OFFICE OF THE COUNCIL

COUNCIL MEMBERS

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PRESIDENT

LAURA M. TOY
VICE PRESIDENT

SCOTT BAHR
ROB GJONAJ DONOVIC
BRANDON McCULLOUGH
KATHLEEN E. McINTYRE
SCOTT MORGAN

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2250
citycouncil@livonia.gov

OFFICE OF THE COUNCIL

ELECTRONIC AGENDA PACKET FOR THE REGULAR MEETING OF MONDAY, SEPTEMBER 26, 2022 7:00 P.M.

The electronic agenda is compiled, produced and distributed by the City Council Staff.
(734) 466-2250

The official documents are on file in the City Clerk's office.

1953rd Regular Meeting of the Council of the City of Livonia
Monday, September 26, 2022

7:00 p.m. – City Hall Auditorium
33000 Civic Center Drive
Livonia, Michigan

CALL TO ORDER

INVOCATION/PLEDGE OF ALLEGIANCE

ROLL CALL

PRESENTATION OF MINUTES - 1952nd Regular Meeting Minutes of September 7, 2022

AUDIENCE COMMUNICATION

REPORTS FROM THE MAYOR AND OTHER CITY OFFICIALS

a. Communication from the Department of Finance, dated September 2, 2022, re: forwarding the Departmental Purchase Report, for the month ending August 31, 2022.

CONSENT AGENDA

1. BLOCK PARTY: Barb Ferrara, re: to be held Saturday, October 1, 2022, from 12:00 p.m. to 8:00 p.m. on Perth Street, between Arden and Berwick Streets.

2. WAIVER PETITION: Planning Commission, re: Petition 2022-07-02-15 submitted by Phamily Pharmacy, requesting to add a drive-up window to the east end of the retail shopping center at 29195 thru 29215 Plymouth Road, located on the south side of Plymouth Road between Garden Avenue and Middlebelt Road in the Northwest ¼ of Section 36.

3. WAIVER PETITION: Planning Commission, re: Petition 2022-07-02-16 submitted by LAG Development requesting to redevelop the Lafontaine Hyundai of Livonia dealership, including constructing an addition, modifying both the interior and exterior of the building and altering the site's parking and landscaping, at 34715 and 34801 Plymouth Road, located on the south side of Plymouth Road between Stark and Wayne Roads in the Northwest ¼ of Section 33.

4. SITE PLAN PETITION: Planning Commission, re: Petition 2022-08-08-03 submitted by N.C. Designs & Contracting Inc., requesting approval to remodel the interior and exterior of the existing gas station (Sunoco) at 27417 Five Mile Road, located on the southwest corner of Five Mile and Inkster Roads in the Northeast ¼ of Section 24.

5. REQUEST TO APPROVE INCREASE IN COMPENSATION FOR LIBRARY PAGE & STUDENT PAGE CLASSIFICATIONS: Department of Civil Service, re: to be in the same compensation range as other Library Page and Student Page classifications in comparable communities.

6. REQUEST TO AUTHORIZE PURCHASE OF 63 CASES OF FOURSTAR 180-DAY BRIQUETTES: Department of Public Service, re: for the 2023 Mosquito Treatment Program, from budgeted funds.

UNFINISHED BUSINESS

7. PROPOSED AMENDMENT TO THE LIVONIA VISION 21 ZONING ORDINANCE, AS AMENDED, Department of Law, re: Petition 2022-05-01-01 submitted by Nofar Hotel Group, requesting to rezone the property at 31501 Schoolcraft Road, located on the south side of Schoolcraft Road between Merriman Road and Hubbard Avenue in the Northeast ¼ of Section 27, from C-3 (Highway Services) to C-4 (High Rise Commercial). Public Hearing held on September 12, 2022

8. ROLL CALL: Proposed Amendment to the Livonia Vision 21 Zoning Ordinance, as amended: Department of Law, re: Petition 2020-08-01-06 submitted by Middlebelt Plymouth Venture L.L.C., to rezone parts of the properties at 29707 & 30273 Plymouth Road, located on the south side of Plymouth Road between Middlebelt Road and Milburn Avenue in the Northeast ¼ of Section 35, from C-2 (General Business) to NM2 (Neighborhood Multifamily).
First Reading given by Scott Bahr on Monday, April 4, 2022.

9. SITE PLAN PETITION: Appeal of the denial of the Planning Commission regarding Petition 2022-04-08-02 submitted by Middlebelt Plymouth Venture L.L.C. requesting to construct an apartment complex (Wonderland Flats), consisting of two (2) buildings and 201 units, on the properties at 29707 & 30273 Plymouth Road, located on the south side of Plymouth Road between Middlebelt Road and Milburn Avenue in the Northeast ¼ of Section 35. Public Hearing held on Wednesday, August 3, 2022

10. WAIVER PETITION: Planning Commission, re: Petition 2022-07-02-17 submitted by Insight Management Consulting, L.L.C., requesting to utilize a Class C liquor license (sale of beer, wine and spirits for consumption on the premises) in connection with the operation of the existing movie theater (Phoenix Theatres) at 17310 Laurel Park Drive North, located within the Laurel Park Place shopping center on the northwest corner of Six Mile and Newburgh Roads in the Southeast ¼ of Section 7.

11. WAIVER PETITION: Planning Commission, re: Petition 2022-07-02-18 submitted by BBS Distilleries, L.L.C., requesting waiver use approval to expand the existing on-premises liquor license to include an outdoor seating area, and to amend Council Resolution #354-21 to expand the hours of operation in connection with the serving of alcohol at 27600 Schoolcraft Road, located on the north side of Schoolcraft Road between Inkster Road and Cardwell Avenue in the Southeast ¼ of Section 24.

12. WAIVER PETITION: Planning Commission, re: Appeal of the denial of the Planning Commission for Petition 2022-06-02-14 submitted by Stark Road Holdings L.L.C. requesting to utilize a Class C liquor license (sale of beer, wine and spirits for consumption on the premises) in connection with the operation of a multi-purpose recreational facility (Livonia Athletic District) at 14255 Stark Road, located on the west side of Stark Road between Schoolcraft Road and Lyndon Avenue in the Southeast ¼ of Section 21. Public Hearing held on September 12, 2022.

NEW BUSINESS

13. REQUEST TO WAIVE THE CITY'S NOISE ORDINACE: Boyd Rudy, New Rosedale Gardens Homeowners Association, re: to show a family friendly movie beginning at dusk until the end of the movie on Friday, September 30, 2022, with a rain date of Friday, October 7, 2022, in Mies Park.

14. REQUEST TO APPROVE AND RECOGNIZE THE CLARENCEVILLE HIGH SCHOOL HOMECOMING PARADE, PARADE ROUTE, THE CLOSING OF CERTAIN CITY STREETS AND REQUEST TO DESIGNATE AND AUTHORIZE SENIOR POLICE OFFICER MICHAEL ARAKELIAN TO SIGN THE WAYNE COUNTY ROAD COMMISSION PERMIT ON BEHALF OF THE CITY TO CLOSE A PORTION OF MIDDLEBELT ROAD, WITH THE CITY TO ASSUME LIABILITY FOR ANY DAMAGE CLAIMS WHICH MAY ARISE AS A RESULT OF THE ROAD CLOSURE: Kevin Murphy, Athletic Director, re: to be held on Friday, October 7, 2022, beginning at 6:15 p.m.

15. REQUEST TO APPROVE AN ADDITIONAL APPROPRIATON AND EXPENDITURE: Engineering Division, re: for the 2020 DWRF Project No. 7452-01, in the not-to-exceed amount of $41,552.63 and the new total not-to-exceed amount of $4,178,404.18. (CR 130-20)

16. REQUEST TO APPROVE AN ADDITIONAL EXPENDITURE: Engineering Division, re: for the 2021-2022 Sidewalk and Pavement Replacement Program - Water Main Breaks (Contract 21-F), in the not-to-exceed amount of $95,000 and the new total not-to-exceed amount of $423,006.50 (CR 90-21)

17. AWARD OF CONTRACT: Engineering Division, re: for the Michigan Economic Development Corporation (MEDC) Grant Denmar Drain Channel Improvement Project (CR 95-22)

AUDIENCE COMMUNICATION

SUSAN M. NASH, CITY CLERK

NOTICE(S)

In accordance with Title II of the American with Disabilities Act as it pertains to access to Public Meetings, the City Clerkôs Office of the City of Livonia, upon adequate notice, will make reasonable accommodations for persons with special needs. Please call (734) 466-2236 or email clerk@livonia.gov if you need assistance. Council agendas are available on the Cityôs website ï www.livonia.gov - under Government, City Council, Agendas.

LETTER TO THE LIVONIA CITY COUNCIL

Finance
September 2, 2022

MEETING DATE	PREPARED BY
R092622	DeAnne Bates, Program Supervisor,

AGENDA ITEM

a. Communication from the Department of Finance, dated September 2, 2022, re: forwarding the Departmental Purchase Report, for the month ending August 31, 2022.

BACKGROUND

Finance Ordinance 3.04.130(A) requires that a report be provided to the governing body regarding departmental purchases that are between $15,000 and $19,999. Attached hereto are the departmental purchases that meet this criteria for the month ending August 31, 2022.

Additional details on these purchases will be provided upon request.

RECOMMENDATION

We respectfully request that City council receive and file this report.

FISCAL CONSIDERATION

N/A

ATTACHMENTS

1. City Council - Receive and File Purchases-August 2022 (3)
2. Finance Ordinance Section 3.04.130(A)

APPROVED BY

Michael T Slater

Michael Slater, Finance Director — Date: September 02, 2022

Maureen Miller Brosnan

Maureen Miller Brosnan, Mayor — Date: September 07, 2022

City of Livonia **For Month of : August, 2022**

City Council - Recieve and File Purchases

Pursuant to Ordinance Section 3.04.130, purchases between $15,000 and $19,999 need to be submitted to City Council as a receive and file item. Below are the purchases that meet this criteria.

