



AGENDA

REGULAR PLANNING COMMISSION MEETING

OAK PARK, MICHIGAN
APRIL 6, 2026
6:00 PM

1. CALL TO ORDER

2. ROLL CALL

3. APPROVAL OF AGENDA

4. APPROVAL OF MINUTES

A. Planning Commission Meeting Minutes 3-9-26

5. COMMUNICATIONS/CORRESPONDENCE

A. Administrative Review, Detroit Diamond District, 21850 Greenfield Rd.

B. Administrative Review, Ever and Ever Wedding Studio, 23120 & 23130 Coolidge Hwy.

6. CONSENT AGENDA

A. Amendment to the Detroit Master Plan of Policies.

7. PUBLIC HEARINGS

A. Public Hearing to consider a proposed amendment to the City of Oak Park Zoning Ordinance to add regulations regarding Electric Vehicle (EV) Charging Stations. The proposed amendment will also include revisions to Article 4, Division 4: Signs.

B. Planning Commission action regarding a proposed zoning amendment to the City of Oak Park Zoning Ordinance to add regulations regarding Electric Vehicle (EV) Charging Stations. The proposed amendment also includes revisions to Article 4, Division 4: Signs.

8. MATTERS FOR CONSIDERATION

A. OLD BUSINESS

1. Master Plan Update - Community Engagement

B. NEW BUSINESS

1. Capital Improvement Plan (CIP) 2026-2027 Annual Budget

9. PLANNING COMMISSION MATTERS FOR DISCUSSION - (FROM MEMBERS ONLY)

10. PUBLIC COMMENT ON ITEMS NOT SCHEDULED FOR PUBLIC HEARING

11. ADJOURNMENT

**CITY OF OAK PARK PLANNING COMMISSION
REGULAR MEETING, MONDAY, MARCH 9, 2026**

MINUTES

The meeting was called to order at 6:00 p.m. in the City Council Chambers, 14000 Oak Park Blvd, Oak Park, MI 48237, by Vice Chairperson Brown and roll call was made.

PRESENT: Vice Chairperson Brown
Commissioner Tungate
Commissioner Eizelman
Commissioner Seligson
Commissioner Tkatch
Commissioner McClellan (6:03)

ABSENT: Chairperson Torgow
Commissioner Whitehead
Commissioner Walters-Gill

OTHERS PRESENT: Economic Development & Planning Specialist, Salam Habhab
Deputy City Clerk, Jo Lynn Williams-Elliott
Director of Municipal Services, Kim Marrone

3. APPROVAL OF AGENDA OF MARCH 9, 2026

MOTION by Tkatch, SECONDED by Eizelman, to approve the March 9, 2026, meeting agenda.

VOTE: Yes: All
No: None
Absent: Torgow, Whitehead, Walters-Gill

MOTION CARRIED

4. APPROVAL OF MINUTES OF FEBRUARY 2, 2026:

MOTION by Seligson, SECONDED by Eizelman, to approve the February 2, 2026, minutes.

VOTE: Yes: All
No: None
Absent: Torgow, Whitehead, Walters-Gill

MOTION CARRIED

5. COMMUNICATIONS/CORRESPONDENCE:

- A. Extension of Site Plan Approval, Conversion of Offices to Mixed-Use Development, 21790 Coolidge Hwy.

On September 9, 2024, the Planning Commission approved a Site Plan Review for Mixed Use – 21790 Coolidge Hwy (ID # 52-25-32-152-001). The approved site plan comprises a conversion of professional office space into mixed-use development of residential units and professional offices. Administrative site plan to change the residential units from studio units to one-bedroom units was Approved on September 22, 2025. The site plan approval is set to expire on March 9, 2026.

The Economic Development and Planning Staff received a request from the owners at 21790 Coolidge Hwy. to extend their Site Plan Approval for an additional 12 months. The applicant indicates that the work has not been completed due to awaiting the potential award of two grant applications through MSHDA and Oakland County. They have received a bank commitment up to 70% of LTV or LTC from Choice One Bank.

The applicant provides the following project timeline:

- Oakland County grant award decision: by September 2026
- MSHDA grant award decision: By November 2026
- Construction to commence January 2027.

Per section 510 of the Zoning Ordinance, a site plan is valid for a period of 18 months. Upon written application filed prior to the expiration of the site plan review period, the City Planner may authorize a single extension of the time limit for approval for a further period of not more than 12 months. Such an extension shall only be granted based on evidence from the applicant that the development has a likelihood of commencing construction within the extension period.

Based upon the evidence provided, the Economic Development and Planning Staff approves the extension of the site plan for an additional 12 months. The extension will expire on March 4, 2027.

6. PUBLIC HEARINGS

- A. Public Hearing to consider a proposed Special Land Use submitted by PEA Group, on behalf of Yeshiva Beth Yehudah, for an addition to the Yeshiva Beth Yehudah School, at 14400 W. 10 Mile Rd

The public hearing was opened at 6:13 PM

Amy Akerman from PEA group provided a presentation and brief overview of the project.

The public hearing was closed at 6:20 PM

- B. Planning Commission action regarding a proposed Special Land Use submitted by PEA Group, on behalf of Yeshiva Beth Yehudah, for an addition to the Yeshiva Beth Yehudah School, at 14400 W. 10 Mile Rd.

The site of 4.06 acres (176,645 square feet) consists of two parcels:

- **Parcel A.** Parcel ID #52-25-19-376-019. This parcel is 0.60 acres (26,136 square feet) and includes the southeast portion of the school building. It has frontages on both 10 Mile Rd. and Church St. A parking lot of 13 spaces is located to the east along Church St., and a greenbelt area located to the south along 10 Mile Rd.
- **Parcel B.** Parcel ID #52-25-19-376-020. This parcel is 3.460 acres (150,509 square feet) and contains the majority of the school building. It has frontages on both 10 Mile Rd. and Church St. There are two driveways along Church St., and a shared driveway through the Temple Emanu-El property for emergency access. A large parking lot is located to the north, and a playground area is to the west of the building. The remainder of the property is improved by landscaped areas.

The school historically served as Beth Jacob Preschool and High School, as part of Yeshiva Beth Yehuda's girls' campus in Oak Park. In September 2025, a new Yeshiva Beth Yehudah Preschool opened at 15110 W. 10 Mile Rd. With the preschool program relocated, the applicant proposes to maintain the existing high school and construct an expansion to accommodate a gymnasium.

The current school building is approximately 27,995 square feet and will include 16 classrooms. The applicant proposes to build a new gymnasium structure of 5,950 square feet to the northwest side of the building. The existing emergency access through Temple Emanu-El property will be moved to the north, and the middle island will be reconfigured.

The original site plan approval was received in 2012. In the same year, the project received a variance approval for a waiver of ten (10) feet, to allow for the side yard setback to be forty (40) feet, where the zoning ordinance required 50 feet.

STAFF RECOMMENDATION

Upon the findings of this report and the analysis herewith, it is the recommendation of the Economic Development and Planning staff to approve the Special Land Use and Site Plan for the proposed addition to the Yeshiva Beth Yehudah School at 14400 W. 10 Mile Rd., property ID's #52-25-19-376-019 and #52-25-19-376-020, with the following conditions:

Conditions of Special Land Use and Site Plan approval:

1. The Site Plan and Special Land Use approval is contingent upon combining the two parcels into a single parcel.
2. The Site Plan and Special Land Use approval is conditioned upon obtaining the following variances from the Zoning Board of Appeals:
 - a. A variance from the requirements of Section 557.f.2. to reduce the new addition building yard setbacks to 37.20 feet from the north and 34.24 feet from the west. The zoning ordinance requires 50 feet.
 - b. A variance from the requirements of Section 403 to allow 97 off-street parking spaces within the site. The Zoning Ordinance requires 272 spaces for High schools.

3. The barrier-free spaces shall comply with the applicable state building codes and the ADA standards for accessible design and shall be reviewed as part of the building permit application.
4. A revised site plan shall be submitted as part of the building permit to depict bicycle parking spaces as required by the zoning ordinance. The number of bicycle parking spaces shall be calculated based on the final number of off-street parking spaces approved for the project.
5. The applicant shall work with the Economic Development and Planning staff to reach a mutual agreement on a revised landscape plan that explores adding additional plants along the Ten Mile Rd. greenbelt area and identify the type and number of landmark tree replacements.
6. Any modifications to the existing driveways on Church St. shall require permits/approval from the City of Oak Park Engineering Department.
7. The location and construction details of the dumpster enclosure shall be submitted as part of the building permit application in compliance with Article 1 Division 1 Section 333 of the Zoning Ordinance.
8. Any existing or proposed exterior light fixtures should be shielded and downward casting to eliminate the possibility of nuisance to the adjoining properties. The intensity of light within a site shall not exceed one (1) footcandle at any property line, except where it abuts a service drive or other public right-of-way in compliance with the provisions of Article 4, Division 5.
9. All mechanical equipment, including transformers, shall be screened by a solid wall, fence, landscaping, and/or architectural features that are compatible in appearance with the principal building in compliance with the provisions of Article 3, Division 1, Sec.318.
10. No signage is approved as part of the Site Plan Review process; a separate permit must be requested for the inclusion of any signs at this site.
11. This review is from the Economic Development and Planning Department only. The site and building shall comply with all applicable building and fire codes and obtain the necessary approvals from the Engineering, Building, and Fire Departments of the City of Oak Park.

MOTION by Tkatch, SECONDED by Seligson, to approve the proposed Special Land Use submitted by PEA Group, on behalf of Yeshiva Beth Yehudah, for an addition to the Yeshiva Beth Yehudah School, at 14400 W. 10 Mile Rd

VOTE: Yes: Brown, Seligson, McClellan, Eizelman, Tkatch, Tungate
 No: None
 Absent: Torgow, Whitehead, Walters-Gill

MOTION CARRIED

7. MATTERS FOR CONSIDERATION

A. NEW BUSINESS

1. Site Plan Review, Cultural Center (Mikvah Building), 14850 Lincoln St

The site of 0.25 acres (10,985 square feet) currently comprises a two-story, single-family residential structure. The lot has frontages on Lincoln Ave. and Stratford Pl. There is a driveway approach on Stratford Pl. that leads to an attached garage. The remainder of the property is improved with landscaped areas.

The applicant proposes to demolish the existing residential structure and construct a new two-story cultural center. The cultural center will include a library and women's Mikvah on the first floor, men's mikvah on the basement floor, and a youth activity area, and an open office space on the second floor.

The site is located immediately west of the Congregation Dovid Ben Nuchim property, 14800 Lincoln Ave. The applicant indicated that the proposed cultural center is a component of the Congregation Dovid Ben Nuchim and is intended to benefit and be used by the congregation

STAFF RECOMMENDATION

Upon the findings of this report and the analysis herewith, it is the recommendation of the Economic Development and Planning staff to approve the Site Plan Review for the proposed Cultural Center (Mikvah Building) at 1830 Lincoln Ave. Property ID # 52-25-19-178-018.

Conditions of Site Plan approval:

1. The Site Plan approval is contingent upon requesting variances from the Zoning Board of Appeals (ZBA), as follows: a. A waiver from the requirements of Sec. 544.g.1.d to reduce the north side setback to 47 feet and the east side yard setback to 4 feet. The zoning ordinance requires 50 feet. b. A waiver from the requirements of Sec. 215.d to allow impervious surfaces of 74.4%. The zoning ordinance requires a total area of all impervious surfaces to not exceed 70% of the lot area. c. A variance from the requirements of Section 403 to allow 6 off-street parking spaces within the site. The zoning ordinance requires 30 spaces for community centers (cultural centers). d. A waiver from the requirements of Sec. 494 to allow wall mounted light intensity to reach 3.7 footcandles on the east property line. The zoning ordinance requires the intensity of light within a site not to exceed one footcandle at any property line
2. The Site Plan approval is conditioned upon obtaining the following variance from the Zoning Board of Appeals.
3. The barrier-free spaces shall comply with the applicable state building codes and the ADA standards for accessible design and shall be reviewed as part of the building permit application.
4. The applicant shall obtain permits/approvals from the City of Oak Park Engineering Department for the proposed modifications to the egress/ingress accesses on Stratford Pl.
5. If the need for a dumpster becomes necessary, the applicant will be required to provide a dumpster with the required enclosure in compliance with Article 3, Division 1, Section 333 of the zoning ordinance.
6. All ground or mounted mechanical equipment shall be screened in compliance with the provisions of Article 3, Division 1, Sec.318 Mechanical Equipment.

7. No signs are approved as part of the Site Plan Review. A separate permit must be requested for the inclusion of any signs at this site.
8. The Site Plan must comply with the requirements of the City of Oak Park Engineering, Building, and Fire Departments.

