total on Thomas Street.

Perrot commented that the church is an older congregation so parking is a very hot issue, keep that in mind.

Perrot said you talked about similar projects and you named off Brighton, Ferndale, Troy, Royal Oak, we definitely don't want to be Royal Oak and we don't want to be Ferndale and Loughrin replied I understand, my point was I felt those were walkable communities which have a nice downtown area and that was kind of the context I put those in.

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Perrot asked for the address of the Brighton property and Christiansen replied that City Management and Administration did have an opportunity to visit that site and tour that site as a matter of the RFQ submittal, so that happened at that time and certainly if you ask, there might be that opportunity and further discussion was held.

Commissioner Crutcher said I have a question on your site plan, just look at the walkability, I think what you have on the west side is the connection to downtown and that cluster to the east, is there any pedestrian connections to other clusters or to the main drag because it seems like it's hanging out there in the parking lot by itself.

Loughrin replied there are sidewalks you can basically access this way and then you can access internally and obviously we haven't created, I mean our goal is a walkway here, but we didn't make it pronounced and Crutcher said you can't walk through the north/south connection going into downtown. Crutcher said so there's really no sidewalk or a crossing street and there's no direct and Loughrin replied on each street there are more driveways, so it's not like there's heavy traffic but that's something I didn't notice until you mentioned it, so we can definitely create some kind of pedestrian markings or something like that, that would make it a lot softer. Crutcher said walking through the driveway is just as bad as walking through a parking lot and you've got your extra guest parking at the farthest end of the lot on the site overlooking the park, your overflow parking, that's kind of a nice spot and Loughrin replied we had a whole building there before. The only thing we can do is really parking, we can make it open space but obviously we need the parking, there's a shortage of parking in the whole area. Crutcher said and then a connection to the lot to the east and to the west, and then right now you can't go from this development into the church parking lot and Loughrin said right. Crutcher asked is there a reason why you couldn't and just provide additional parking and Loughrin replied again, that's something we could do if we talk about a joint parking agreement with the church, I just did that recently in Hazel Park, not to mention another community. We basically did that, we reopened a parking lot, we bought it from the church, but we built the parking lot, had a joint parking agreement between us and them and it turned out great. So, I think it's a concept that probably can germinate, we can talk about it going forward, it makes a lot of sense to me to do that, but right now we're just trying to cross the t's and start the process. Crutcher said if you can get your excess overflow parking into that area and bunch it together with the church's.

Majoros asked about the height of the building, the Farmington Place to the east is five stories, has anything changed from previous plans about overall height, whatever three-story, anything fundamentally different in your plan than what has been seen before because it did kind of have that nice step down from Farmington Place to this development into a softer transition into the residences in downtown, anything fundamentally change?

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Loughrin replied it would be the same product, same height, it just would be a different elevation but it would be site specific to Farmington. But from a height standpoint, you know it looks a little different if you do say a low pitch roof than with a peak, but generally speaking that is potentially what we're proposing.

Majoros said to a previous commissioner's comment, the design is still a ways off but it feels more traditional Farmington probably has more peaks, those sorts of things versus flat roofs and flat surfaces and what could be interpreted as perhaps a little bit more modern or contemporary but that's not going to change it radically.

Loughrin said not to push on it but I think the top left might hit that a little bit more is that kind of more Farmington like, is that what you want to see and further discussion was held on the elevations.

Majoros said the timeless nature of Farmington is probably a consideration, right, because there are very distinct styles. He said my last question was your question about the economics of this and a completion plan, your pointon you can't build a home for whatever X grand, we have a little cottage we delayed because it's just like we weren't building anything fancy, just a single story place from September/October and we delayed it because prices were getting out of control. The economics of this project, right, who knows what you'll uncover when you go through this and perhaps this is more for Kevin, once you start and the vagaries of the economy and lumbar prices, etc., I'm assuming once it gets going it gets going and there's a timeline for completion regardless of what happens in economic conditions and raw material costs and what have you.