Item #	Date	Department	Vendor	Item	Cost	Description
1	8/2/2022	DPW	IDN Hardware Sales, Inc	doors / frames / hardware	$17,820.00	Replace doors, frames, and hardware at Fox Creek main entrance
2	8/25/2022	FINANCE	MI Municipal League	Membership Dues	$16,750.00	Membership Renewal 7/1/22-6/30/23
3						
4						
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18						
19						
20						

3.04.130 Contracts -- Approval by council or budget officer -- Minor adjustments.

A. Where not prohibited by law and where otherwise permitted by this chapter, contracts on behalf of the city for the purchase of personal property or services involving an obligation on the part of the city in the amount of $15,000.00 or greater but less than $20,000.00 must be submitted and placed on file for the information of the city council. Contracts on behalf of the city for the purchase of personal property or services involving an obligation on the part of the city for an amount of twenty thousand dollars ($20,000.00) or greater must be approved by the city council.

CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD SEPTEMBER 7, 2022

Meeting was called to order at 8:05 p.m. by Council Vice President Jim Jolly. Present: Vice President Laura Toy, Kathleen McIntyre, Scott Bahr, Rob Donovic, Scott Morgan. Absent: Brandon McCullough.

Elected and appointed officials present: Leo Neville, Assistant City Attorney, Lori Miller, Deputy Clerk Mark Taormina, Director of Planning and Economic Development, David Lear, Assistant City Engineer, Toni LaPorte, Library Director, LaShawn Thomas, Director of Governmental Affairs, Jeannine Laible, Human Resources Director.

Councilmember Kathleen McIntyre led the Pledge of Allegiance.

1. BLOCK PARTY: Barb Ferrara, re: to be held Saturday, October 1, 2022, from 12:00 p.m. to 8:00 p.m. on Perth Street, between Arden and Berwick Streets.

   Barb Ferrara presented the request to Council. Council Vice President Laura Toy offered an approving resolution on the Consent agenda. Council President Jim Jolly pointed out the block party grant option that the residents can apply for next year. Councilmember Rob Donovic thanked Barb for doing a block party for her neighbors.

   DIRECTION: APPROVING CONSENT

LETTER TO THE LIVONIA CITY COUNCIL

Council Office
August 25, 2022

MEETING DATE	PREPARED BY
S090722/R092622	Sara Kasprowicz, Council Office Manager,

AGENDA ITEM

BLOCK PARTY: Barb Ferrara, re: to be held Saturday, October 1, 2022, from 12:00 p.m. to 8:00 p.m. on Perth Street, between Arden and Berwick Streets.

BACKGROUND

Block party request from Barb Ferrara to be held Saturday, October 1, 2022, from 12:00 p.m. to 8:00 p.m. on Perth Street, between Arden and Berwick Streets.

RECOMMENDATION

To approve as requested.

FISCAL CONSIDERATION

ATTACHMENTS

1. Perth Block Party Request
2. Perth Block Party Flier to neighbors 1
3. Perth Block Party flier to neighbors side 2

APPROVED BY

REQUEST FOR NOISE WAIVER BLOCK PARTY and/or BARRICADING OF CITY STREETS

Send to: Livonia City Council, c/o City Clerk, 33000 Civic Center Drive, Livonia, MI 48154-3097
or hand deliver to the City Clerk's Office **at least 8 weeks prior to the planned event**

PLEASE PRINT

Date of Application: 8/15/2022 Date to appear at a Council Meeting: Sept.

Name of Neighborhood Representative: Barb Ferrara

Address (please include zip code): 31570 Perth, Livonia 48154

Telephone Number with area code: ~~Home~~ cell: 734-536-0546 Office: _____

Email: bstdgcody71@yahoo.com

Please circle what is being requested – **"BLOCK PARTY"** and/or **"STREET BARRICADING"**

10-1-2022		12:00 - 8:00
Date of Block Party and/or Barricading	Rain Date	Start/end time of Block Party and/or Barricading **End time is no later than 10:00 p.m.**

Location of Block Party and/or Barricading: (Be specific. Indicate which streets and between which boundaries).

Close Peth between Arden & Berwick
See attached - each house received this hand out & many have joined the FaceBook group - Peth Neighbors

Type of Event: Briefly (Describe activities planned. Music, barbecue, games, etc.)

BBQ, games, music (no band or DJ)

How many barricades are you requesting (max. 10)? 4

Approximate Number Attending: 40

Date of Council Approval/Denial: _____

Council Resolution Number: _____

☺ Hello, Perth St Neighbor ☺

*** Let's Have a Potluck Block Party ***

When: Saturday, October 1, 2022;

Where: Perth St

(The street would be closed off to all traffic between Arden St and Berwick St);

Time: 1:00 p.m. – 6:00 p.m.

Interested in gathering for some food, games and fun?

Just call/text Barb at 734.536.0546, OR join the Facebook group

Perth Neighbors, and let us know what you'd like to do.

If you're interested, please let Barb know by Wednesday, August 17,

so we can get this party started!



CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD SEPTEMBER 7, 2022

Meeting was called to order at 8:05 p.m. by Council Vice President Jim Jolly. Present: Vice President Laura Toy, Kathleen McIntyre, Scott Bahr, Rob Donovic, Scott Morgan. Absent: Brandon McCullough.

Elected and appointed officials present: Leo Neville, Assistant City Attorney, Lori Miller, Deputy Clerk Mark Taormina, Director of Planning and Economic Development, David Lear, Assistant City Engineer, Toni LaPorte, Library Director, LaShawn Thomas, Director of Governmental Affairs, Jeannine Laible, Human Resources Director.

Councilmember Kathleen McIntyre led the Pledge of Allegiance.

2. WAIVER PETITION: Planning Commission, re: Petition 2022-07-02-15 submitted by Phamily Pharmacy, requesting to add a drive-up window to the east end of the retail shopping center at 29195 thru 29215 Plymouth Road, located on the south side of Plymouth Road between Garden Avenue and Middlebelt Road in the Northwest ¼ of Section 36.

   Mark Taormina, Director of Planning and Economic Development, presented the request to Council. Amer Saleh, Owner and Operator of Phamily Pharmacy was present at the podium to answer questions.

   Councilmember Rob Donovic thanked the petitioner for adding to the businesses in that area and offered an approving resolution on the Consent agenda.

   Council Vice President Laura Toy asked if they have diabetic supplies, stating the drive through will be very helpful. Amer Saleh replied they will have those supplies and the drive through is especially helpful for elderly and those to avoid contact.

   DIRECTION: APPROVING CONSENT

LETTER TO THE LIVONIA CITY COUNCIL

2.

Planning
August 11, 2022

MEETING DATE	PREPARED BY
S090722/R092622	Stephanie Reece, Program Supervisor,

AGENDA ITEM

WAIVER PETITION: Planning Commission, re: Petition 2022-07-02-15 submitted by Phamily Pharmacy, requesting to add a drive-up window to the east end of the retail shopping center at 29195 thru 29215 Plymouth Road, located on the south side of Plymouth Road between Garden Avenue and Middlebelt Road in the Northwest ¼ of Section 36.

BACKGROUND

August 12, 2022

Honorable Members of the City Council
City of Livonia, Michigan

Re: Petition 2022-07-02-15 - Phamily Pharmacy

Dear Council Members:

At the 1,190th Public Hearings and Regular Meeting held by the City Planning Commission on August 9, 2022, the following resolution was unanimously adopted:

RECOMMENDATION

#08-43-2022 RESOLVED, That pursuant to a Public Hearing having been held by the City Planning Commission on August 9, 2022, on Petition 2022-07-02-15 submitted by Phamily Pharmacy requesting approval of all plans required by Sections 3.11, 5.01 and 13.13 of the Livonia Vision 21 Zoning Ordinance, as amended, in connection with a proposal to add a drive-up window to the east end of the retail shopping center at 29195 thru 29215 Plymouth Road, located on the south side of Plymouth Road between Garden Avenue and Middlebelt Road in the Northwest ¼ of Section 36, the Planning Commission does hereby recommend to the City Council that Petition 2022-07-02-15 be approved subject to the following conditions:

1. That the Site Plan identified as Drawing No. SP-01, dated June 6, 2022, prepared by Angle Design & Construction, L.L.C., is hereby approved and shall be adhered to.

2. That the Elevation Plan identified as Drawing No. A-02, dated June 6, 2022, prepared by Angle Design & Construction, L.L.C., is hereby approved and shall be adhered to.

3. That all façade improvements approved pursuant to Council Resolution #131-21 in connection

with Petition 2021-02-08-02 shall be completed.

4. That commensurate with the completion of the drive-up window for the Phamily Pharmacy, the owner shall make all necessary interim repairs to the parking lot as determined by the Inspection Department, and within two (2) years from the date of approval of this petition by City Council, the site's rear parking lot shall be repaired, resealed, and restriped as necessary to the satisfaction of the Inspection Department and the site's trash dumpster(s) shall be enclosed pursuant to Council Resolution #131-21.

5. That the use of the drive-up window is for Phamily Pharmacy's use only, and any new user or use of the drive-up window shall first receive the approval of City Council.

6. That the specific plans referenced in this approving resolution shall be submitted to the Inspection Department at the time the building permits are applied for; and

7. That the Phamily Pharmacy drive-up directional signs shall be submitted to the Planning and Inspection Departments for approval prior to the issuance of a Certificate of Occupancy.

8. Pursuant to Section 13.13 of the Livonia Vision 21 Zoning Ordinance as amended, this approval is valid for a period of one year only from the date of approval by City Council, and unless a building permit is obtained, this approval shall be null and void at the expiration of said period.