MOTION by Tungate, SECONDED by Tkatch, to approve the proposed Site Plan Review, for Cultural Center (Mikvah Building) 14850 Lincoln

VOTE: Yes: McClellan, Eizelman, Tkatch, Tungate, Seligson, Brown
 No: None
 Absent: Torgow, Waters-Gill, Whitehead

MOTION CARRIED

2. Site Plan Review, Gloworks Wholesale, 21116 Greenfield Rd.

The site of 4.29 acres (187,047 square feet) comprises an existing building of 91,006 square feet. Currently, Office Depot occupies 30,008 sq. ft. of the west portion of the building, and Gloworks occupies the remaining space of 60,998 square feet. Gloworks sells toys, gifts, novelties, closeout sports apparel, and hot-market items to the public and smaller resellers. The property has a primary frontage on Greenfield Road; the front yard is improved with greenbelt landscaping and an off-street hard-surfaced parking area.

On March 14, 2022, Gloworks received Site Plan Approval. The original approval included the development of the vacant parcel located to the north with a warehouse building. The vacant parcel was not developed as approved and subsequently commenced operations without complying with the conditions of the approval or obtaining the required business license. The applicant indicated that, due to financial constraints, they do not intend to proceed with the development of the vacant parcel located to the north with the previously approved warehouse building.

The original Site Plan Approval expired on September 14, 2023. Operation of the business without complying with the conditions of the approval and without a business license constitutes noncompliance with the City regulations. The Economic Development and Planning staff has been working with the applicant to resolve the violation through submission of a new Site Plan Review application and completion of the business license process to bring the property into compliance.

STAFF RECOMMENDATION

Upon the findings of this report and the analysis herewith, it is the recommendation of the Economic Development and Planning staff to approve the Site Plan for Gloworks Wholesale Business located at 21110 Greenfield Road, property ID 52-25-31-351-040 with the following conditions:

Conditions of Site Plan approval:

1. The applicant shall install “No Parking” signage along the north side of the building and shall take all necessary measures to prohibit parking in this area to ensure safe and unobstructed vehicular circulation throughout the site.
2. The applicant shall provide 14 bicycle parking spaces on-site to comply with the zoning ordinance.
3. All landscaped areas to be provided with a functional underground irrigation system, unless the proposed landscaped materials used may survive without irrigation. The landscape plan shall indicate the irrigation system or demonstrate or provide data to confirm that irrigation is not needed for survival when drought-resistant species are proposed.
4. All landscaped areas and plants be kept from refuse and debris. Lawns and plants shall be maintained in a healthy growing condition and be kept in neat and orderly appearance in accordance with the site plan. If any plant dies or becomes diseased, it shall be replaced within 30 days.
5. Any modifications to the accesses on Greenfield Road shall require obtaining permits/approval from the City of Oak Park Engineering Department and Oakland County Road Commission (OCRC).
6. If the need for a dumpster becomes necessary, the applicant will be required to provide a dumpster with the required enclosure in compliance with Article 3. Division 1. Section 333 of the zoning ordinance.
7. Any existing or proposed exterior light fixtures should be shielded and downward casting to eliminate the possibility of nuisance to the adjoining properties. The intensity of light within a site shall not exceed one (1) footcandle at any property line, except where it abuts a service drive or other public right-of-way in compliance with the provisions of Article 4. Division 5.
8. All mechanical equipment, including transformers, shall be screened by a solid wall, fence, landscaping, and/or architectural features that are compatible in appearance with the principal building in compliance with the provisions of Article 3. Division 1. Sec.318.
9. No signage is approved as part of the Site Plan Review process; a separate permit must be requested for the inclusion of any signs at this site.
10. This review is from the Economic Development and Planning Department only. The site and building shall comply with all applicable building and fire codes and obtain the necessary approvals from the Engineering, Building, and Fire Departments of the City of Oak Park.

MOTION by Seligson, SECONDED by McClellan, to approve the proposed Site Plan Review, for Gloworks Wholesale, 21116 Greenfield Rd.

VOTE:	Yes:	McClellan, Eizelman, Tkatch, Tungate, Brown, Seligson
	No:	None
	Absent:	Torgow, Whitehead, Walters-Gill,

MOTION CARRIED

8. PLANNING COMMISSION MATTERS FOR DISCUSSION – Tungate welcomed Habhab back from her vacation overseas. Brown commended public safety officers with how they handled a large fire next door to his home.

9. PUBLIC COMMENT – None

10. ADJOURNMENT

There being no further business, Vice Chair Brown adjourned the meeting at 6:29 p.m.

Jo Lynn Williams-Elliott, Deputy City Clerk



CITY OF OAK PARK

DEPARTMENT OF ECONOMIC DEVELOPMENT & PLANNING

Mayor
Marian McClellan
Mayor Pro Tem
Julie Edgar
Council Members
Stephanie Crawford
Solomon Radner
Shaun Whitehead
City Manager
Erik Tungate

March 30, 2026

Kamal Khalife
6708 Apple Blossom Trl.
West Bloomfield, MI 48322

RE: Detroit Diamond District – 21850 Greenfield Rd.

Dear Kamal Khalife,

This letter is in regard to your request for Administrative Approval for Detroit Diamond District at 21850 Greenfield Rd, Oak Park, MI 48237, Parcel ID # 52-25-31-155-001. According to your application, the project includes exterior facade enhancement, site improvements, and ADA accessibility upgrades. The building is intended to be used for a jewelry store, optical retail and lab, and office use.

The site plan shows a total of 48 new 24-inch green velvet boxwoods. The landscape maintenance summary states that the existing irrigation system will be used to water and maintain these plants as needed.

After reviewing the information that you provided, the Economic Development and Planning Department has administratively approved your request and the related Site Plan, as described below.

Site/Sketch Plan provided for Administrative Approval Review		
Title	Sheet	Date
Floor plan	A110	3/2/2026
Roof plan	A120	3/2/2026
Exterior elevations	A200	3/2/2026
Landscape Maintenance Summary	-	-

Please be advised that the approval is conditioned on the following:

1. The site plan does not depict a waste receptacle/enclosure. If a dumpster is needed, the applicant will be required to provide a dumpster with the required enclosure in accordance with Article 1, Division 1, Section 333 of the Zoning Ordinance. A detailed plan for the dumpster enclosure showing the location, orientation, design, building material, and any relevant details shall be submitted as part of the building permit application. It is the applicant’s responsibility to contact the waste management company before finalizing the dumpster location and orientation to ensure there are no accessibility issues.
2. All landscaped areas and plant materials shall be kept free from refuse and debris. Plant materials, including lawn, shall be maintained in a healthy growing condition, neat and orderly in

appearance in accordance with the approved site plan/landscape plan. If any plant material dies or becomes diseased, it shall be replaced with 30 days' written notice from the City or within an extended time period as specified in said notice.

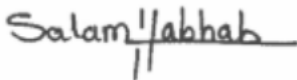
3. Any modifications to the access drive on Greenfield Rd. shall require obtaining permits/approval from the Road Commission for Oakland County and the City of Oak Park Engineering Department.
4. All proposed rooftop or ground-level equipment must be screened as required by the zoning ordinance.
5. Any existing or proposed exterior lighting should be shielded and downward casting to eliminate the possibility of nuisance to the adjoining properties as required by the zoning ordinance.
6. No signs are approved as part of the Administrative Approval. A separate permit must be requested for the inclusion of any signs at this site.
7. This review is from the Economic Development and Planning Department only. The Site Plan shall comply with the requirements of the City of Oak Park Engineering, Building, and Fire Departments, as applicable.

You may now proceed to obtain a building permit, a business license, or any other permits required to complete this project. It is your responsibility to read and understand approved plans, conditions, and additional approvals required to obtain a building permit or any other additional approvals required to complete this project.

This approval will expire on September 30, 2027, unless actual physical construction of a substantial nature of the improvements included in the approved site plan has been commenced and proceeded meaningfully toward completion during this period. If you require an extension of time, you may do so in writing before the expiration date, subject to the regulations of Article 5 Division 1 of the zoning ordinance.

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

Sincerely,



Salam Habhab,
Economic Development and Planning Specialist
City of Oak Park
14300 Oak Park Blvd.
Oak Park, MI 48237
(248) 691-7455
shabhab@oakparkmi.gov

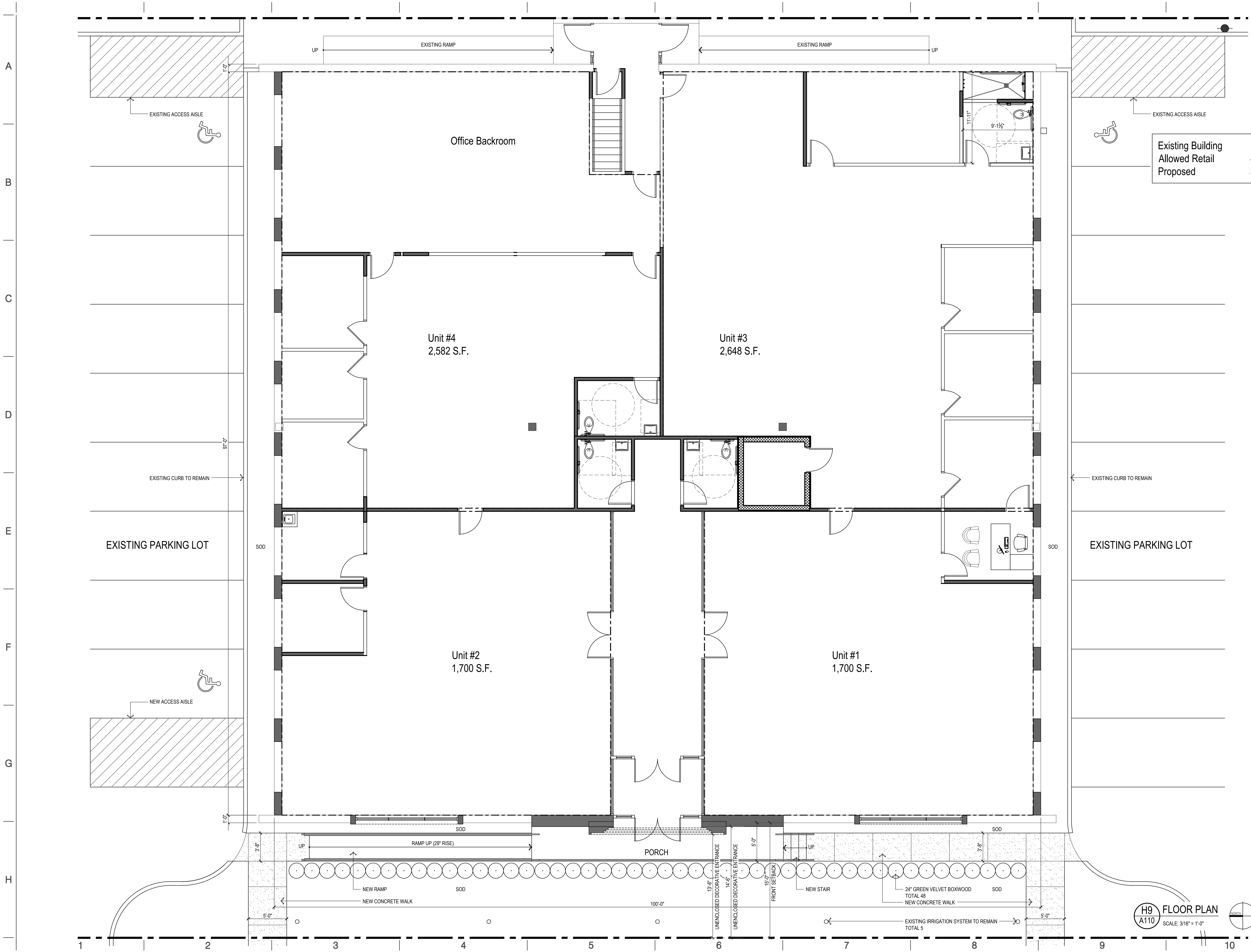
DETROIT DIAMOND DISTRICT

Landscape Maintenance Summary

21850 Greenfield Road | Oak Park, Michigan

Maintenance Plan

- Spring clean-up of all landscaped areas and planting beds.
- Weekly maintenance during the growing season including mowing, edging, and trimming.
- Removal of weeds, debris, and litter as needed.
- Seasonal services including spring and fall clean-up of landscape beds.
- Winter snow removal and clearing of sidewalks and entrances during winter months.
- Existing irrigation system will be used to water and maintain plant materials as needed.
- Landscape lighting will be monitored and maintained.