Christiansen replied that's a good question but the developer is committing themselves to the community and to the RFQ, the parameters of the RFQ and Mr. Loughrin indicated they were selected by Council based upon their submittal, and everything that was in their submittal there was quite a bit of work done by City management, City administration, consultants, evaluating the submitted RFQ responses, this one included from Robertson Brothers Homes and the economics of it all. and the one thing that the City is not directly engaged in is the types of commitments that the developer has to make which are land acquisition and any issues with respect to conditions of the site and there are some with this site with respect to environmental issues on site and in building. We talked a little bit about the condition with the slope and some other things, all of that has to be taken into consideration which gets into the economics. There's an acquisition that is part of this project, I mentioned the purchase agreement, and then there's site development, you've got to develop the site, you've got to demo the building, you've got to remediate the site, you're going to go ahead and make this redevelopment ready. And then the actual site development and water, sewer, roads, whatever it takes to be ready for your production and then the cost of the production as well, that's about all the time I'm going to give you. The developer has all of that that they have to be responsible for, the City's got

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responsibilities with respect to what our issues and our relationship with the developer and the project are. So economics are significant and it does sometimes, a lot of times, many times, certainly impact decisions and so again, so we'll talk a little bit more to that with respect to what they're considering and things can change and when we're talking materials and time and money and labor and everything else, it's all part of it.

Majoros said we have to collectively hold ourselves to a timeline here because I think everyone, we've been on this for three, four, whatever, five years, and it's like when it's time to go, let's go.

Christiansen said I will just tell you, to finish up on your question, as things move along and there's this cooperative, collaborative effort between the City and Robertson Brothers Homes, commitments are made and there's expectations and there has to be completion of this whole process.

Commissioner Kmetzo said with respect to the timing of construction, assuming all of the issues are taken into consideration and all of those are all addressed and you start construction, what's the typical timeframe that you anticipate this to go?

Loughrin replied obviously we have to go through our approvals and then our final approvals and all of that before we actually start, but once that happens, we take the building down, that will take a month or so, remediation probably takes a couple more weeks after that, so just clearing the site to see what would be a clean slate is going to be a couple of months and then we have to do our roads, our water and sewer and storm drains, put in underground retention, all of those things probably take another four to six weeks and then we put our roads in. So, just from a land development standpoint, it generally four months, I think this project will probably be more like five to six months, I would hope that we could start going vertical on the buildings, some communities let you, some don't, hoping we can hear, especially ones that have parking on their street, we can start the homes before we have the land development done, that would give us a really good start. But we actually build a home as we sell them. So, we'll open up for sale, we'll sell, there's a four, five-unit building, once we get two sales in there then we'll start the building and then we'll just kind of march on down there. So, generally speaking I'd say we probably get two to three sales a month which means, so eight buildings, it's at least probably a year, year and a half to getting to the vertical construction of it. And then there's also making sure the landscape is complete, getting out of the project usually takes us a few months as well. So, I think from start to finish I'm guessing three years probably is a good estimate.

Kmetzo then asked what's the anticipated price per unit, you mentioned \$400,000 or something and Loughrin replied a year ago it would be different. I hate talking about other communities but generally speaking this is in the 250,000, 300,000 range. So, sounds

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like a lot of money but compared to what if you buy any new, single family, small lot, whatever, you're talking 200,000 more than that, so it will be a good price point, that number may be higher after inflation and everything after we actually get started, but we've been hoping to start under 300,000.

Waun commented prices are changing daily, currently I'm working for a builder, every day it's hey, the roof is costing this much more, hey, the siding went up three times already this year.

Majoros asked the Applicant if the Commission had covered all of the items on his list and Loughrin replied that they got a lot of feedback on what they were looking for.

Director Christiansen went over the timeline for the Maxfield Training Center redevelopment project.