FURTHER RESOLVED, That notice of the above hearing was given in accordance with the provisions of Section 13.13 of Livonia Vision 21 Zoning Ordinance, as amended.

FISCAL CONSIDERATION

ATTACHMENTS

1. 2022-07-02-15_E-COUNCIL Pkt

APPROVED BY



Date: August 12, 2022

Mark Taormina, Planning and Economic Development Director



Date: August 25, 2022

Maureen Miller Brosnan, Mayor

Petition 2022-07-02-15 submitted by Phamily Pharmacy requesting approval of all plans required by Sections 3.11, 5.01 and 13.13 of the Livonia Vision 21 Zoning Ordinance, as amended, in connection with a proposal to add a drive-up window to the east end of the retail shopping center at 29195 thru 29215 Plymouth Road, located on the south side of Plymouth Road between Garden Avenue and Middlebelt Road in the Northwest ¼ of Section 36.

CITY OF LIVONIA, MICHIGAN
APPLICATION FOR WAIVER USE APPROVAL

All applications must be presented in triplicate to the City Clerk, 33000 Civic Center Drive, Livonia, MI 48154-3097. Applications **must** include property owner's name, address and notarized signature.

For filing fee see below for computation

2022-07-02-15

Date Filed: 6-24-22 Petition ~~Pick up~~ window.

Site Address: 29195 Plymouth Road Sidwell 142-99-0015-000 Zoning of Property _____

Requesting Approval To input pick up window for pharmacy

Applicant: Amer Saleh Business/Company: phamily Pharmacy

Applicant's Address: 730 crescent dr City: Dearborn State: MI Zip Code: 48124

Applicant's Phone # (313) 595-0158 Applicant's Email Amersaleh94@gmail.com

Contact Person: Amer Saleh Business/Company: _____

Contact's Address: 730 crescent dr City: Dearborn State: MI Zip Code: 48124

Contact's Phone # (313) 595-0158 Contact's Email Amersaleh94@gmail.com.

Please provide the following information:

1) **Site Plan** showing:
   - property dimensions, including road right-of-way & building setback lines
   - foot print of building(s), including dimensions & square footage
   - all easements, protective walls, sidewalks & existing trees
   - any significant topographic features (existing or proposed)
   - parking layout, including type of surface material, sizes of spaces & aisles
   - method used in calculating parking requirement
   - location of light standards servicing parking lot & cutout showing type & height
   - location of trash receptacle, including description of screening
   - location of signs
2) **Detailed Landscape Plan** including:
   - listing or labeling of all planted materials as to type and size
   - areas to be fully irrigated
   - percentage of landscaping provided (15% of total site required)
3) **Building Elevation Plan** depicting:
   - architectural quality
   - wall section & detail plan - exterior building materials must be labeled (i.e. brick, thin brick, E.F.I.S.)
   - all visible rooftop mechanical equipment and how they will be screened
4) **General Floor Plan** showing:
   - floor layout
   - entrances & exits
   - restaurants are required to illustrate seating arrangement & capacity
5) One (1) set of reduced plans (i.e. site, landscape, elevation, floor), a maximum 11" x 17" in size, or digital file in a .pdf format either on CD or emailed to planning@livonia.gov
6) **Legal Description** of the property to be considered (Clearly Printed)
7) Three (3) completed application forms & **three (3)** sets of full-size drawings

RECEIVED
OFFICE OF THE CITY CLERK
2022 JUN 30 AM 11:12

You are invited and encouraged to review your proposal with the Planning Department staff. Only one set of preliminary drawings will be necessary for this analysis.

RECEIVED
JUL 07 2022
CITY OF LIVONIA
PLANNING COMMISSION

FEE COMPUTATION **$700.00 ($400 publication fee plus $300 base review fee) plus**

_____ sq. ft. of new construction x $20.00 per 1,000 sq. ft. plus $30 per lot or unit for residential construction.

(NOTE: Round off to nearest 1,000) + _____

Total Amount Due $ _____

Owner of Property: Plymouth Shoppes, LLC

Owner's Address: 31000 Northwestern Highway, Suiite 200 City: Farmington Hills State: MI Zip Code: 48334

Owner's Phone # (248) 356-8000 Ext 130 Owner's Email rkattoo@keystonecres.com

Signature of Owner: Ryan Kattoo Print Name: Ryan Kattoo

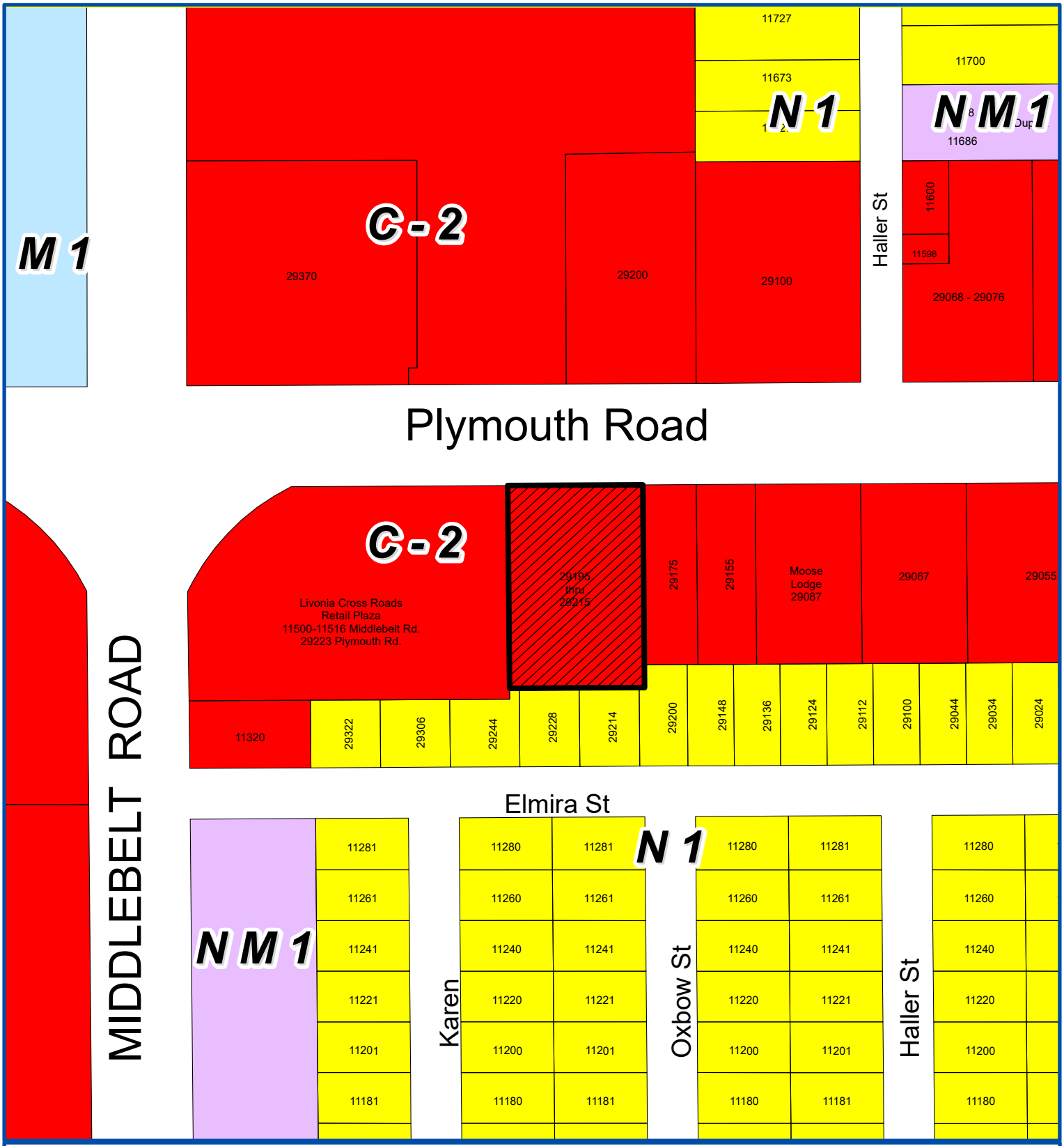
Subscribed and sworn to before me, a Notary Public in and for the County of Oakland State of Michigan

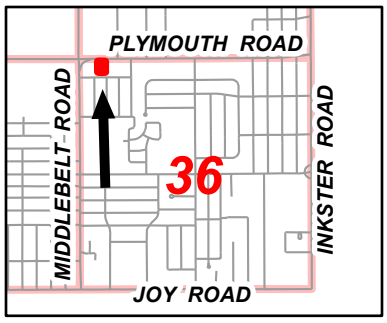
on this 24th day of June 20 22.

Signature of Notary Crystal Dallo My commission expires May 10, 2027

Acting in the County of Oakland.