Existing Building	9,560 S.F.
Allowed Retail	40% (40% x 9,560 S.F.) = 3,824 S.F.
Proposed	3,400 S.F.

JAWAN MATTI, INC
 586-321-7727
 jawanmatti@gmail.com

Project:
Office Building
 21850 Greenfield Road
 Oak Park, Michigan

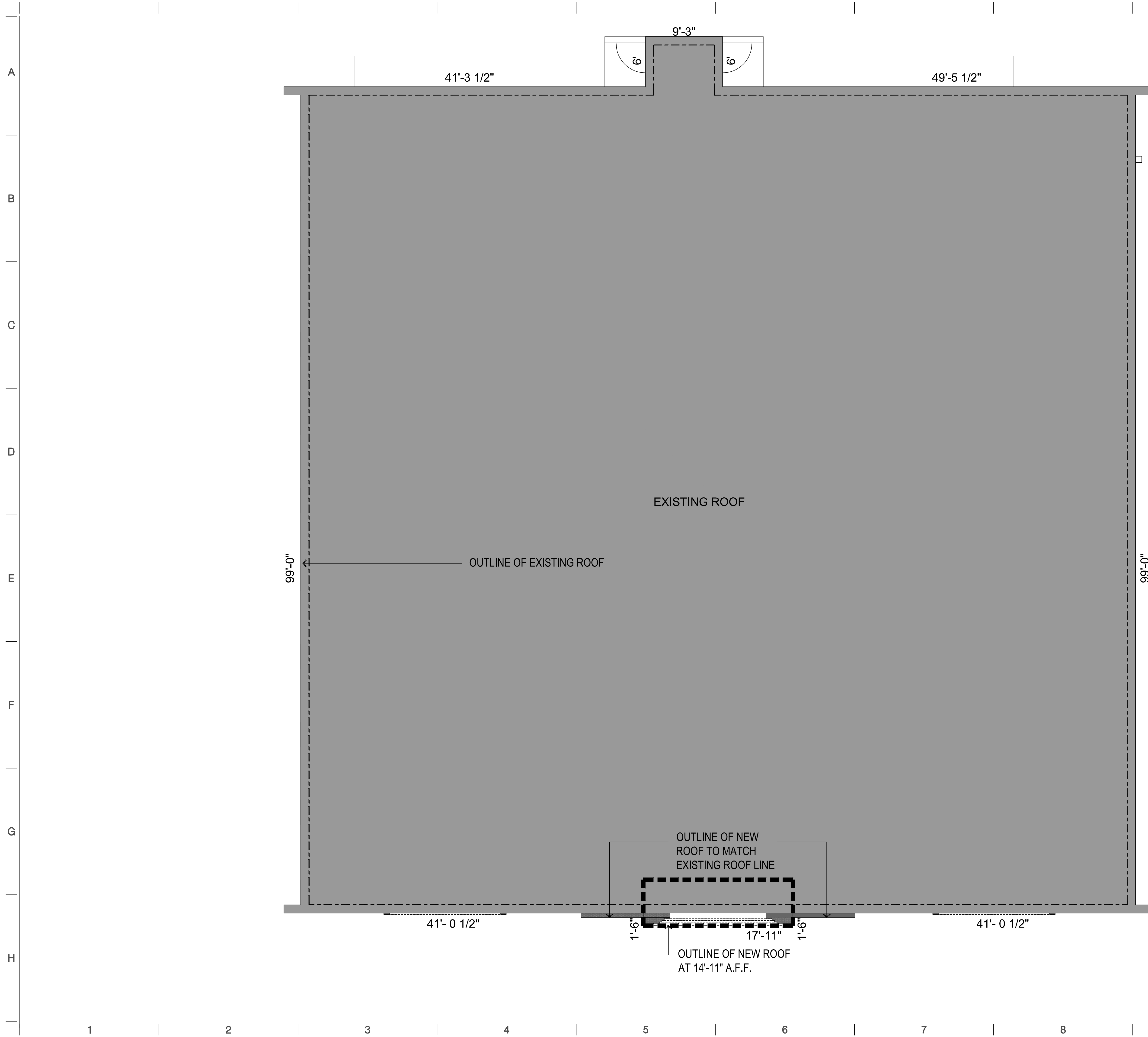
Date: Issued For:
 2-2-2026 ADMINISTRATIVE APPROVAL

PRELIMINARY
 NOT FOR CONSTRUCTION

Project NO: 25108
 Sheet No:

A110
 FLOOR PLAN

H9 FLOOR PLAN
 A110 SCALE: 3/16" = 1'-0"



ZONING: O, OFFICE BUILDING DISTRICT

PER SECTION 312. HEIGHT AND EXCEPTIONS AND LIMITATIONS

B. NO STRUCTURE OR PART OF ANY STRUCTURE LISTED ABOVE AS AN EXCEPTION SHALL EXCEED BY MORE THAN 15 FEET THE HEIGHT LIMITATION OF THE DISTRICT IN WHICH IT IS LOCATED. IN ADDITION, NO STRUCTURE LISTED ABOVE AS AN EXCEPTION SHALL HAVE A TOTAL AREA GREATER THAN 25 PERCENT OF THE ROOF AREA TO WHICH IT IS ATTACHED

ROOF AREA: 9,560 X 25% = 2,390 SQUARE FEET ALLOWED
 PROPOSED: 99 SQUARE FEET

JAWAN MATTI, INC
 586-321-7727
 jawanmatti@gmail.com

Project:
Office Building
 21850 Greenfield Road
 Oak Park, Michigan

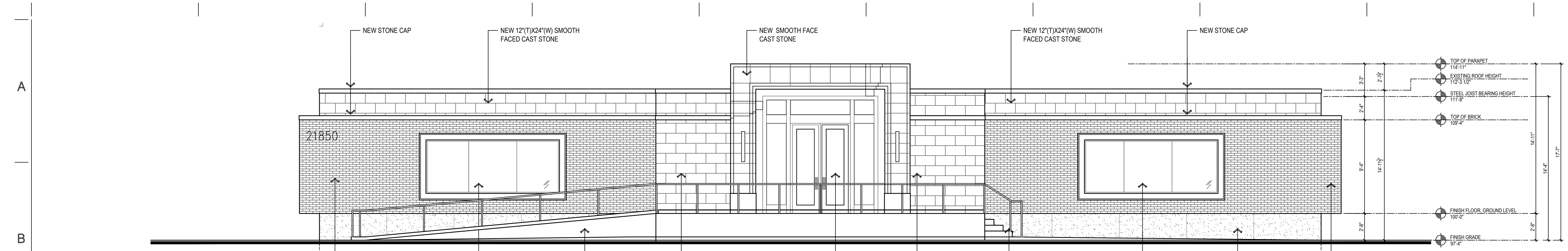
Date: Issued For:
 2-2-2026 ADMINISTRATIVE APPROVAL

PRELIMINARY
 NOT FOR CONSTRUCTION

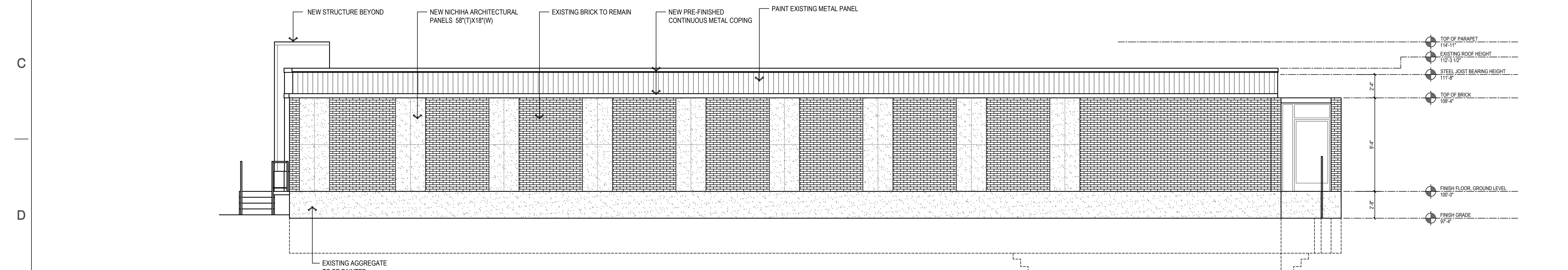
Project NO: 25108
 Sheet No:

A120
 ROOF PLAN

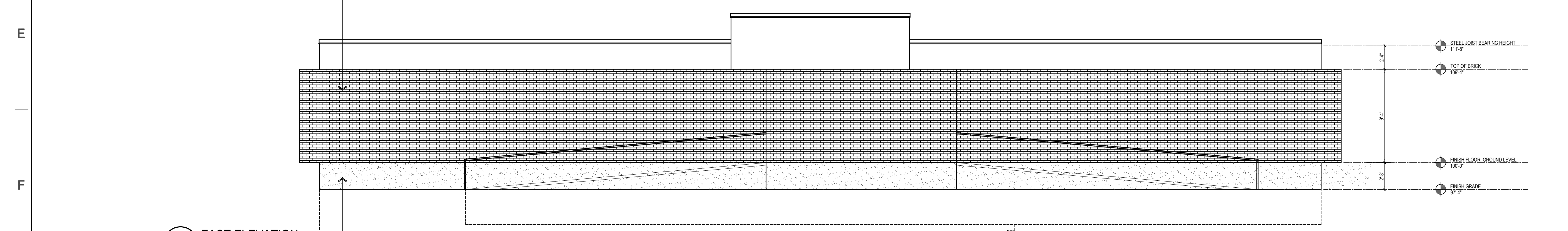
H9 ROOF PLAN
 A120 SCALE: 3/16" = 1'-0"



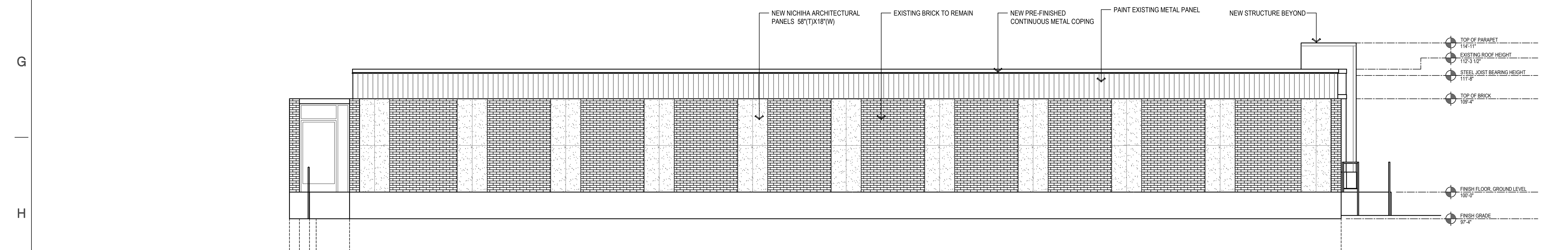
B1
A200 WEST ELEVATION
SCALE: 3/16" = 1'-0"



D1
A200 SOUTH ELEVATION
SCALE: 3/16" = 1'-0"



F1
A200 EAST ELEVATION
SCALE: 3/16" = 1'-0"



H1
A200 NORTH ELEVATION
SCALE: 3/16" = 1'-0"

JAWAN MATTI, INC
586-321-7727
jawanmatti@gmail.com

Project:
Office Building
21850 Greenfield Road
Oak Park, Michigan

Date: Issued
For:
3-2-2026 ADMINISTRATIVE APPROVAL

PRELIMINARY
NOT FOR CONSTRUCTION

Project NO: 25108
Sheet No:

A200
EXTERIOR ELEVATIONS



CITY OF OAK PARK

DEPARTMENT OF ECONOMIC DEVELOPMENT & PLANNING

Mayor
 Marian McClellan
Mayor Pro Tem
 Julie Edgar
Council Members
 Stephanie Crawford
 Solomon Radner
 Shaun Whitehead
City Manager
 Erik Tungate

March 30, 2026

Jannarie Gaston | Kamila Graham | Alicia Ghunn
 23120 Coolidge Hwy.
 Oak Park, MI 48237

RE: Ever & Ever Wedding Studio – 23120 & 23130 Coolidge Hwy.

This letter is in regard to your request for Administrative Approval for Ever & Ever Wedding Studio at 23120 to 23130 Coolidge Hwy., Oak Park, MI 48237, Parcel ID # 52-25-29-352-001. The existing business at 23120 Coolidge, which offers wedding retail, planning services, and same-day nuptial services, including occasional brief wedding ceremonies, will expand into 23130 Coolidge to include an event facility. As outlined in your application and previous correspondence, the activities are limited to community or private parties, gatherings or charity events, weddings, wedding receptions, showers, and business functions, with a maximum occupancy of 49 people, including guests and employees. Special event hours of operation are limited to between 9 am to 11 pm by appointment only.