**PUBLIC HEARING – PROPOSED ZONING ORDINANCE TEXT AMENDMENT:  
ONLINE RETAIL DELIVERY STORAGE & PICKUP FACILITIES**

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

Director Christiansen stated this item is for a proposed zoning ordinance text amendment regarding online retail delivery storage & pickup facilities. The proposed amendment would allow online retail delivery and storage and pickup facility establishments within the City of Farmington in the C-2, Community Commercial, and C-3, General Commercial Zoning Districts as a Special Land Use. The Planning Commission discussed and reviewed the initial draft amendment at the March 14<sup>th</sup> meeting. The Commission tabled the proposed text amendment at that meeting in order to allow staff and the City Attorney to review the comments made by the Commission regarding the proposed draft and to investigate this type of ordinance and how it's being handled in other communities. Also, to prepare a definition for this proposed use and that was done and a draft has been put together and revised and it was brought back to you at the April 11<sup>th</sup> meeting. At that meeting the Commission reviewed a revised draft zoning ordinance text amendment and scheduled the required public hearing for this evening. A copy of the Public Notice is attached with your staff packet and also a copy of the current draft ordinance is attached as well.

City Attorney Saarela stated she is comfortable with the language contained therein and that appropriate changes were made following Planning Commission comments.

Motion by Perrot, supported by Kmetzo, to open the Public Hearing.  
(Public Hearing opened at 8:07 p.m.)

**PUBLIC HEARING**

No comments heard.

Motion by Waun, supported by Perrot, to close the Public Hearing.  
Motion carried, all ayes.

(Public Hearing closed at 8:08 p.m.)

**REVIEW AND DISCUSSION – ZONING ORDINANCE AUDIT**

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

Director Christiansen stated this is our final scheduled meeting for review of the City of Farmington's Zoning Ordinance, Chapter 35 of the Zoning Code of Ordinances. You are aware the Planning Commission has undertaken this path and has been at it for the past year of so and that is something that you've done subsequent to your approval of the updated City of Farmington Master Plan which was the end of 2019, beginning of 2020. We actually had an interest in conducting the Zoning Audit in 2020 but the pandemic changed our plans a little bit and we were meeting by Zoom and decided this was something we wanted to do in person, so this was delayed a little bit until 2021 and here we are. We are at the end of our review on an article by article basis of Chapter 35 of the Code of Ordinances, City of Farmington, Chapter 35 being the Zoning Ordinance has 21 articles. So we are now at Articles 17, 18, 19, 20 and 21. If we move forward to the staff report there's a memorandum as has been at the previous meetings by the City Attorney. This evening we're looking at the final articles, Articles 17 through 21, you'll note that Article 17, 18, 19 and 20 are really administrative articles, Zoning Board of Appeals, but mostly administrative in large part except for Article 21 which is the definition section. So, with that, I'll turn it back over to you, the City Attorney, the Commission, and we're here to answer any questions you might have.

Majoros clarified if any action was needed on this item and Christiansen replied there is no action other than comments that you might make and then closure to this exercise.

Majoros turned it over to the City Attorney for comment and clarification. She detailed the contents of the articles and what, if any, changes were necessitated.

Majoros asked Christiansen if there was anything from his perspective, experience, that he wanted to add to the definition section and Christiansen replied we are not aware in our daily operations and implementation of the City of Farmington Zoning Ordinance and these articles that there really has been any issue with them in particular. They are mostly