Crystal Dallo
Notary Public of Michigan
Oakland County
Expires 05/10/2027
Acting in the County of Oakland





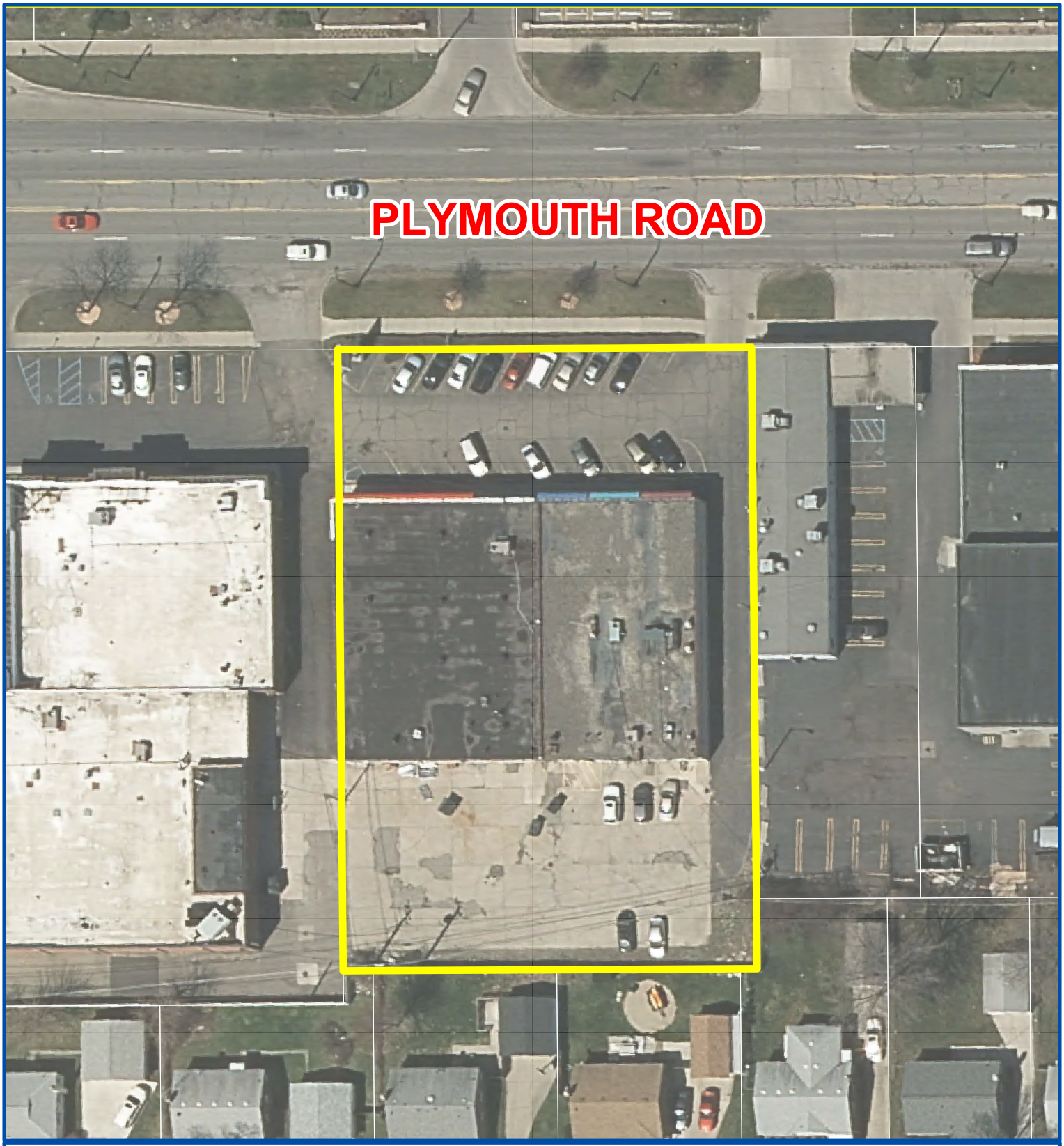
Address & Zoning Map

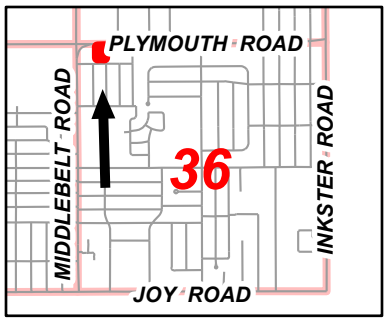
Petitions 2022-07-02-15
Phamily Pharmacy
29195 Plymouth Road
to add drive-up window facilities

N

Not to Scale

City of Livonia
Planning Department





Aerial Map

Petitions 2022-07-02-15
Phamily Pharmacy
29195 Plymouth Road
to add drive-up window facilities

N

Not to Scale

City of Livonia
Planning Department

PLANNING COMMISSION STAFF NOTES

PUBLIC HEARING

ITEM 1

Petition 2022-07-02-15 submitted by Phamily Pharmacy requesting approval of all plans required by Sections 3.11, 5.01 and 13.13 of the Livonia Vision 21 Zoning Ordinance, as amended, in connection with a proposal to add a drive-up window to the east end of the retail shopping center at 29195 thru 29215 Plymouth Road, located on the south side of Plymouth Road between Garden Avenue and Middlebelt Road in the Northwest ¼ of Section 36.

July 26, 2022: Study Meeting:

This item involves a request to install and operate a drive-up window at the Plymouth Shoppes commercial strip center located on Plymouth Road. Phamily Pharmacy would occupy a 20-foot-wide unit, approximately 2,033 square feet, located at the east end of the building. The overall shopping center is approximately 14,163 square feet in size and is currently divided into five (5) units. Other tenants in the center, going from west to east, are Mattress Wholesale, Advance America Cash Advance, a vacant space that was previously occupied by Zalla's Wide Shoes, and C&C Nails.

The Plymouth Shoppes building has a zero setback along the west side of the property which borders a shared access drive located on the adjacent commercial property. This drive is subject to an easement agreement that allows ingress and egress for the businesses at Plymouth Shoppes. Biggby Coffee, which occupies the end unit in the adjacent retail center, currently uses this shared access drive in connection with a drive-up window operation. On the east side of the property, where Phamily Pharmacy's drive-up window is proposed, the building is set back twenty feet (20') from the lot line. This part of the property is paved and would be restricted to one-way traffic travelling from the rear of the property to the front. Vehicles can exit to Plymouth Road via an approach located in the northeast corner of the property.

The site measures 160 feet along Plymouth Road by a depth of 240 feet for a total land area of 38,400 square feet, or 0.88-acre. Parking is available both in the front and rear of the building. Along the front, parking is set at a 45-degree angle between the storefronts and Plymouth Road. The drive aisle in front provides one-way traffic that travels in a west to east direction. Twenty (20) parking spaces are available along the front of the building, including one (1) barrier-free space. Parking behind the building is not well-defined. This area measures approximately 80' x 160' (12,800 square feet), which is enough for about forty (40) standard-size parking spaces. In 2021, Plymouth Shoppes was approved for an exterior remodel; however, the work has not yet been completed. The property is zoned C-2 (General Business).

Drive-up window service is planned along the east side of the building. Traffic would access the pharmacy by entering south between the Plymouth Shoppes and the existing Biggby Coffee drive-thru facility, loop around the rear of the building and finish at a window on the east side of the unit. Altogether, the travel distance around the building to the pickup window is 350 feet.

The prescription order/pick-up window is shown approximately at the mid-point along the east side of the building which is about 100 feet in overall length. Given the expected relatively low volume of traffic using the drive-up window, stacking in the lane closest to the building should be adequate. Although the plans do not identify or illustrate the radius of any curves in the drive-up traffic lane, this too should not pose any problems. The zoning ordinance requires that the radius on any curves for the drive-up window traffic be no less than fifteen feet (15').

Service lanes for drive-up windows are required to be at least ten feet (10') wide. The proposed drive-up lane shown on the plans appears to meet this requirement. Drive-up establishments are also required to provide a by-pass lane or other suitable means of access to a public street for vehicles that do not use the drive-up window. The plans show that the width of the service drive is wide enough to provide a bypass lane. At its narrowest point, the drive aisle around the shopping center is twenty feet (20') wide, which is sufficient for two-way traffic. However, the plan shows that the two-way aisle would change to a one-way traffic pattern along the south side of the building to accommodate the drive-up window and an accompanying bypass lane.

August 9, 2022: Public Hearing:

At the Study Meeting, the proprietor of the proposed Phamily Pharmacy indicated that he will be operating a small, independent pharmacy. The planned hours of operation will be Monday thru Friday from 9:00 AM to 6:00 PM, and on Saturday from 10:00 AM to 2:00 PM. The business will be closed on Sunday. The Petitioner's understanding is that the owners of the plaza still intend to renovate the building and repair and repave the rear parking lot. The Commission asked that a landlord representative be present at the public hearing to address these issues. Also, it was recommended that the Petitioner consider how and where to place directional signs on the site to improve the flow of traffic using the drive-up window.

Approving Resolution: That the request to add a drive-up window to the east end of the retail shopping center at 29195 thru 29215 Plymouth Road, is hereby approved, subject to City Council approval and the following conditions:

1. That the Site Plan identified as Drawing No. SP-01, dated June 6, 2022, prepared by Angle Design & Construction, L.L.C., is hereby approved and shall be adhered to.

2. That the Elevation Plan identified as Drawing No. A-02, dated June 6, 2022, prepared by Angle Design & Construction, L.L.C., is hereby approved and shall be adhered to.

3. That all façade improvements approved pursuant to Council Resolution #131-21 in connection with Petition 2021-02-08-02 shall be completed.

4. That commensurate with the completion of the drive-up window for the Phamily Pharmacy, the owner shall make all necessary interim repairs to the parking lot as determined by the Inspection Department, and within two (2) years from the date of approval of this petition by City Council, the site's rear parking lot shall be repaired, resealed, and restriped as necessary to the satisfaction of the Inspection Department and the site's trash dumpster(s) shall be enclosed pursuant to Council Resolution #131-21.

5. That the use of the drive-up window is for Phamily Pharmacy's use only, and any new user or use of the drive-up window shall first receive the approval of City Council.

6. That the specific plans referenced in this approving resolution shall be submitted to the Inspection Department at the time the building permits are applied for; and

7. Pursuant to Section 13.13 of the Livonia Vision 21 Zoning Ordinance as amended, this approval is valid for a period of one year only from the date of approval by City Council, and unless a building permit is obtained, this approval shall be null and void at the expiration of said period.

Denying Resolution: That the request to add a drive-up window to the east end of the retail shopping center at 29195 thru 29215 Plymouth Road, is hereby denied for the following reasons:

1. That the petitioner has failed to affirmatively show that the proposed use complies with all the general waiver use standards and requirements as set forth in Sections 3.11, 5.01 and 13.13 of the Livonia Vision 21 Zoning Ordinance, as amended.