After reviewing the information that you provided, the Economic Development and Planning Department has administratively approved your request and the related Site Plan, as described below.

Site/Sketch Plan provided for Administrative Approval Review		
Title	Sheet	Date
Floor Plan	-	Received 03/02/2026

Please be advised that the approval is conditioned on the following:

1. The event space shall be limited to hosting activities such as community or private parties, gatherings or charity events, weddings, wedding receptions, showers, and business functions. Other similar events may also be included at the discretion of the City.
2. Special event hours of operation shall be limited to between 9 am and 11 pm.
3. The operation of the event space shall comply with all applicable provisions of the [Noise Ordinance of Chapter 38, Article II](#) of the City’s Code of Ordinances and shall not cause a noise disturbance to any surrounding businesses or residential areas.
4. Caterers who may offer food and drink services in the event facility should operate in compliance with the remote services rules and regulations of the Oakland County Health Department.
5. The applicant must adhere to the Michigan Liquor Control Commission (MLCC) rules and regulations for offering alcoholic liquor in the event facility and obtain any necessary permits from the local and state levels.

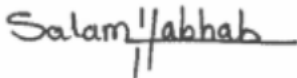
6. The applicant shall notify the Municipal Services Department of any changes to the services provided and ensure compliance with any local, county, state, or federal laws and regulations as mentioned above.
7. The applicant is responsible for providing documentation and information to demonstrate that the requirements for any state licenses or registration have been met, and copies of such documentation shall be provided and kept on file with the Municipal Services Department.
8. All proposed roof-top or ground-level equipment must be screened as required by the zoning ordinance.
9. Any existing or proposed exterior lighting should be shielded and downward casting to eliminate the possibility of nuisance to the adjoining properties.
10. No signs are approved as part of the Administrative Approval review. A separate permit must be requested for the inclusion of any signs at this site.
11. This review is from the Economic Development and Planning Department only. The Site Plan shall comply with City of Oak Park Engineering, Building and Fire Departments requirements, as applicable.

You may now proceed to obtain a building permit, a business license, or any other permits required to complete this project. It is your responsibility to read and understand approved plans, conditions, and additional approvals required to obtain a building permit or any other additional approvals required to complete this project.

This approval will expire on September 30, 2027, unless actual physical construction of a substantial nature of the improvements included in the approved site plan has been commenced and proceeded meaningfully toward completion during this period. If you require an extension of time, you may do so in writing before the expiration date, subject to the regulations of Article 5 Division 1 of the zoning ordinance.

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

Sincerely,

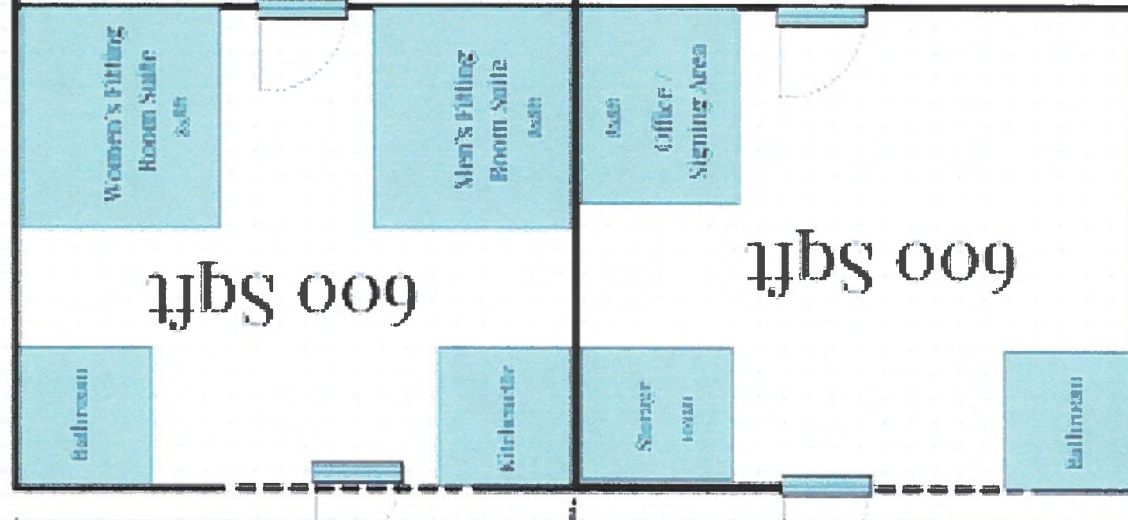


Salam Habhab,
Economic Development and Planning Specialist
City of Oak Park
14300 Oak Park Blvd.
Oak Park, MI 48237
(248) 691-7455
shabhab@oakparkmi.gov

Ever and Ever Wedding Studio Elopement Floor plan



51.4 sqft length

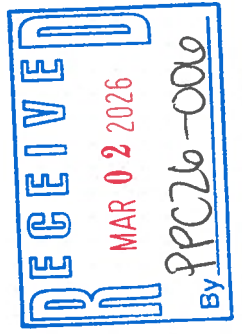


1000 SQFT

Ceremony Room
 $24' \times 30' = 720 \text{ sq ft}$
Reception Room
 $28' \times 32' = 896 \text{ sq ft}$
Dance Floor
 $12' \times 12' = 144 \text{ sq ft}$
Occupant Load
 49 persons

1000 SQFT

51.4 sqft length





CITY OF OAK PARK

DEPARTMENT OF ECONOMIC DEVELOPMENT & PLANNING

Mayor
Marian McClellan
Mayor Pro Tem
Julie Edgar
Council Members
Stephanie Crawford
Solomon Radner
Shaun Whitehead
City Manager
Erik Tungate

April 2, 2026

City of Detroit
City Planning Commission
Marcell R. Todd, Jr., Director
208 Coleman A. Young Municipal Center
Detroit, MI 48226

Dear Marcell R. Todd, Jr.,

Thank you for the opportunity to review the proposed amendments to the Detroit Master Plan of Policies. Members of the City of Oak Park Planning Commission reviewed the proposed amendments to update the Future General Land Use designation for subject site 1 from Medium Density Residential to Light Industrial to support a planned warehouse and logistics facility, and subject site 2 from Medium Density Residential to Commercial Thoroughfare to establish a community-informed transition area.

The Planning Commission supports the amendments as presented.

Sincerely,

Kimberly Marrone
Municipal Services Director
14300 Oak Park Blvd
Oak Park, MI 48237

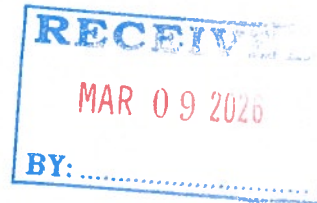
Donovan Smith, AICP
Chairperson
Rachel M. Udabe
Vice Chair/Secretary
Marcell R. Todd, Jr.
Director
Christopher Gulock, AICP
Deputy Director

City of Detroit
CITY PLANNING COMMISSION
208 Coleman A. Young Municipal Center
Detroit, Michigan 48226
Phone: (313) 224-6225 Fax: (313) 224-4336
e-mail: cpc@detroitmi.gov

Adrian-Keith Bennett
Kenneth R. Daniels
David Esparza, AIA, LEED
Ritchie Harrison
Gwendolyn A. Lewis, MBA
Frederick E. Russell, Jr.

March 3, 2026

Planning Commission
c/o Building Dept
14300 Oak Park Blvd
Oak Park, MI 48237



To Whom It May Concern:

Please be advised that the City of Detroit is proposing an amendment to the Detroit Master Plan of Policies. In accordance with the provisions of the Michigan Planning Enabling Act (Public Act 33 of 2008), this also serves as notice of the intent to amend the Detroit Master Plan of Policies. The City of Detroit City Planning Commission is providing a copy of the proposed amendment for your review and comment.

The proposed amendment is summarized as follows:

Subject Site 1 would allow for the development of light industrial uses, specifically a proposed warehouse and logistics facility of approximately 400,000 square feet. The Light Industrial (IL) designation is being proposed in anticipation of the rezoning of a large swath of land to the M2 (Restricted Industrial District) zoning classification, to accommodate this development. Light Industrial (IL) designation reflects the site's adjacency to existing industrial uses and should minimize impacts on adjacent residential uses via designated truck routes to minimize truck traffic passing homes.

Subject Site 2 has a proposed Future General Land Use designation of CT (Commercial Thoroughfare) supporting a future, community-informed commercial or open space vision to act as a transition area that buffers the adjacent residential from the industrial activity to the west.

The subject site is within Neighborhood Cluster 6, Tireman Neighborhood Area of the Master Plan. Collectively, the sites are generally bounded by West Warren Avenue and McGraw Street to the north, 30th Street to the east, the I-94 Expressway to the south, and vacated Parkdale Terrace Street to the west.

Please forward any comments within 42 days of the date of this letter. You may express your comments by mail or email to the address indicated above. For additional information, please contact Kimani Jeffrey of our office at 313-224-6225. Thank you for your cooperation in regard to this request.

Sincerely,

Marcell R. Todd, Jr., Director



February 5, 2026

Marcell R. Todd Jr, Director
Detroit City Planning Commission
208 Coleman A. Young Municipal Center
Detroit, Michigan 48226

RE: A resolution to amend the Detroit Master Plan of Policies for the two areas generally bounded by Warren Avenue, McGraw Street, 30th Street, the I-94 Expressway, and vacated Parkdale Terrace to accommodate light industrial development uses and support future retail (Master Plan Change #32)

HONORABLE CITY COUNCIL:

Pursuant to the City of Detroit's City Charter (Section 8-102), the Planning and Development Department (PDD) has submitted for your consideration and action a proposed amendment to the Detroit Master Plan of Policies (Master Plan). Adoption of this resolution would update the Future General Land Use designations for two related subject areas to support light industrial redevelopment and establish commercial zoning consistent with land use outcomes envisioned through community engagement.

Location

The subject sites are located in the Neighborhood Cluster 6, Tireman Neighborhood Area of the Master Plan. Collectively, the sites are generally bounded by West Warren Avenue and McGraw Street to the north, 30th Street to the east, the I-94 Expressway to the south, and vacated Parkdale Terrace to the west.

Subject Site 1 is generally bounded by McGraw Street, 31st Street, the I-94 Expressway, Junction Avenue, Devereaux Street, and vacated Parkdale Terrace.

Subject Site 2 is generally bounded by 30th Street, the I-94 Expressway, 31st Street, and the alley south of and parallel to West Warren Avenue.

Existing Site Information

The subject areas are currently vacant and are both areas are designated RM (Medium Density Residential). **Subject Site 1** is located immediately east of the ThyssenKrupp Steel manufacturing facility and previously contained the Kronk Recreation Center and Atkinson Playfield, as well as former residential lots. **Subject Site 2** is vacant and contains former residential lots.

Surrounding Site Information

Subject Site 1 directly abuts the a Master Plan designation of IL (Light Industrial) and contains TyssonKrupp Materials NA manufacturing facility, zoned TM (Transitional Industrial). To the south is the I-94 Expressway. The parcels to the north, across McGraw Street, are zoned R2

(Two Family Residential) and B4 (General Commercial), with a Master Plan designation of CT (Thoroughfare Commercial), occupied by a majority of vacant land with some commercial buildings. To the south is the I-94 expressway. To the east is the area designated as “Site 2”, currently designated as RM.

Subject Site 2 is situated along a major corridor (W. Warren Ave) to the north (designated as CT, zoned B4 and commercially developed) and the I-94 Expressway to the south with access to transit and nearby commercial activity. The area is positioned between the proposed industrial development to the west and existing residential neighborhoods to the east (designated RM and zoned R2).

Project Proposal

Subject Site 1 is intended to accommodate redevelopment for light industrial uses, currently a proposed warehouse and logistics facility of approximately 400,000 square feet. The IL designation is being proposed in anticipation of rezoning much of the site to M2 (Light Industrial) to accommodate its redevelopment.

Subject Site 2 has a proposed Future General Land Use designation to CT (Commercial Thoroughfare) supporting a future, community-informed commercial or open space vision to act a transition area that buffers the adjacent residential from the industrial activity to the west.

Interpretation: Impact on Surrounding Land Use

Subject Site 1 is being proposed for a Light Industrial (IL) designation reflects the site’s adjacency to existing industrial uses and should minimize impacts on adjacent residential uses via designated truck routes to minimize truck traffic passing homes. The expressway to the south, industrial development to the west, and future commercial parcel to the east help to buffer the industrial development. Proper landscaping will also further buffer the use from the surroundings.