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administrative and enforcement type articles. I did hand out as I have with all the other articles which have a number of pages, Article 17, 18, 19 and 20, there are about 27 pages and you can see that it's really intent in definitions and with Article 17 it's definition of buildings, this is all very legalese and certainly current, and City Attorneys and staff work with this on a daily basis and we don't have any issues there. When you get into the nonconforming sections, lots and buildings and structures and sites, we haven't had any issues there either. So, we're pretty confident it's serving the purpose and so we don't see the need for any change to the articles, again provided for your information. The Board of Zoning Appeals, that's really a statutory provision in our ordinance where it mirrors the State statute regarding the Zoning Board of Appeals and that's the Michigan Zoning Enabling Act which creates Zoning Boards of Appeals in communities. So, what you have here is procedures in terms of how the ZBA functions and operates, their rules and procedures that are directly in line with State statute, so there's really no need to get into this, there hasn't been any issues. If there are changes at the State level, it's been reflected here in these articles. So, it's pretty consistent, I don't see any issues here, Mr. Chair, on Article 18. Article 19 spells out how the City spells out and enforces its Zoning Ordinance and we continue to do that to date on a daily basis, following these rules and regulations and procedures and there hasn't been any issues that have brought to our attention or that needs to be addressed at this point. So we are confident that that is still valid and doesn't need to be addressed in any way. Article 20 speaks to how to amend the ordinance and no need to make any changes in that area either. The last article is the definitions section of Article 35. I printed out its own section in front of you and these are the definitions in the Zoning Ordinance that relate to all of the applicable provisions in the City of Farmington Zoning Ordinance and Code of Ordinances. We really have not found that there has been any need other than a legal text amendment, one of which you just considered, which had a definition in it which you as a Commission requested. So, as that moves forward if it were to become an amendment to be established, that definition would be added to this article. In any event we have not found that there's any need for any current changes. As case law changes or happens, as other things happen, whether it's at a Federal level or a State level, or whatever we need to do as a community to address those changes, we'll coordinate with our City Attorneys on.

Majoros thanked everyone for their hard work on this item.

## **UPDATE – CURRENT DEVELOPMENT PROJECTS**

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

Director Christiansen also thanked everyone for their work on the Zoning Ordinance Audit.



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He stated we are started down the pathway of some significant development and redevelopment projects in the City, one of them being the Maxfield Training Center. He said the Nine Mile gas station is done, completed, and a Certificate of Occupancy has been issued and it is now open. Liberty Hills, fourteen single homes, has moved forward, ten permits have been issued and it's moving forward as well. The Farmington States Savings Bank is moving forward, with a lot of interior work. The Farmington Road Streetscape is moving forward and that's kicked off and the other projects in the community. The Pages property has been acquired and things are moving forward from there. Castle Dental is being evaluated and assessed by the Redevelopment Assessment Team, and there was an information meeting and an RFQ should be available very shortly. Farmington Downtown Plaza and Fitness 19 as well as the outbuildings, will have new occupants and the Krazy Crab has put in landscaping, there's a lot going on down Grand River and downtown.

### **PUBLIC COMMENT**

None heard.

### **PLANNING COMMISSION COMMENT**

Recording Secretary Murphy announced that Clothes Encounters in downtown Farmington won the Detroit Free Press prestigious best boutique in Metro Detroit award and she congratulated owner Larry Sallen on this recognition.

Chairperson Majoros stated Farmington won the Oakland County award for "The Syndicate", our social district, and Christiansen commented on it and congratulated the Downtown Development Authority and Executive Director Knight on this accomplishment.

Commissioner Waun commented if there was a broader way to include resident comments on what the City of Farmington is looking for in regard to the Robertson project and how the exteriors will look. Christiansen responded by stating community comments have been taken into consideration in adopting the Master Plan, by the DDA, the DDA Design Committee, the Planning Commission's comments, eventually going before City Council, so there's a lot of perspective from various interests. What was presented tonight was after a lot of dialogue that was presented to the administration and management, working with the developer, by City Council, and City Council's direction with respect to the RFQ and the comments that they've made during the due diligence period, too, in part. So, that's where things are at and I mentioned to you the onsite visit attended by City management, Council, and there were comments made there, too. So, I don't know if there's one definitive answer for you.

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Majoros stated there's a lot of discreet input but how do we get a more macros view and Christiansen replied that everything that comes to you is public, everything is posted, but the public hearing is where you're going to get it or if there are other contacts made, submittals, letters, whatever those might be, we share those with you if we get them and further discussion was held concerning Robertson contacting the neighbors and surveys to be distributed to elicit feedback.

### **ADJOURNMENT**

MOTION by Waun, supported by Perrot, to adjourn the meeting.  
Motion carried, all ayes.

The meeting was adjourned at 8:35 p.m.

Respectfully submitted,

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Secretary