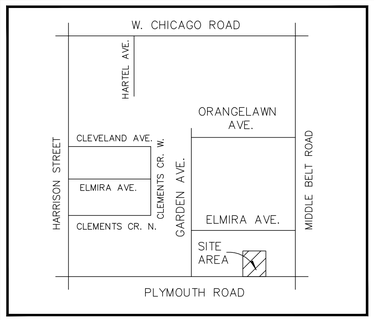
2. That the addition of drive-up window facilities to the eastern end unit of the shopping center is such that the arrangement would have a negative effect upon the shopping center and the neighboring properties.

3. That the proposal conflicts with the spirit and intent of the Zoning Ordinance to promote and encourage a balanced and appropriate mix of uses and not to oversaturate an area with similar services.

4. That the proposed uses are contrary to the purposes, goals, and objectives of the Zoning Ordinance, which seek to ensure compatibility and appropriateness of uses, enhance property values, and create and promote a more favorable environment for neighborhood use and enjoyment.

5. That the petitioner has failed to sufficiently demonstrate that the site has the capacity to accommodate the proposed drive-up window; and

6. That the proposal fails to conclusively deal with all the concerns deemed necessary for the safety and welfare of the City and its residents.



KEY MAP

PROPERTY DESCRIPTION:

Land in the City of Livonia, Wayne County, Michigan, describ
Parcel of land lying in the Northwest 1/4 of the Northwest
South, Range 9 East, City of Livonia, Wayne County, Michigc
Beginning at a point on the North line of Section 36, 439.7
minutes 00 seconds East from the Northwest corner of Sec
degrees 42 minutes 00 seconds East, 160.00 feet along th
thence South 00 degrees 31 minutes 46 seconds East 300.
degrees 42 minutes 00 seconds West, 160.00 feet; thence
seconds West, 300.00 feet to the Point of Beginning. Exce
feet conveyed to the City of Livonia in Quit Claim Deed rec
439, Wayne County Records.

Note: The property description is as furnished by client.

SITE PLAN

SCALE: 1"=20'

BUMPER POST DETAIL

N.T.S.

NGLE Design & Construction, llc.
Civil Engineers . Construction Managers
15900 Michigan Ave. . Suite 03 . Dearborn . Michigan . 48126
Phone: (313) 220-5439 . Email: mhachem27@gmail.com

PROPOSED RETAIL SPACE (PHARMACY)
29195 PLYMOUTH ROAD
LIVONIA, MICHIGAN 48150

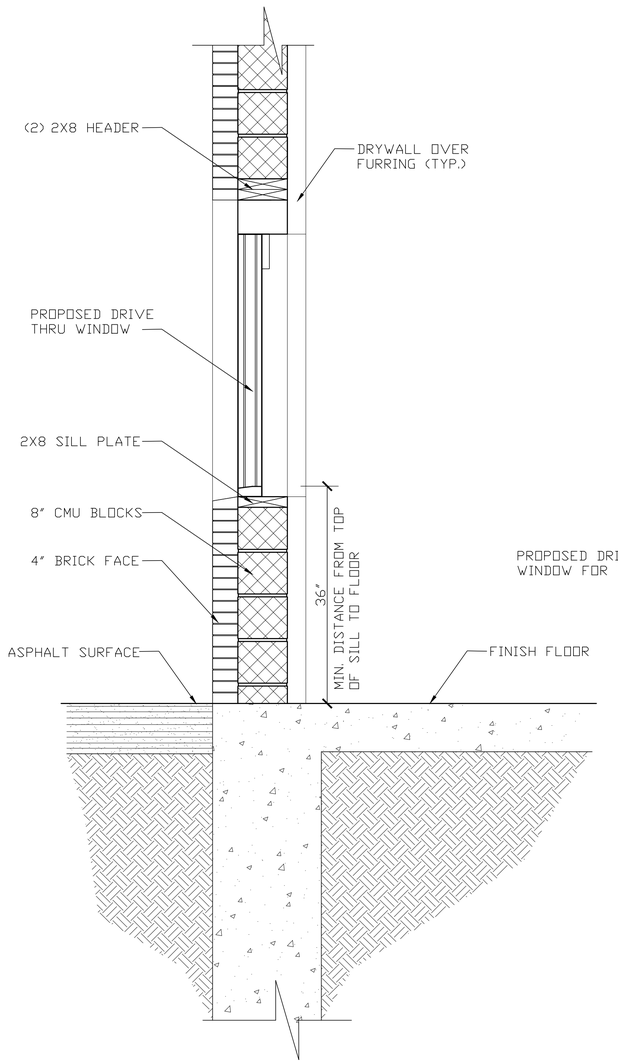
Proj. No. 60622 | Scale: As Noted | Drawn By: MH | Approved By: | Drawing No. : SP-01
Date: 6/06/2022

PROPOSED DRIVE THRU WINDOW

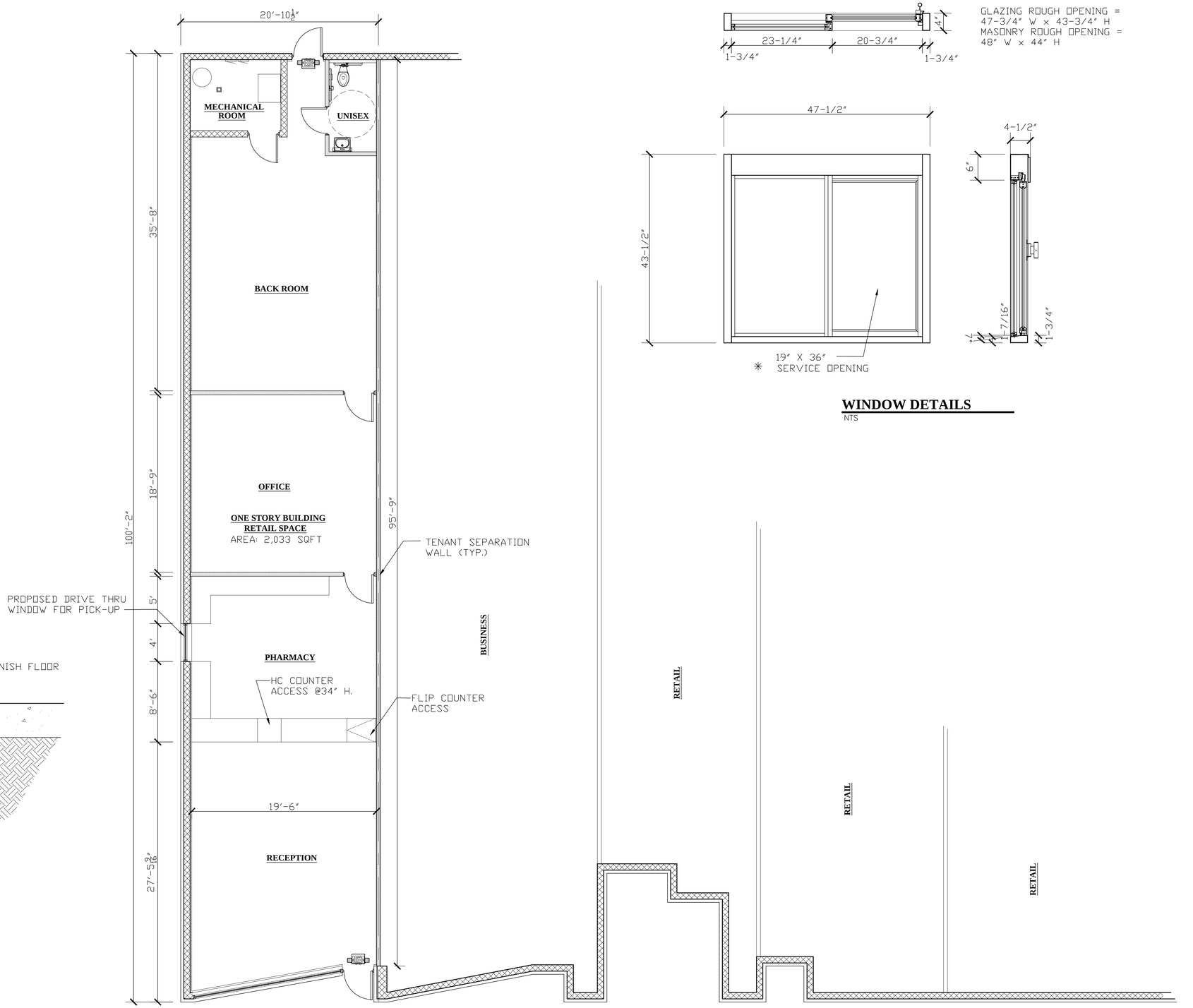
ENGINEER SEAL

REVISIONS

SYM	DATE	DESCRIPTION	BY	APP'D
		NO REVISION		



WALL SECTION
NTS



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

GLAZING ROUGH OPENING =
47-3/4" W x 43-3/4" H
MASONRY ROUGH OPENING =
48" W x 44" H

WINDOW DETAILS
NTS

NGLE Design & Construction, llc.
Civil Engineers . Construction Managers
15900 Michigan Ave. . Suite 03 . Dearborn . Michigan . 48126
Phone: (313) 220-5439 . Email: mhachem27@gmail.com