Subject Site 2 is proposed for a Commercial Thoroughfare (CT) designation establishes an intentional transition zone, consistent with Master Plan policy, that supports open space or corridor-based development to mitigate potential land use conflicts with nearby residential areas. The commercial development east of 31st Street would be adjacent to the existing commercial development to the north and across the street from the residential uses across 30th Street. Impacts should not be significant.

Impact on Transportation

DDOT and SMART bus routes service the area along W. Warren Ave. and Junction Street (with the closing of Junction Street adjacent to the site, that route would be adjusted). The site’s proximity to major streets should mitigate traffic through adjacent residential neighborhoods. Designated truck routes should also be established to keep trucks out of the neighborhoods north and south of I-94. The City’s closing of Junction Street necessitates detouring to the east to 31st Street.

Recommended Master Plan Amendment


The PDD requests this proposed amendment to the Master Plan to accommodate the reuse of the

area for primarily light industrial use. The site's proximity to industrial zoning to the west and the I-94 expressway makes it a good candidate for future industrial development. We therefore request that:

Subject Site 1: Change from RM (Medium Density Residential) to IL (Light Industrial) for the area generally bounded by McGraw Street, 31st Street, the I-94 Expressway, Junction Avenue, Devereaux Street, and vacated Parkdale Terrace.

Subject Site 2: Change from RM (Medium Density Residential) to CT (Commercial Thoroughfare) for the area generally bounded by 30th Street, the I-94 Expressway, 31st Street, and the alley south of and parallel to West Warren Avenue.

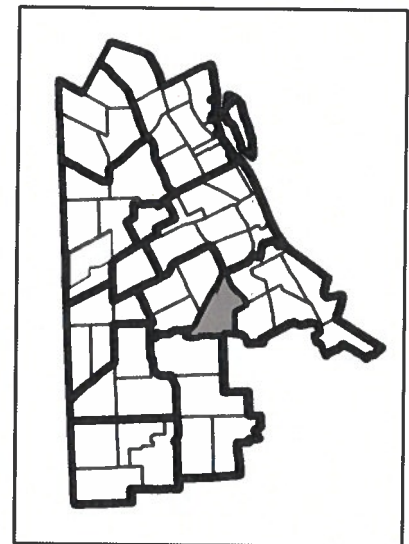
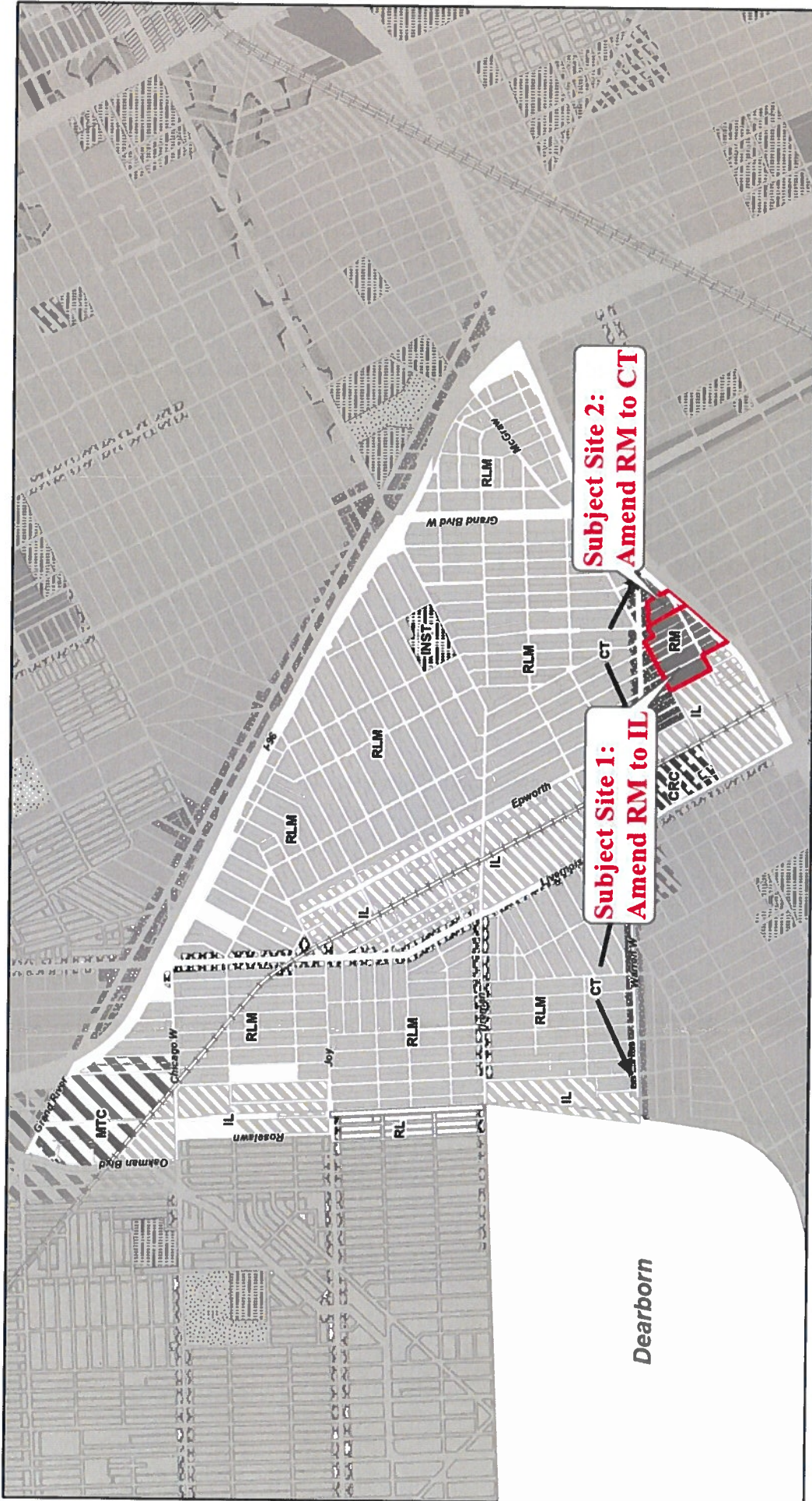
Respectfully submitted,


Alexa Bush, Director
Planning and Development Department

CC: Greg Moots, PDD
Karen Gage, Director Office of Zoning Innovation

Attachments

Future General Land Use Map: Map 6-3B, Neighborhood Cluster 6, Tireman Neighborhood



Future Land Use

	Low Density Residential (RL)		Distribution / Port Industrial (IDP)
	Low / Medium Density Residential (RLM)		Mixed - Residential / Commercial (MRC)
	Medium Density Residential (RM)		Mixed - Residential / Industrial (MRI)
	High Density Residential (RH)		Mixed - Town Center (MTC)
	Major Commercial (CM)		Recreation (PRC)
	Retail Center (CRC)		Regional Park (PR)
	Neighborhood Commercial (CN)		Private Marina (PRM)
	Thoroughfare Commercial (CT)		Airport (AP)
	Special Commercial (CS)		Cemetery (CEM)
	General Industrial (IG)		Institutional (INST)
	Light Industrial (IL)		

Map 6-3B
City of Detroit
Master Plan of
Policies
Neighborhood Cluster 6
Tireman



CITY OF OAK PARK

DEPARTMENT OF ECONOMIC
DEVELOPMENT AND PLANNING

MEMORANDUM

TO:	Planning Commission Members	DATE:	April 1, 2026
FROM:	Kimberly Marrone, Municipal Services Director Salam Habhab, Economic Development & Planning Specialist	FILE:	APLNCOM/ORD 2026-04 Zoning Text Amendments

SUBJECT: ORD 2026-04 – Proposed Text Amendments to Appendix A - Zoning Ordinance of the Code of Ordinances of the City of Oak Park, MI

In an effort to enhance the City’s ability to achieve its goals, the Economic Development and Planning staff has identified areas for improvement in specific sections of the Zoning Ordinance. The proposed text amendments introduce regulations for Electric Vehicle (EV) Charging Stations and update the sign ordinance. These changes address emerging land use trends and respond to feedback and needs.

Staff has prepared a proposed ordinance section to regulate EV charging stations, along with guidelines to inform future infrastructure development. The ordinance provisions are regulatory, while the guidelines are advisory and intended to provide direction and outline best practices.

The proposed text amendments and EV charging station guidelines are attached to this memo for review and consideration of approval.

RECOMMENDATION

Planning Commission to recommend approval of the proposed text amendments to the City Council.

ORD 2026-04 – PROPOSED TEXT AMENDMENTS TO APPENDIX A - ZONING ORDINANCE OF THE CODE OF ORDINANCES OF THE CITY OF OAK PARK, MI

Staff proposes incorporating the EV Charging Station regulations into the reserved Section 302. While this placement does not strictly follow the alphabetical sequence of the ordinance, it avoids the need to renumber subsequent sections and minimizes potential inconsistencies with existing cross-references.

ARTICLE 3. DIVISION 1. GENERAL PROVISIONS

Add the new section to the reserved Section 302.

Sec. 302. Electric Vehicle (EV) Charging Stations

A. Purpose and Intent

The purpose of this section is to regulate the installation, location, design, and operation of electric vehicle (EV) charging stations to promote public safety, accessibility, and compatibility with surrounding land uses, while supporting the City’s long-term EV readiness goals. These provisions align with widely used best practices in Michigan communities and the State of Michigan Community EV Toolkit and are intended to provide clarity for applicants, permitting, and enforcement.

B. Definitions

Electric Vehicle (EV). A motor vehicle powered in whole or in part by electricity supplied from an external source.

Electric Vehicle Supply Equipment (EVSE) / EV Charging Station. Equipment and related electrical infrastructure that delivers electricity to an EV for charging.

Public EV Charging Station (Principal Use). A site where EV Charging is the primary commercial use and is available to the public.

Accessory EV Charging Station. An EV charging installation that is subordinate and incidental to an approved principal use.

Private or Limited-Access EV Charging Station. An EV charging installation limited to residents, employees, owners, fleet vehicles, or other authorized users; not open to the public for commercial use.

C. **Use Classification and Permitted Districts**

1. Public EV Charging Stations (Principal Use). Permitted as a principal commercial use within the B-2, General Business District, subject to Site Plan Review. Public EV charging stations shall not be permitted as a principal use in all other zoning districts.
2. Accessory EV Charging Stations. Permitted by right where the principal use is permitted, subject to Administrative Review.
3. Private or Limited-Access EV Charging Stations. Permitted within multi-family, institutional, commercial, mixed-use, office and industrial developments for use by authorized users, subject to applicable building and electrical permits.

D. **Location and Site Design Standards**

1. General. EV charging stations may be located wherever off-street parking is permitted.
2. Equipment. All EV charging stations and associated equipment shall not obstruct pedestrian sidewalks, accessible routes, crosswalks, or fire lanes, and shall not be placed within any required intersection visibility or sight-distance triangle as set forth in Section 314 of this Ordinance.
 - a. EV charging stations (the charging posts or pedestals intended for user interaction) may be permitted along or adjacent to the public right-of-way where otherwise allowed by this Ordinance.
 - b. All associated equipment, including but not limited to transformers, power cabinets, switchgear, utility service equipment, conduit risers, meter pedestals, and any ancillary infrastructure, shall be located to be minimally visible from public streets and sidewalks.
3. Utilities. New charging equipment and associated infrastructure should maintain a minimum ten (10) foot separation from underground utilities, including storm and sanitary sewers, water mains, and fire suppression service lines, unless an alternative is approved by the City Engineer.
4. Screening. Equipment such as transformers, power cabinets, and switchgear shall be screened from public view by a solid wall, fence, landscaping, and/or architectural features that are compatible in appearance with the principal building.
5. Parking Counts. EV charging spaces shall count toward the minimum off-street parking requirements.
6. Marking and Signage. EV spaces shall be clearly striped and signed to indicate “EV Charging Only.”
7. Protection. Protective bollards or equivalent barriers shall be installed to safeguard charging equipment and associated infrastructure from vehicle impact.
8. Lighting, Noise, and Hours. Lighting and operations shall be compatible with adjacent land uses.

E. Accessibility

All EV charging stations shall comply with the Americans with Disabilities Act (ADA), the Michigan Building Code, and applicable accessibility guidelines. A minimum of five percent (5%) of all EV charging stations provided for public or employee use, but not less than one (1), shall be accessible. Accessible EV charging spaces shall include a van-accessible access aisle and an unobstructed accessible route to the charging equipment. Accessible EV charging spaces are in addition to, and shall not be counted toward, the minimum number of barrier-free parking spaces otherwise required by code.