PROPOSED RETAIL SPACE (PHARMACY)
29195 PLYMOUTH ROAD
LIVONIA, MICHIGAN 48150

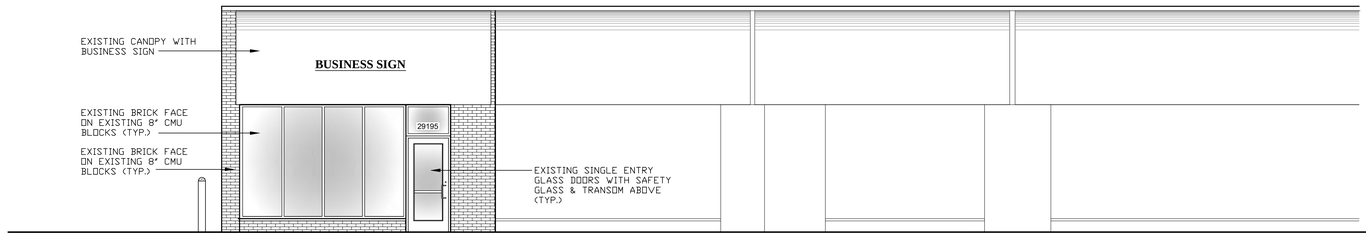
Proj. No. 60622	Scale: As Noted	Drawn By: MH	
		Approved By:	
Date: 6/06/2022	Drawing No. :		A-01

PROPOSED DRIVE THRU WINDOW

ENGINEER SEAL

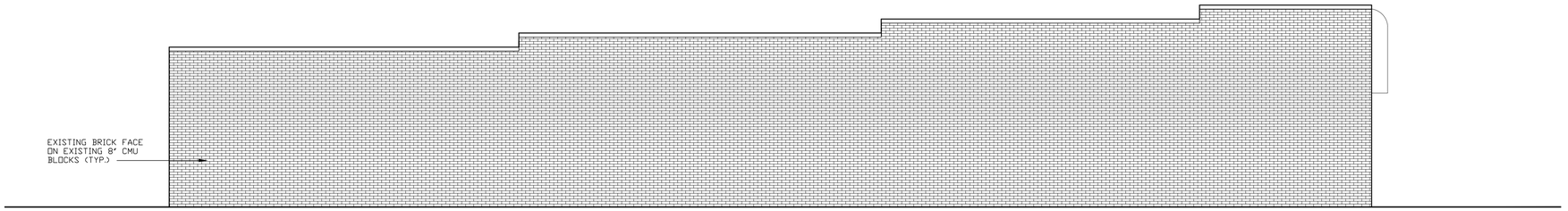
REVISIONS

SYM	DATE	DESCRIPTION	BY	APP'D



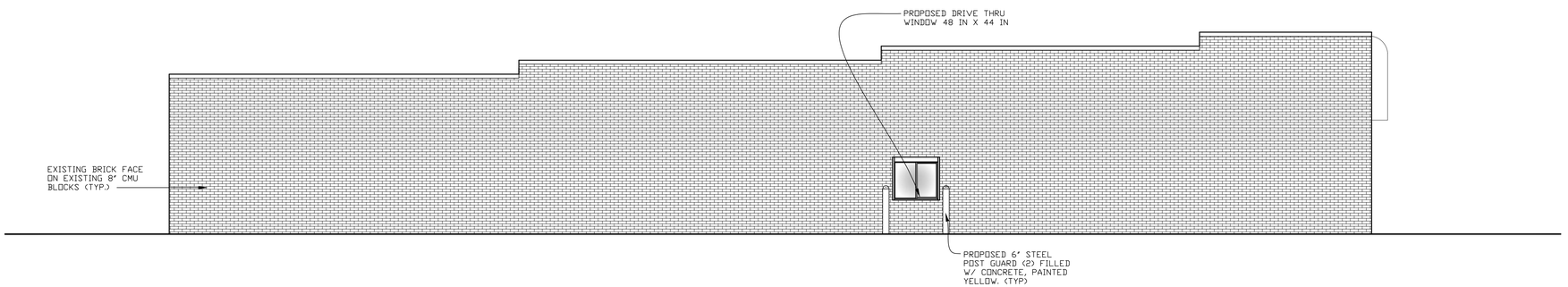
EXISTING NORTH ELEVATION

SCALE: 3/16"=1'-0"



EXISTING EAST ELEVATION

SCALE: 3/16"=1'-0"



PROPOSED EAST ELEVATION

SCALE: 3/16"=1'-0"

NGLE
Design & Construction, llc.
Civil Engineers . Construction Managers
15900 Michigan Ave. . Suite 03 . Dearborn . Michigan . 48126
Phone: (313) 220-5439 . Email: mhachem27@gmail.com

PROPOSED RETAIL SPACE (PHARMACY)
29195 PLYMOUTH ROAD
LIVONIA, MICHIGAN 48150

Proj. No. 60622	Scale: As Noted	Drawn By: MH	
Date: 6/06/2022	Drawing No. :	Approved By:	A-02

PROPOSED DRIVE THRU WINDOW

ENGINEER SEAL

REVISIONS

SYM	DATE	DESCRIPTION	BY	APP'D

DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

TODD J. ZILINCIK, P.E.
CITY ENGINEER

DAVID W. LEAR, P.E.
ASST. CITY ENGINEER

MAUREEN MILLER BROSNAN
MAYOR

DONALD R ROHRAFF
DIRECTOR OF PUBLIC WORKS

12973 FARMINGTON ROAD
LIVONIA, MICHIGAN 48150
(734) 466-2571
FAX: (734) 466-2195

July 13, 2022

Mr. Scott Miller
Planner IV
City of Livonia

Re: Petition 2022-07-02-15 – 29195 thru 29215 Plymouth Road

Dear Mr. Miller:

In accordance with your request, the Engineering Division has reviewed the above referenced petition. We have no objections to the proposed project at this time. The parcel is assigned the range of addresses of #29195 thru #29215 Plymouth Road, with the address of **#29195 Plymouth Road** being assigned to the overall parcel.

The existing building is currently serviced by water main, storm and sanitary sewer. The drawings do not indicate any alterations to the existing services, so we do not anticipate any issues with the proposed project. One item we are concerned with is the traffic flow around the building as the flow arrows do not seem to be correct. It would be nice to see the proposed traffic flows and how conflicts between inbound and outbound traffic will be handled.

It should be noted that should the owner need to modify any of the existing utilities, or do any work within the Plymouth Road right-of-way, drawings will need to be submitted to this Department, as well as to the Michigan Department of Transportation to determine if permits will be required.

Should you have any additional questions on this matter, please feel free to contact myself at (734) 466-2608 or the City Engineer, Mr. Todd Zilincik at (734) 466-2561. If you would prefer, you can e-mail either of us at dlear@livonia.gov or tzilincik@livonia.gov.

Sincerely,

David W. Lear, P.E.
Assistant City Engineer

cc: 2022 Petition File

DEPARTMENT OF PUBLIC SAFETY
LIVONIA FIRE & RESCUE

DAVE HEAVENER
FIRE CHIEF

MAUREEN MILLER BROSNAN
MAYOR

14910 FARMINGTON ROAD
LIVONIA, MICHIGAN 48154-5419
734-466-2444
734-466-2082 fax

DATE: July 25, 2022

TO: Scott O. Miller, Planner IV

FROM: Livonia Fire Prevention Division

SUBJECT: Petition 2022-07-02-15 29195 Plymouth Rd. Phamily Pharmacy

This office has reviewed the site plan submitted in connection with a request to construct a commercial building on property located at the above referenced address.

We have no objections to this proposal. Concern with access widths for emergency vehicles but meets code. Area is general is constrictive due to parking lot arrangement.

A further detailed plan review will take place when this division receives an official plan set.

Sincerely,

Brian R. Kukla

Brian R. Kukla
Fire Marshal

DEPARTMENT OF PUBLIC SAFETY
DIVISION OF POLICE

THOMAS GORALSKI
CHIEF OF POLICE

MAUREEN MILLER BROSNAN
MAYOR

15050 Farmington Road
Livonia, Michigan 48154-5499
(734) 466-2470
FAX: (734) 261-2265

July 11th, 2022

Mr. Scott Miller
City of Livonia Planning Dept
33000 Civic Center Drive
Livonia, MI 48154

Re: Petition 2022-07-02-15 - 29195 thru 29215 Plymouth Road

Mr. Miller,
I have reviewed the plans in connection with the petition. I have no objections to the proposals.

Please feel free to contact me, should you have any questions.

Sincerely,

FOR THE CHIEF OF POLICE,

Scott Sczepanski, Sergeant
Traffic Bureau
(734) 466-2107

INSPECTION DEPARTMENT

BUILDING
HEATING
PLUMBING
ELECTRICAL
ZONING
ENVIRONMENTAL PROTECTION
ORDINANCE ENFORCEMENT

MAUREEN MILLER BROSNAN
MAYOR

JEROME A. HANNA
DIRECTOR

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2580
FAX: (734) 466-2095

Date: July 21, 2022

To: Scott O. Miller

From: Jerome Hanna

RE: Petition 2022-07-02-15 – 29195 thru 29215 Plymouth Road

Pursuant to your request, the above referenced Petition has been reviewed.

1. The parking lot shall be repaired and restriped as necessary. Parking spaces shall be 10' wide and 20' deep and double striped.
2. The exterior of the building has electrical conduit in disrepair. This safety hazard needs to be addressed.
3. There is a 30 yard, roll-off dumpster located in the rear parking lot. If additional dumpsters are required, then a plan to place them in a permanent position along with an approved enclosure would need to be provided.

This Department has no further objections to this Petition.

I trust this provides the requested information.

Jerome Hanna
Jerome Hanna
Director of Inspection

DEPARTMENT OF FINANCE

Michael T. Slater
DIRECTOR OF FINANCE

Connie Kumpula
CHIEF ACCOUNTANT

MAUREEN MILLER BROSNAN
MAYOR

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2260
FAX: (734) 421-1807

July 19, 2022

Mr. Scott O. Miller
Planning Commission
33000 Civic Center Drive
Livonia, MI 48154

Petition 2022-07-02-15 - 29195 thru 29215 Plymouth Road

Dear Mr. Miller,

I have reviewed the address connected with the above noted petition. The following amounts are due to the City of Livonia:

Unpaid water and sewer charges (due 8/10/22): ($108.18, $220.54, $96.60, $102.39 and $851.61)	$	1,379.32
Total Due City of Livonia	$	1,379.32

Please contact me if you have any further questions.

Very truly yours,

Connie Kumpula
Chief Accountant

CK: jw

Transaction Statement

Service Address
29195 PLYMOUTH
LIVONIA, MI 48150

Mailing Address

WARRENDALE INSURANCE
29195 PLYMOUTH
LIVONIA, MI 48150

Account Number	Amount Due
000102800-001	$108.18

Account Number	From - Through
000102800-001	01/19/2022 - 07/19/2022

Services
Water & Sewer - Metered

Service Address
29195 PLYMOUTH
LIVONIA, MI 48150

Beginning Balance
$101.82

Date	Type	Amount	Description
02/14/2022	Penalty	$10.18	
02/18/2022	Payment	($101.82)	Check
04/14/2022	Bill	$112.86	Due Date 05/10/2022
05/10/2022	Payment	($123.04)	Check
07/15/2022	Bill	$108.18	Due Date 08/10/2022

Total Due
$108.18

Transaction Statement

Account Number 000102800-001

Transaction Statement

Service Address
29199 PLYMOUTH
LIVONIA, MI 48150

Mailing Address

C & C NAILS
29199 PLYMOUTH
LIVONIA, MI 48150

Account Number	Amount Due
011514900-001	$220.54

Account Number	From - Through
011514900-001	01/19/2022 - 07/19/2022

Services
Water & Sewer - Metered

Service Address
29199 PLYMOUTH
LIVONIA, MI 48150

Beginning Balance
$261.90

Date	Type	Amount	Description
01/31/2022	Payment	($288.09)	Check
04/14/2022	Bill	$234.30	Due Date 05/10/2022
04/26/2022	Payment	($228.92)	Check
07/15/2022	Bill	$241.35	Due Date 08/10/2022

Total Due
$220.54

Transaction Statement

Account Number 011514900-001

Transaction Statement

Service Address
29203 PLYMOUTH
LIVONIA, MI 48150

Mailing Address

PLYMOUTH SHOPPES LLC
31000 NORTHWESTERN HWY STE 200
FARMINGTON HILLS, MI 48334-2586

Account Number	Amount Due
011514800-001	$96.60

Account Number	From - Through
011514800-001	01/19/2022 - 07/19/2022

Services
Water & Sewer - Metered

Service Address
29203 PLYMOUTH
LIVONIA, MI 48150

Beginning Balance
$96.30

Date	Type	Amount	Description
02/07/2022	Payment	($96.30)	Check
04/14/2022	Bill	$96.30	Due Date 05/10/2022
05/10/2022	Payment	($96.30)	Check
07/15/2022	Bill	$96.60	Due Date 08/10/2022

Total Due
$96.60

Transaction Statement

Account Number 011514800-001

Transaction Statement

Service Address
29209 PLYMOUTH
LIVONIA, MI 48150

Mailing Address

ADVANCE AMERICA
135 N CHURCH ST
SPARTANBURG, SC 29306-5138

Account Number	Amount Due
000102500-001	$102.39

Account Number	From - Through
000102500-001	01/19/2022 - 07/19/2022

Services
Water & Sewer - Metered

Service Address
29209 PLYMOUTH
LIVONIA, MI 48150

Beginning Balance
$107.34

Date	Type	Amount	Description
02/09/2022	Payment	($107.34)	Check
04/14/2022	Bill	$101.82	Due Date 05/10/2022
05/03/2022	Payment	($101.82)	Check
07/15/2022	Bill	$102.39	Due Date 08/10/2022

Total Due
$102.39

Transaction Statement

Account Number 000102500-001

Transaction Statement

Service Address
29215 PLYMOUTH
LIVONIA, MI 48150

Mailing Address

Occupant - 29215 PLYMOUTH
29215 PLYMOUTH
LIVONIA, MI 48150

Account Number	Amount Due
011514700-001	$851.61

Account Number	From - Through
011514700-001	01/19/2022 - 07/19/2022

Services
Water & Sewer - Metered

Service Address
29215 PLYMOUTH
LIVONIA, MI 48150

Beginning Balance
$270.68

Date	Type	Amount	Description
02/14/2022	Penalty	$27.07	
04/14/2022	Bill	$157.02	Due Date 05/10/2022
05/12/2022	Penalty	$45.48	
07/15/2022	Bill	$351.36	Due Date 08/10/2022

Total Due
$851.61

Transaction Statement

Account Number 011514700-001

OFFICE OF THE TREASURER

LYNDA L. SCHEEL
CITY TREASURER

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3060
(734) 466-2245
FAX: (734) 421-7230

July 11 2022

Mr. Scott Miller – Planner IV
Planning Commission
City of Livonia

Re: Petition 2021-07-02-15 29195 thru 29215 Plymouth Road

Phamily Pharmacy

Dear Mr. Miller,

In accordance with your request, the Treasurer's Office has reviewed the name and addresses connected with the above noted petition. At this time, there are taxes due, but they are not delinquent, therefore I have no objections to the proposal.

Sincerely,

Lynda L. Scheel
Treasurer, City of Livonia

OTHER ITEMS RELATED TO THE PETITION

29223 Plymouth Rd.
Livonia, MI 48150

August 8, 2022

RE: Petition 2022-07-02-15 / Phamily Pharmacy

To the Planning Commission,

I would like to raise my concerns of allowing the addition of a drive-thru to the building directly East of the Livonia Crossroads building. During our own application process for a drive-thru, there were obstacles brought up by the Planning Commission and the City Council in regards to the alley that separates this building and the Livonia Crossroads building. A major concern was the use of a bypass lane for our drive-thru. With Phamily Pharmacy operating a drive-thru lane, I can think of 3 potential traffic situations.

1. The same alley would serve as their entry point creating a potential traffic situation with cars pointed directly at each other if another car was utilizing the BIGGBY COFFEE bypass lane.
2. Phamily Pharmacy cars can stack up into the BIGGBY COFFEE drive-thru lane, which would cause a disruption.
3. Phamily Pharmacy cars entering from Middlebelt Rd would use the Livonia Crossroads South alley, which would also disrupt the BIGGBY COFFEE drive-thru lane.

Thank you for taking the time to consider my concerns.

Sincerely,

Ed Buison
Livonia Resident & BIGGBY COFFEE Owner

TAYLOR INVESTMENT
COMMERCIAL PROPERTY GROUP

248.277.4411 Phone/Fax
www.taylorinvestment.com
9018 Telegraph Rd, Taylor, MI 48180

RE: Petition 2022-07-02-15 / Phamily Pharmacy

Dear Planning Commission,

I appreciate your service and the opportunity to voice my concerns about the proposed drive-thru. I was here a couple of years ago when asking for approval for our Biggby Coffee drive-thru. However, we underwent extreme repairs and improvements to our property to achieve this approval. Some of the repairs involved the expensive removal of Gas meters and the installation of new bollards which was a requirement by the commission. The alley is owned by Taylor Investment Flint, LLC, and would like to make certain that Plymouth Shoppes, LLC's use of this East alley under an easement agreement is for ingress and egress ONLY. Any cars standing or stacking are prohibited and will be towed if violating this rule. Also, any type of loading or parking is prohibited and will become in breach of our agreement. I wish to install signs to prevent such occurrences and hope you will make this mandatory if this is approved.

For everyone's safety, I want to make certain that they do not promote the use of our Middlebelt entrance in order for customers to get to their drive-thru as this will not only be dangerous for our Biggby Coffee customers but delivery drivers and others as well. Note, when we applied for the Biggby Drive-Thru, a big concern was the width of our south alley. It is not sufficient in allowing two vehicles side by side without it being a hazard. It is clearly labeled as ONE-WAY. The use of our Middlebelt entrance is limited to our Livonia Crossroads customers and vendors only. All others are prohibited from using our entrance to cut through to another business and parking is also limited to only our customers and vendors.

The Plymouth Shoppes alley and rear parking are in terrible condition and wish you enforce improved conditions such as a new asphalt or concrete parking lot and better lighting.

Thanks for your time,

Mike Houbba

Taylor Investment, LLC

UNAPPROVED MINUTES

MINUTES OF THE 1,190th PUBLIC HEARINGS AND REGULAR MEETING HELD BY THE CITY PLANNING COMMISSION OF THE CITY OF LIVONIA

On Tuesday, August 9, 2022, the City Planning Commission of the City of Livonia held its 1,190th Public Hearing and Regular Meetings in the Livonia City Hall, 33000 Civic Center Drive, Livonia, Michigan.

Mr. Ian Wilshaw, Chairman, called the meeting to order at 7 p.m.

Members present:	David Bongero	Sam Caramagno	Glen Long
	Carol Smiley	Peter Ventura	Ian Wilshaw

Members absent: None

Mr. Mark Taormina, Planning Director, and Stephanie Reece, Program Supervisor, were also present.

Chairman Wilshaw informed the audience that if a petition on tonight's agenda involves a rezoning request, this Commission makes a recommendation to the City Council who, in turn, will hold its own public hearing and make the final determination as to whether a petition is approved or denied. The Planning Commission holds the only public hearing on a request for preliminary plat and/or vacating petition. The Commission's recommendation is forwarded to the City Council for the final determination as to whether a plat is accepted or rejected. If a petition requesting a waiver of use or site plan approval is denied tonight, the petitioner has ten days in which to appeal the decision, in writing, to the City Council. Resolutions adopted by the City Planning Commission become effective seven (7) days after the date of adoption. The Planning Commission and the professional staff have reviewed each of these petitions upon their filing. The staff has furnished the Commission with both approving and denying resolutions, which the Commission may, or may not, use depending on the outcome of the proceedings tonight.