F. Additional Safety and Siting Consideration

1. *Interior Installations.* EV charging equipment located within enclosed parking garages or interior service/fleet areas may be permitted without Site Plan or Administrative Review, provided no exterior site elements are affected; building and electrical approvals remain required.
2. *Hazardous Locations.* Where EV charging is proposed at facilities that dispense flammable fuels, liquids, or gases, placement and installation shall comply with the National Electrical Code.
3. *Weather Exposure.* Outdoor installations are preferred for safety; indoor or covered installations shall provide any additional fire protection or ventilation required by code.

G. Approvals and Permitting

1. *New Developments.* The location and design of EV charging stations shall be reviewed as part of the formal Site Plan Review process.
2. *Where an EV charging station is designed with a canopy and multiple bays in a manner similar to layout and intensity to an automobile gasoline station, the site shall comply with the applicable design development standards of Section 557.B related to canopy setbacks and height, driveway limitations, lighting requirements, outdoor storage, and off-street parking as required by Section 403 of the Zoning Ordinance.*
3. *Existing Facilities (Retrofits).* Installation of EV charging stations at existing facilities shall be subject to Administrative Review to confirm that the proposal does not alter site circulation, parking counts, required landscaping, or other zoning-regulated features.
4. *Interior Installations.* EV charging stations installed wholly within the interior of a commercial facility (e.g., enclosed parking garage or interior fleet/service area) shall not require Site Plan Review or Administrative Review, provided no exterior site elements are affected; building and electrical approvals are still required.
5. *Permits.* Building and Electrical Permits are required for all EV charging installations.

6. Where EV charging stations are operated by a third party on an existing site, the operator shall be required to obtain and maintain a business license in accordance with all applicable municipal licensing regulations.

H. Submittal Requirements

Applicants shall provide the following materials with zoning submittals and building/electrical permit applications, as applicable:

1. A scaled site plan showing parking, equipment, conduit routing, and bollards;
2. Identification of underground utilities within the work area;
3. Screening details for transformers, switchgear, and power blocks;
4. The location of the nearest fire hydrant and any Fire Department Connection (FDC);
5. Manufacturer data sheets, electrical specifications, and installation instructions for the selected chargers, including emergency shut-off location and type;
6. For interior installations, a floor plan showing charger locations; and
7. An electrical riser diagram, engineered load calculations, and panel schedule prepared, sealed, and signed by a licensed electrical engineer verifying sufficient capacity for the proposed equipment.

I. Relationship to the Electric Vehicle Charging Station Guidelines

The City of Oak Park maintains an advisory document titled “Electric Vehicle Charging Station Guidelines” that provides non-regulatory best practices for location, design, installation, and future planning of EV charging infrastructure. These Guidelines are illustrative and do not supersede the requirements of this Zoning Ordinance. In the event of a conflict, the Zoning Ordinance shall govern.

ARTICLE 4. DIVISION 4. SIGNS.

Sec. 466. Sign Definitions.

Amend “Canopy Sign” definition as indicated below. All other provisions of this section, not listed below, remain unchanged.

Canopy sign. ~~A structure other than an awning affixed to a building and carried by a frame which is supported by the ground.~~ A sign attached to a canopy, whether the canopy is attached to a building or is a freestanding structure. For the purposes of this ordinance: “Building-mounted canopy sign” means a sign on a canopy attached to a building, and “Freestanding canopy sign” means a sign on a canopy that is not attached to a building, including those associated with gas stations or EV charging stations.

Sec. 472. Specific sign standards.

Amend the Sign Dimensional Standards and Regulations Table to add footnote (7), as indicated below. All other provisions of the table and section, not listed below, remain unchanged.

District	Wall, canopy, or awning		Freestanding sign			Temporary signs(c)	
	Number	Maximum size per sign	Number	Maximum size per sign	Maximum height	Maximum size per sign	Maximum height
B-1, B-2, LI, O, PTRE D, PCD, PUD, MX-1, MX-2, IF	1 per business (1) (6)	15% of front façade, a maximum of 120 square feet (3) (7)	1 sign(3)	30 square feet for businesses fronting roadway of 35 m.p.h. or less (2), (4), (5)	6 feet(5)	30 square feet	Freestanding sign maximum height is 6 feet

(7) Wall signs shall be located on the front façade of a building. The Zoning Official may permit a wall sign to be located on a façade other than the front façade, where the architectural design of the building or the visibility of the building from public street results in another façade having greater prominence or exposure than the front façade.

Sec. 473. Additional sign standards.

Amend provision 473.b., as indicated below. All other provisions of this section, not listed below, remain unchanged.

- b. Awning and canopy signs.* Awnings and **building mounted** canopy signs may be used as an alternative to wall signs listed in the sign dimensional standards and regulations table, if they meet the following standards:
1. Any sign area on awnings and canopy signs shall be included in calculations of maximum wall sign square footage.
 2. Awnings and canopy signs in the B-1 neighborhood business district shall be set back at least two feet from any street curb line, shall not extend more than six feet over the public right-of-way, and shall leave a minimum clearance of eight feet above the ground.
 3. Awning and canopy signs, other than those in the B-1 district, shall have a minimum ground clearance of ten feet, shall be set back at least six feet from any public right-of-way, nor project over an alley or private access lane. A sign shall not extend for more than two feet from the building to which it is attached.

4. No awning or canopy sign shall extend above the roof or parapet of the structure to which it is attached.
5. Wood posts or supporting arms shall not be used in conjunction with any awning or canopy sign, unless it is decorative in nature and part of the character of the sign.
6. Canopy signs shall not be internally illuminated and must be blackened out on the underside.

Amend provision 473 to add subsection f, as indicated below and renumber subsequent subsections. All other provisions of this section, not listed below, remain unchanged.

f. Freestanding canopy sign. These regulations apply to canopy signs associated with uses such as gasoline stations, fuel service stations, and electric vehicle (EV) charging stations:

1. Canopy signs shall be mounted flush on the vertical fascia of the canopy.
2. Signs shall be limited to business identification (name and/or logo).
3. Signs shall not project above, beyond, or outside the limits of the canopy structure.
4. The total sign area on any single canopy face shall not exceed 20% of the canopy fascia area for the face.
5. A maximum of one (1) canopy sign is permitted.
6. On corner lots, a maximum of two (2) signs is permitted, with one (1) sign on each street-facing canopy face.

Sec. 476. Dangerous, unsafe, abandoned, and illegally erected signs.

Amend provision 476.c, as indicated below. All other provisions of this section, not listed below, remain unchanged.

- c. *Obsolete or abandoned signs.* Permanent signs applicable to a business suspended by a change in ownership, occupancy, or management shall not be deemed abandoned unless the structure remains vacant for at least 30 consecutive days. An obsolete or abandoned sign shall be removed by the owner, occupant, or lessee of the premises within ~~ten days after written notice from the city building official~~ 30 days of the close of said business or activity.



ELECTRIC VEHICLE CHARGING STATION GUIDELINES

April 13, 2026

Electric Vehicle Charging Station Guidelines

The electric vehicle market is growing dramatically and is emerging as the future of transportation. All major auto manufacturers have announced plans to electrify a significant portion of their production over the next 3-5 years. With the increased number of electric vehicles comes the need to provide an EV charging infrastructure in private and public settings that supports the anticipated number of vehicles. Many establishments, particularly national retailers, have already begun to add a limited number of EV charging stations to their sites. It is anticipated that this trend will not only continue but will intensify. Unfortunately, current City Ordinances and Building Codes have yet to be updated with specific requirements for EV charging stations.

The City of Oak Park recognizes this growing demand and encourages thoughtful planning for EV charging equipment that meets future needs while supporting the City's zoning regulations. To support this effort, the City has prepared the following guidelines for property owners and developers to use when considering adding EV charging stations to their particular sites. The City has also adopted a corresponding Electrical Vehicle (EV) Charging Station Section 308 within the City's Zoning Ordinance, which establishes the regulatory requirements for the installation, placement, and classification of EV charging stations.

These guidelines have been informed by and adapted from the [State of Michigan Community EV Toolkit](#), as well as established best practices utilized by communities across Michigan to ensure consistent, efficient, and future ready EV infrastructure planning. Together, the Zoning Ordinance and these Guidelines provide a comprehensive framework to help ensure that EV infrastructure in Oak Park is planned, installed, and maintained in a manner that is safe, functional, and aligned with long-term community objectives.

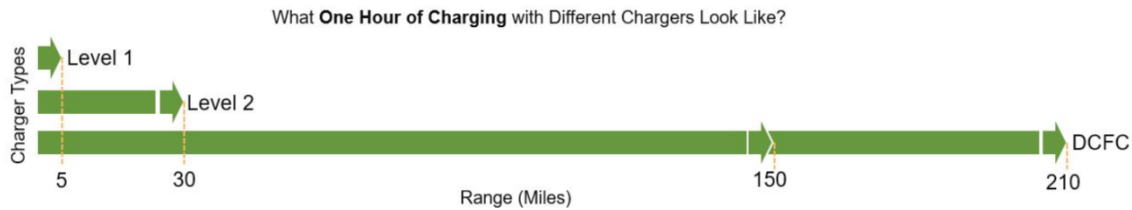
These Electrical Vehicle Charging Station Guidelines are advisory and are provided for planning purposes only. They do not establish regulatory standards and do not replace or modify the requirements contained in the City of Oak Park Zoning Ordinance. **Developers, property owners, and applicants must refer to Section 308 Electric Vehicle (EV) Charging Stations of the Zoning Ordinance for all enforceable requirements. Where discrepancies exist, the Zoning Ordinance shall govern.**

Types of EV Charging Stations

To begin, it is important to understand some of the terminology associated with EV charging. Currently, there are 3 levels of EV charging based on power levels. The higher the level the faster the charging can occur.

- **Level 1.** Level 1 uses a common 120-volt household outlet. It is the slowest way to charge and adds up to 5 miles of range per hour of charging. These are typically located in private homes where vehicle use is for shorter travel distances, and charge times can be longer.
- **Level 2.** Level 2 charging is the most widely used level for daily EV charging. EV chargers can be installed at home, workplace, as well as public locations like shopping malls. Level 2 charging can add up to 30 miles per hour of charging, depending on vehicle model.

- **Level 3.** Level 3 is sometimes referred to as DC Fast Charging (DCFC) and is currently the fastest type of charging. These chargers can recharge an EV at a rate of 150 to 210 miles per hour, depending on the vehicle model and DCFC power level. These units use direct current (DC) versus the alternating current (AC) used by Level 1 and 2 chargers. The voltage of the DCFC charger is much higher than is available in most residences.



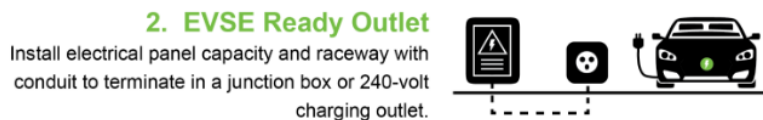
Gasoline pump adds ~250 miles of range per minute.

Also important are the 3 options that can be considered when planning for EV charging stations now and in the future.

- **EV-Capable (EV-C).** Parking spaces have an installed electrical panel with dedicated circuits and raceways that are capped for future EV parking spaces. The spaces are ready for the installation of electric lines and EV chargers.



- **EV-Ready (EV-R).** Parking spaces have an installed electrical panel capacity with a dedicated branch circuit including a conductor in the raceway. The conductor terminates in a junction box ready for the installation of an EV charger.



- **EV-Installed (EV-I).** Parking spaces have an installed electrical panel capacity with a dedicated branch circuit including a conductor in the raceway and an electric vehicle charging station ready to provide charging energy to EV parking spaces



Number of EV Charging Stations

Currently the number of EV charging stations provided is at the discretion of the owner or developer. While there is a cost associated with the EV charging stations, owners and developers should be aware that it is more cost effective to ensure homes and multifamily and non-residential projects are at a minimum EV-Ready when completed rather than conduct extensive electrical upgrades when they are installed later. We suggest the developers work with the Economic Development & Planning Department to determine an appropriate number of spaces for their project.

As an example, many Cities have adopted standards where:

- New one- and two-family dwellings with dedicated off-street parking are provided with at least one Level 2 EV-Capable or EV-Ready outlet.
- For multi-family dwellings and non-residential projects, EV charging infrastructure is based on a percentage of total parking spaces (e.g., 5% of the total parking spaces are to be a minimum of Level 2 EV-capable). These can be a combination of Level 2 and Level 3 EV-Capable, EV-Ready, and EV Installed spaces.

Even if specific EV charging stations are not being installed with a new development, the City encourages the installation of necessary conduit and electrical capacity to accommodate the future installation of EV charging stations. Planned conduits shall be shown on the site plan in the proposed locations to ensure conflicts do not arise with its installation.

EV charging station spaces should count towards satisfying the total number of required parking spaces and not be in addition to the minimum number required.

Location of EV Charging Stations

EV charging stations can generally be located wherever off-street parking spaces are permitted under Oak Park's Zoning Ordinance. The following additional conditions shall also be applicable:

- When installing EV stations at existing facilities, any of the landscaping that was initially required by the City Ordinance that will be disturbed or removed must be replaced in kind.
- Any new transformers, switchgear or power blocks associated with the EV charging station should be placed where they are minimally visible from public streets and should be screened in a manner consistent with Section 318 of the Zoning Ordinance
- All EV charging stations and associated equipment should be installed at a minimum of 10 feet from all existing or planned storm sewers, sanitary sewers and leads, water mains, fire suppression and domestic water service lines.
- The charging station and any ancillary equipment shall not interfere with existing site accessibility including sidewalks, pathways, and crosswalks. They shall be located outside of road sightlines. Further, appropriate parking space dimensions shall be maintained if such equipment is located within the parking area.

Accessibility Requirements

The Americans with Disabilities Act (ADA), Architectural Barriers Act (ABA) as well as the Michigan Building Code require EV charging stations to be accessible and usable by individuals with disabilities. The U.S. Access Board has prepared a technical assistance document to assist in the design and construction of EV charging stations. This is available online at <https://www.access-board.gov/files/usab-evse-guide.pdf>

In general, the requirements include:

- Not less than 5% (but no less than one) of the EV charging stations provided for public or employee use shall be accessible. Spaces at car dealerships, repair shops, etc. used for charging for repair or delivery do not need to comply.
- As EV charging stations are intended to be short term in duration, the accessible space shall not count toward the required number of accessible spaces.
- The accessible space should be a van accessible space that is a minimum of 132 inches in width with an adjoining access aisle that is a minimum of 60 inches in width.
- The accessible space shall be signed with a “use last” sign indicating that the space is accessible, but direct people to use this space only when other charging spaces are occupied or accessibility features are needed.
- A person with disabilities should be able to exit the vehicle, have an accessible route to the EV charging station, and then to the charging outlet on the vehicle. As the vehicle is being charged, the accessible route should not be obstructed with the charging cable.
- Ground surface on the accessible routes and at the clear ground space at the EV charging stations shall be free of level changes and not slope more than 2%. Grass, curbs, wheel stops, and bollards should generally not be located within the accessible route or clear ground space at the EV charging station unless the accessible route can be fully maintained.
- Operable parts on the EV charging station, including card readers, should be within the reach range of a wheelchair bound individual. The part should be operational with one hand with no tight grasping, pinching, or twisting of the wrist.

Other Considerations

Charging equipment should be placed outdoors, when possible, to comply with safety recommendations. For installations within structured parking or under buildings, additional fire protection measures and ventilation shall be required.

EV spaces should be clearly marked with distinctive striping and signs indicating that the space is intended for EV charging use only.

Concrete filled steel bollards or other acceptable means of protection as determined appropriate by the City shall be provided around the charging station, power block, and any other ancillary equipment necessary to ensure the charging station is adequately protected from vehicles.

When EV charging stations are being installed at facilities that dispense flammable fuels, liquids or gases, special attention should be taken when locating the EV charging stations. In these locations, a registered electrical engineer should be retained to evaluate the location of the EV charging station with respect to Article 514 of the National Electrical Code for Motor Fuel Dispensing Facilities. Articles 500, 501 and 502 for Classified Hazardous Locations and Article 504 for Intrinsically Safe Systems that should be considered as well.

Approvals and Permitting Requirements

To ensure that the installation of EV charging stations meets all applicable zoning, building, and electrical requirements, the following review procedures apply:

- For new developments, the location and design of EV charging stations will be reviewed as part of the formal Site Plan Review process, consistent with the requirements of the City of Oak Park Zoning Ordinance.
- For existing facilities proposing to add EV charging stations, an Administrative Review will be required to evaluate the proposed installation and confirm that it does not alter site circulation, parking counts, or other zoning regulated site features.
- When EV charging stations are installed on the interior of a commercial facility, such as within an enclosed parking garage or within an interior fleet or service area, neither a Site Plan Review nor an Administrative Review will be required, as the installation does not affect the exterior site layout or zoning regulated elements. Interior installations will instead require building related approvals.

For all of the above processes, the Economic Development and Planning Department, along with other applicable City departments, will review the proposed EV installations to confirm compliance with the Zoning Ordinance, the Michigan Building Code, and all relevant electrical regulations. Following approval, a [Building Permit](#) and an [Electrical Permit](#) will be required prior to installation

Documentation

For all EV charging station installations, applicants must provide the following materials as part of their building and electrical permit submissions and any applicable zoning review:

- **Site Plan.** A site plan, drawn to scale, showing location of parking spaces, all electrical equipment, conduit runs, and bollards.
- **Underground utilities.** Site plan shall also include any underground utilities within the installation area, including water, sewer, storm, and other service lines that may influence placement or routing.
- **Screening.** Provide screening details for any new transformers, switchgear or power blocks associated with the EV charging station, consistent with the City's Zoning Ordinance.
- **Fire Hydrant.** Where applicable, show the location of the nearest fire hydrant and the building Fire Department Connection (FDC) to ensure adequate fire safety considerations.
- **Manufacturer's Data Sheet.** Include manufacturer's data sheets, electrical requirements, and

installation instructions for the type of charges being installed including the location and type of emergency shut off.

- **For interior installations.** Provide a floor plan showing the location of EV chargers.
- **Complete Electrical Data.** Provide an electrical riser diagram, load calculations, and panel schedule that have been prepared, sealed, and signed by a licensed electrical engineer, verifying that sufficient electrical capacity and infrastructure are provided to support the proposed charging equipment.



CITY OF OAK PARK

DEPARTMENT OF ECONOMIC
DEVELOPMENT AND PLANNING

MEMORANDUM

TO:	Planning Commission Members	DATE:	April 1, 2026
FROM:	Kimberly Marrone, Municipal Services Director Salam Habhab, Economic Development & Planning Specialist	FILE:	APLNCOM/CIP2026- 2027

SUBJECT: Capital Improvement Plan (CIP), Annual Budget 2026-2027

As part of the annual budget process, the City Manager prepares a Capital Improvement Plan Budget that is presented to the Planning Commission for review and consultation.

Attached is the Capital Improvement Plan Budget as part of the 2026-2027 Annual Budget.

City of Oak Park Capital Improvement Program 2026- 2032 Project Summary

DPS CIP#	PROJECT DESCRIPTION	FUNDING SOURCE	TOTAL CITY COST	BUDGET	PROJECTED		FORECAST		
				FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30	FY 2030-31	FY 2031-32
				CITY COST	CITY COST	CITY COST	CITY COST	CITY COST	CITY COST
Roads									
1	RD-1	Meiers Realignment and Reconstruction (Eight mile to Capital)	\$ 2,300,000			\$ 2,300,000			
2	RD-2	Marlow/Stratford (Pearson to Stratford Villa Apts.) & Stafford Ct. (Stafford St. west to Cul-de-sac) Reconstruction	\$ 1,800,000	\$ 1,385,000	\$ 415,000				
3	RD-3	Northend (Coolidge to Meiers) Major Rehabilitation	\$ 1,500,000					\$ 1,500,000	
4	RD-5	9 Mile and Coolidge Intersection (Est \$1.84 M Fed TAP Grant Reimbursement (80%))	\$ 2,300,000		\$ 2,300,000				
5	RD-6	9 Mile and Coolidge Intersection	\$ 600,000			\$ 400,000	\$ 200,000		
6	RD-7	11 Mile Road Redesign	\$ 1,000,000				\$ 1,000,000		
7	RD-8	11 Mile Road Redesign	\$ 200,000				\$ 200,000		
8	RD-9	Eight Mile Resurfacing - MDOT	\$ 200,000				\$ 200,000		
9	RD-10	Oakland County Tri-Party	\$ 50,000	\$ 50,000					
10	RD-11	Mastic Rehabilitation Project (various areas)	\$ 150,000	\$ 50,000	\$ 50,000	\$ 50,000			
11	RD-12	Rosewood (Oak Park Blvd to 10 mile) Reconstruction	\$ 2,200,000				\$ 2,200,000		
12	RD-13	Roanoke (Oak Park Blvd to 10 mile) Reconstruction	\$ 2,200,000					\$ 2,200,000	
13	RD-14	Kenberton (Roanoke to Rosewood) Reconstruction	\$ 1,300,000					\$ 1,300,000	
14	RD-15	Northfield (Condon to Seneca) Reconstruction	\$ 1,700,000				\$ 1,700,000		
15	RD-16	Coolidge Parking Area Improvements (Islands)	\$ 522,000		\$ 236,000	\$ 286,000			
16	RD-17	Annual Joint and Crack Sealing Program	\$ 900,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000
17	RD-18	Annual Concrete Repair/Replacement Program	\$ 1,950,000	\$ 375,000	\$ 375,000	\$ 375,000	\$ 275,000	\$ 275,000	\$ 275,000
			\$ 1,950,000	\$ 375,000	\$ 375,000	\$ 375,000	\$ 275,000	\$ 275,000	\$ 275,000
SUBTOTAL			\$ 22,822,000	\$ 2,385,000	\$ 3,901,000	\$ 3,936,000	\$ 6,200,000	\$ 5,700,000	\$ 700,000
Sidewalks & Pathways									
18	SP-1	Triennial Sidewalk Replacement Program	\$ 1,500,000		\$ 750,000			\$ 750,000	
			\$ 70,000		\$ 35,000			\$ 35,000	
			\$ 70,000		\$ 35,000			\$ 35,000	
SUBTOTAL			\$ 1,640,000	\$ -	\$ 820,000	\$ -	\$ -	\$ 820,000	\$ -
Sanitary Sewer									
19	SS-1	Annual Sewer Lining/Repairs	\$ 4,500,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000
SUBTOTAL			\$ 4,500,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000
Water Distribution									
20	WD-1	Marlow (9 Mile to Oak Park Blvd) Water Main Replacement	\$ 1,350,000			\$ 1,350,000			
21	WD-2	Cloverlawn (Northend to 9 Mile) Water Main Replacement	\$ 1,500,000				\$ 1,500,000		
22	WD-3	Dartmouth (Coolidge to Scotia) Water Main Replacement	\$ 1,200,000			\$ 1,200,000			
23	WD-4	Oneida (Seneca to Dartmouth) Water Main Replacement	\$ 1,200,000		\$ 1,200,000				
24	WD-5	Pearson (Marlow to Coolidge) Water Main Replacement	\$ 2,600,000	\$ 2,600,000					
25	WD-6	Lincoln (Greenfield to Kipling) Water Main Replacement	\$ 3,300,000					\$ 3,300,000	
26	WD-7	Marlow (9 Mile to Stratford) Water Main Replacement	\$ 1,300,000			\$ 1,300,000			
27	WD-8	Morton (Albany to Sunset) & Sunset (Albany to Jermon) Water Main Replacement	\$ 1,000,000		\$ 1,000,000				
28	WD-9	Ridgedale (Allen to Ten Mile) Water Main Replacement	\$ 1,500,000				\$ 1,500,000		
29	WD-10	Rue Versailles (East Road and Monmartre Ct to Barritz Cir) Water Main Replacement	\$ 1,200,000	\$ 1,200,000					
30	WD-11	Pump Station Rehabilitation	\$ 275,000		\$ 200,000		\$ 75,000		
31	WD-12	Briar (Lincoln to Balfour) Water Main Replacement	\$ 700,000						\$ 700,000
32	WD-13	East Rue Versailles Water Main Replacement	\$ 1,000,000						\$ 1,000,000
33	WD-14	Replace Water Meters and annual reading software	\$ 2,900,000	\$ 2,900,000					
SUBTOTAL			\$ 21,025,000	\$ 6,700,000	\$ 2,400,000	\$ 3,850,000	\$ 3,075,000	\$ 3,300,000	\$ 1,700,000

**City of Oak Park
Capital Improvement Program
2026- 2032 Project Summary**

DPS CIP#	PROJECT DESCRIPTION	FUNDING SOURCE	TOTAL	BUDGET	PROJECTED		FORECAST		
			CITY COST	FY 2026-27 CITY COST	FY 2027-28 CITY COST	FY 2028-29 CITY COST	FY 2029-30 CITY COST	FY 2030-31 CITY COST	FY 2031-32 CITY COST
Buildings & Property									
34	BP-1	New Recreation Center	\$ 34,320,000	\$ 17,000,000	\$ 17,320,000				
35	BP-2	Trail system - Dewey, Best, Key, Rothstein	\$ 900,000	\$ 900,000					
36	BP-3	Phase 2 Tyler Park	\$ 400,000						\$ 400,000
37	BP-4	Park Upgrades	\$ 2,000,000		\$ 1,500,000	\$ 500,000			
38	BP-5	Joe Forbes Field Enhancement (Fence/Dugout/Storage/Lights)	\$ 125,000						\$ 125,000
39	BP-6	Rothstein Park	\$ 2,600,000					\$ 2,600,000	
40	BP-7	Dewey Park	\$ 2,300,000					\$ 2,300,000	
41	BP-8	Best Park	\$ 2,800,000				\$ 1,400,000	\$ 1,400,000	
42	BP-9	Welcome Signs (11 & Coolidge, 10 & Coolidge, 9 & Forest, 8 & Coolidge)	\$ 155,000	\$ 155,000					
43	BP-10	Pump House Renovation	\$ 100,000	\$ 100,000					
		SUBTOTAL	\$ 45,700,000	\$ 18,155,000	\$ 18,820,000	\$ 500,000	\$ 1,400,000	\$ 6,300,000	\$ 525,000

**City of Oak Park
Capital Improvement Program
2026- 2032 Project Summary**

DPS CIP#	PROJECT DESCRIPTION	FUNDING SOURCE	TOTAL	BUDGET	PROJECTED		FORECAST			
			CITY COST	FY 2026-27 CITY COST	FY 2027-28 CITY COST	FY 2028-29 CITY COST	FY 2029-30 CITY COST	FY 2030-31 CITY COST	FY 2031-32 CITY COST	
Machinery & Equipment (Including Vehicles)										
44	ME-1	Public Safety Ballistic Vests	GENERAL FUND- 101	\$ 50,920	\$ 6,840		\$ 8,360	\$ 16,720	\$ 9,120	\$ 9,880
45	ME-2	Public Safety 5 Motorola Portable Prep Radios	GENERAL FUND- 101	\$ 39,000	\$ 39,000					
46	ME-3	Public Safety Fire Extrication Air Bags (1 set)	GENERAL FUND- 101	\$ 12,000	\$ 12,000					
47	ME-4	Public Safety Pick up Truck	MOTOR POOL FUND - 654	\$ 65,000		\$ -	\$ 65,000			
48	ME-5	Fire Truck (Engine)	MOTOR POOL FUND - 654	\$ 1,300,000	\$ -			\$ 1,300,000		
49	ME-6	Public Safety Marked Patrol Vehicles	MOTOR POOL FUND - 654	\$ 465,000	\$ 75,000	\$ 76,000	\$ 77,000	\$ 78,000	\$ 79,000	\$ 80,000
50		Public Safety Unmarked Patrol Vehicles	MOTOR POOL FUND - 654	\$ 324,000	\$ 50,000	\$ 52,000	\$ 54,000	\$ 55,000	\$ 56,000	\$ 57,000
51	ME-7	DPW Crew Cab Pick up Truck	SOLID WASTE FUND - 226	\$ 55,000					\$ 55,000	
			WATER AND SEWER FUND - 592	\$ 55,000		\$ 55,000				
52	ME-8	Utility Vehicle for Snow Removal and Maintenance	MAJOR STREET FUND - 202	\$ 15,000	\$ 15,000					
			LOCAL STREET FUND - 203	\$ 15,000	\$ 15,000					
			SIDEWALK PROGRAM FUND - 451	\$ 15,000	\$ 15,000					
53	ME-9	Engineering Vehicle Replacement	MAJOR STREET FUND - 202	\$ 29,000	\$ 14,000			\$ 15,000		
			LOCAL STREET FUND - 203	\$ 29,000	\$ 14,000			\$ 15,000		
			WATER AND SEWER FUND - 592	\$ 29,000	\$ 14,000			\$ 15,000		
54	ME-10	Lawn Equipment	MOTOR POOL FUND - 654	\$ 55,000		\$ 25,000			\$ 30,000	
55	ME-11	Large Dump Truck Replacement	MAJOR STREET FUND - 202	\$ 150,000						\$ 150,000
			LOCAL STREET FUND - 203	\$ 150,000						\$ 150,000
56	ME-12	Municipal Services Vehicle Replacement	MOTOR POOL FUND - 654	\$ 40,000				\$ 40,000		
57	ME-13	BS&A Cloud	GENERAL FUND- 101	\$ 370,000				\$ 170,000	\$ 100,000	\$ 100,000
58	ME-14	Election Equipment (State Mandated)	GENERAL FUND- 101	\$ 150,000	\$ 150,000					
59	ME-15	Wayfinder	CORRIDOR IMPROVEMENT AUTHORITY FUND - 251	\$ 75,000	\$ -	\$ 75,000				
60	ME-16	Wayfinder	MAJOR STREET FUND - 202	\$ 75,000		\$ 75,000				
61	ME-17	Council Camera and Television Replacement	GENERAL FUND- 101	\$ 31,000	\$ 31,000					
62	ME-18	Library Improvements	LIBRARY AUTHORITY - 111	\$ 110,000	\$ 55,000	\$ 55,000				
63	ME-19	Foreman Pick up Truck	MAJOR STREET FUND - 202	\$ 75,000	\$ 35,000					\$ 40,000
			LOCAL STREET FUND - 203	\$ 75,000	\$ 35,000					\$ 40,000
			WATER AND SEWER FUND - 592	\$ 75,000			\$ 75,000			
64	ME-20	Mini Excavator	WATER AND SEWER FUND - 592	\$ 160,000			\$ 160,000			
65	ME-21	Lawn Tractor (John Deere Replacement)	MOTOR POOL FUND - 654	\$ 40,000	\$ 40,000					
66	ME-22	Hi- Ranger Tree Truck	MAJOR STREET FUND - 202	\$ 125,000			\$ 125,000			
			LOCAL STREET FUND - 203	\$ 125,000			\$ 125,000			
67	ME-23	Water Maintenance Van	WATER AND SEWER FUND - 592	\$ 300,000	\$ 150,000	\$ 150,000				
68	ME-24	3 Yard Dump Truck Replacement	MAJOR STREET FUND - 202	\$ 65,000	\$ 65,000					
			LOCAL STREET FUND - 203	\$ 65,000	\$ 65,000					
			SOLID WASTE FUND - 226	\$ 130,000			\$ 130,000			
			WATER AND SEWER FUND - 592	\$ 130,000					\$ 130,000	
69	ME-25	High Flow Skid Steer with Attachments	MAJOR STREET FUND - 202	\$ 40,000		\$ 40,000				
			LOCAL STREET FUND - 203	\$ 40,000		\$ 40,000				
			SOLID WASTE FUND - 226	\$ 40,000		\$ 40,000				
			WATER AND SEWER FUND - 592	\$ 40,000		\$ 40,000				
70	ME-26	Garage Lifts and Equipment (formerly wheel balance machine \$16,000 in FY 28)	MOTOR POOL FUND - 654	\$ 32,000		\$ 32,000				

**City of Oak Park
Capital Improvement Program
2026- 2032 Project Summary**

DPS CIP#	PROJECT DESCRIPTION	FUNDING SOURCE	TOTAL	BUDGET	PROJECTED		FORECAST			
			CITY COST	FY 2026-27 CITY COST	FY 2027-28 CITY COST	FY 2028-29 CITY COST	FY 2029-30 CITY COST	FY 2030-31 CITY COST	FY 2031-32 CITY COST	
71	ME-27	Stump Grinder	MAJOR STREET FUND - 202	\$ 15,000		\$ 15,000				
			LOCAL STREET FUND - 203	\$ 15,000		\$ 15,000				
			WATER AND SEWER FUND - 592	\$ 15,000		\$ 15,000				
72	ME-28	Parks and Recreation Golf Cart	PARKS & RECREATION FUND - 208	\$ 14,000				\$ 14,000		
73	ME-29	Rubber Tire Backhoe	MAJOR STREET FUND - 202	\$ 40,000				\$ 40,000		
			LOCAL STREET FUND - 203	\$ 40,000				\$ 40,000		
			SOLID WASTE FUND - 226	\$ 40,000				\$ 40,000		
			WATER AND SEWER FUND - 592	\$ 40,000				\$ 40,000		
74	ME-30	Salt Dome Upgrades	MAJOR STREET FUND - 202	\$ 15,000			\$ 15,000			
			LOCAL STREET FUND - 203	\$ 15,000			\$ 15,000			
			WATER AND SEWER FUND - 592	\$ 15,000			\$ 15,000			
75	ME-31	Public Works Roof Repairs	MAJOR STREET FUND - 202	\$ 40,000	\$ 40,000					
			LOCAL STREET FUND - 203	\$ 40,000	\$ 40,000					
			SOLID WASTE FUND - 226	\$ 40,000	\$ 40,000					
			WATER AND SEWER FUND - 592	\$ 40,000	\$ 40,000					
76	ME-32	Street Sweeper	SOLID WASTE FUND - 226	\$ 250,000				\$ 250,000		
77	ME-33	Vactor Truck	WATER AND SEWER FUND - 592	\$ 600,000					\$ 600,000	
78	ME-34	Building Maintenance Vehicle	MOTOR POOL FUND - 654	\$ 50,000		\$ 50,000				
79	ME-35	Building Maintenance Software	GENERAL FUND- 101	\$ 80,000		\$ 20,000	\$ 15,000	\$ 15,000	\$ 15,000	
80	ME-36	Garage/Motor Pool Repair Truck	MOTOR POOL FUND - 654	\$ 65,000			\$ 65,000			
74	ME-37	Water Stake/ Crane Truck	WATER AND SEWER FUND - 592	\$ 150,000			\$ 150,000			
SUBTOTAL				\$ 6,879,920	\$ 895,840	\$ 980,000	\$ 1,079,360	\$ 1,958,720	\$ 694,120	\$ 1,271,880
TOTAL				\$ 102,566,920	\$ 28,885,840	\$ 27,671,000	\$ 10,115,360	\$ 13,383,720	\$ 17,564,120	\$ 4,946,880

GENERAL FUND- 101	\$ 732,920	\$ 238,840	\$ 20,000	\$ 23,360	\$ 201,720	\$ 124,120	\$ 124,880
LIBRARY AUTHORITY - 111	\$ 110,000	\$ 55,000	\$ 55,000	\$ -	\$ -	\$ -	\$ -
MAJOR STREET FUND - 202	\$ 12,654,000	\$ 229,000	\$ 2,555,000	\$ 2,490,000	\$ 3,455,000	\$ 3,735,000	\$ 190,000
LOCAL STREET FUND - 203	\$ 8,329,000	\$ 2,039,000	\$ 1,070,000	\$ 665,000	\$ 2,180,000	\$ 1,760,000	\$ 615,000
PARKS & RECREATION FUND - 208	\$ 14,000	\$ -	\$ -	\$ -	\$ 14,000	\$ -	\$ -
SOLID WASTE FUND - 226	\$ 555,000	\$ -	\$ 80,000	\$ 130,000	\$ 40,000	\$ 305,000	\$ -
CORRIDOR IMPROVEMENT AUTHORITY FUND - 251	\$ 1,552,000	\$ 155,000	\$ 311,000	\$ 686,000	\$ 400,000	\$ -	\$ -
NARCOTIC FORFEITURE FUND - 253	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
COMMUNITY CENTER CONSTRUCTION FUND - 406	\$ 34,320,000	\$ 17,000,000	\$ 17,320,000	\$ -	\$ -	\$ -	\$ -
PARKS & RECREATION IMPROVEMENT FUND - 407	\$ 11,125,000	\$ 900,000	\$ 1,500,000	\$ 500,000	\$ 1,400,000	\$ 6,300,000	\$ 525,000
SIDEWALK PROGRAM FUND - 451	\$ 1,515,000	\$ 15,000	\$ 750,000	\$ -	\$ -	\$ 750,000	\$ -
MUNICIPAL BUILDING CONSTRUCTION - 470	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
WATER AND SEWER FUND - 592	\$ 29,224,000	\$ 8,089,000	\$ 3,825,000	\$ 5,375,000	\$ 4,155,000	\$ 4,455,000	\$ 3,325,000
MOTOR POOL FUND - 654	\$ 2,436,000	\$ 165,000	\$ 185,000	\$ 246,000	\$ 1,538,000	\$ 135,000	\$ 167,000
TOTAL	\$ 102,566,920	\$ 28,885,840	\$ 27,671,000	\$ 10,115,360	\$ 13,383,720	\$ 17,564,120	\$ 4,946,880