ITEM #1 PETITION 2022-07-02-15 Phamily Pharmacy

Mr. Caramagno, Secretary, announced the first item on the agenda, Petition 2022-07-02-15 submitted by Phamily Pharmacy requesting approval of all plans required by Sections 3.11, 5.01 and 13.13 of the Livonia Vision 21 Zoning Ordinance, as amended, in connection with a proposal to add a drive-up window to the east end of the retail shopping center at 29195 thru 29215 Plymouth Road, located on the south side of Plymouth Road between

Garden Avenue and Middlebelt Road in the Northwest ¼ of Section 36.

Mr. Taormina: Thank you Mr. Chairman. This is a request to add a drive-up window to the east end of the retail shopping center known as Plymouth Shoppes. Plymouth Shoppes is on the south side of Plymouth Road, just east of the Middle Belt. The property measures roughly .90 acre, including 160 feet of frontage on Plymouth Road and has a parcel depth of 240 feet. The zoning is C-2 (General Business), as are the surrounding properties. The shopping center measures roughly 14,160 square feet in floor area and is divided into five units. Tenants include C & C Nails, Mattress Wholesale, Advance America Cash Advance, and a vacant space. Last year, Plymouth Shoppes received waiver-use approval to remodel the exterior façade. Commissioners may have noticed that work recently commenced on that project and should be completed by the end of the year. The pharmacy would occupy a 20-foot-wide unit located at the east end of the plaza. The overall unit size is roughly 2,000 square feet. Plymouth Shoppes has a zero setback along the west side of the property. It's this side that borders a shared access drive located on the adjacent commercial property. This drive is subject to an easement agreement that allows both ingress and egress for the businesses at Plymouth Shoppes. Biggby coffee, which occupies the end unit of the adjacent retail center, currently uses this shared access drive in connection with a drive-up window operation that was approved in 2020. On the east side of the property where the Phamily Pharmacy drive up is proposed, the building has a setback of approximately 20 feet from the lot line. This area is paved and would be restricted to one way traffic traveling from the rear of the property to the front. Vehicles can exit to Plymouth Road via an approach that is located in the northeast corner of the property. The drive-up would be located on the side of the building. Vehicles would enter the rear of the property traveling in a northerly direction, use the drive-up window and then exit onto Plymouth Road. Parking is available both in the front and the rear of the building. Along the front, parking is angled and accessible via a one-way drive that travels in a west to east direction. There are roughly 20 parking spaces available, including one barrier free space. Parking behind the building is not well defined. This area is about 12,800 square feet, which is adequate for about 40 standard parking spaces. Customers would access the pharmacy's drive-up window via the rear parking lot, as I mentioned earlier. The approximate travel distance around the building is about 350 feet. The prescription order/pickup window is shown at approximately the midpoint along the east side of the building, which is roughly 100 feet in length. Given the expected relatively low volume of traffic that would use the drive-up window, we feel that stacking in the lane closest to the building would be adequate. Service lanes for drive-up windows are required to be

at least 10 feet wide. The proposed drive-up lane shown on the plans would meet this requirement. Drive-up establishments are also required to provide a bypass lane. The plans show that the width of the service drive is wide enough to provide for a bypass lane. At its narrowest point, this drive aisle, as was mentioned, is 20 feet in width which is sufficient for two (2) lanes of traffic. The plans indicate the aisle would be restricted to one way traffic. With that, Mr. Chairman, I can read out the departmental correspondence.

Mr. Wilshaw: Yes, please.

Mr. Taormina: The first item is from the Engineering Division, dated July 13, 2022, which reads as follows: *"In accordance with your request, the Engineering Division has reviewed the above referenced petition. We have no objections to the proposed project at this time. The parcel is assigned the range of addresses of #29195 thru #29215 Plymouth Road, with the address of #29195 Plymouth Road being assigned to the overall parcel. The existing building is currently serviced by water main, storm and sanitary sewer. The drawings do not indicate any alterations to the existing services, so we do not anticipate any issues with the proposed project. One item we are concerned with is the traffic flow around the building as the flow arrows do not seem to be correct. It would be nice to see the proposed traffic flows and how conflicts between inbound and outbound traffic will be handled. It should be noted that should the owner need to modify any of the existing utilities, or do any work within the Plymouth Road right-of-way, drawings will need to be submitted to this Department, as well as to the Michigan Department of Transportation to determine if permits will be required."* The letter is signed by David W. Lear, P.E., Assistant City Engineer. The next letter is from the Livonia Fire & Rescue Division, dated July 25, 2022, which reads as follows: *"This office has reviewed the site plan submitted in connection with a request to construct a commercial building on property located at the above referenced address. We have no objections to this proposal. Concern with access widths for emergency vehicles but meets code. Area is general is constrictive due to parking lot arrangement. A further detailed plan review will take place when this division receives an official plan set."* The letter is signed by Brian Kukla, Fire Marshal. The next letter is from the Division of Police, dated July 11, 2022, which reads as follows: "I have reviewed the plans in connection with the petition. I have no objections to the proposals.*"* The letter is signed by Scott Sczepanski, Sergeant, Traffic Bureau. The next letter is from the

Inspection Department, dated July 21, 2022, which reads as follows: *" Pursuant to your request, the above referenced Petition has been reviewed. 1. The parking lot shall be repaired and restriped as necessary. Parking spaces shall be 10' wide and 20' deep and double striped. 2. The exterior of the building has electrical conduit in disrepair. This safety hazard needs to be addressed. 3. There is a 30-yard, roll-off dumpster located in the rear parking lot. If additional dumpsters are required, then a plan to place them in a permanent position along with an approved enclosure would need to be provided. This Department has no further objections to this Petition." The letter is signed by Jerome Hanna, Director of Inspection.* The next letter is from the Finance Department, dated July 19, 2022, which reads as follows: *" I have reviewed the address connected with the above noted petition. The following amounts are due to the City of Livonia: Unpaid water and sewer charges (due 8/10/22): ($108.18, $220.54, $96.60, $102.39 and $851.61) Total Due City of Livonia $1,379.32"* The letter is signed by Connie Kumpula, Chief Accountant. The next letter is from the Treasurer's Department, dated July 11, 2022, which reads as follows: *"In accordance with your request, the Treasurer's Office has reviewed the name and addresses connected with the above noted petition. At this time, there are taxes due, but they are not delinquent, therefore I have no objections to the proposal."* The letter is signed by Lynda Scheel, Treasurer. The next two are letters written from nearby businesses. The first one is dated August 8, 2022, and it reads: " *I would like to raise my concerns of allowing the addition of a drive-thru to the building directly East of the Livonia Crossroads building. During our own application process for a drive-thru, there were obstacles brought up by the Planning Commission and the City Council in regards to the alley that separates this building and the Livonia Crossroads building. A major concern was the use of a bypass lane for our drive-thru. With Phamily Pharmacy operating a drive-thru lane, I can think of 3 potential traffic situations. 1. The same alley would serve as their entry point creating a potential traffic situation with cars pointed directly at each other if another car was utilizing the BIGGBY COFFEE bypass lane. 2. Phamily Pharmacy cars can stack up into the BIGGBY COFFEE drive-thru lane, which would cause a disruption. 3. Phamily Pharmacy cars entering from Middlebelt Rd would use the Livonia Crossroads South alley, which would also disrupt the BIGGBY COFFEE drive-thru lane.* That letter was signed by Ed Buison, a resident and a Biggby Coffee owner. Lastly, we have a letter from Mike Houbba of Taylor Investment, L.L.C., it is dated August 8, 2022, and it reads: "*I*

appreciate your service and the opportunity to voice my concerns about the proposed drive-thru. I was here a couple of years ago when asking for approval for our Biggby Coffee drive-thru. However, we underwent extreme repairs and improvements to our property to achieve this approval. Some of the repairs involved the expensive removal of Gas meters and the installation of new bollards which was a requirement by the commission. The alley is owned by Taylor Investment Flint, LLC, and would like to make certain that Plymouth Shoppes, LLC's use of this East alley under an easement agreement is for ingress and egress ONLY. Any cars standing or stacking are prohibited and will be towed if violating this rule. Also, any type of loading or parking is prohibited and will become in breach of our agreement. I wish to install signs to prevent such occurrences and hope you will make this mandatory if this is approved. For everyone's safety, I want to make certain that they do not promote the use of our Middlebelt entrance in order for customers to get to their drive-thru as this will not only be dangerous for our Biggby Coffee customers but delivery drivers and others as well. Note, when we applied for the Biggby Drive-Thru, a big concern was the width of our south alley. It is not sufficient in allowing two vehicles side by side without it being a hazard. It is clearly labeled as ONE-WAY. The use of our Middlebelt entrance is limited to our Livonia Crossroads customers and vendors only. All others are prohibited from using our entrance to cut through to another business and parking is also limited to only our customers and vendors. The Plymouth Shoppes alley and rear parking are in terrible condition and wish you enforce improved conditions such as a new asphalt or concrete parking lot and better lighting." The letter is signed by Mike Houbba of Taylor Investments, L.L.C. That is the extent of the correspondence.

Mr. Wilshaw: Are there any questions of the Planning Director? There's no questions. Our petitioner I believe is in the audience. If you'd like to come forward to our podium, either one, and we will ask that you start with your name and address for our record.

Amer Selah, 29195 Plymouth Road, Livonia, MI, I'm going to be the owner and operator of Phamily Pharmacy.

Mr. Wilshaw: Thank you, sir. And is there anything else that you would like to present to us that hasn't already been discussed?

Mr. Selah: In regard to traffic flow and everything, the majority of the traffic flow would be from the Plymouth area or from Plymouth drive

going up? And like you guys said, it was a low traffic, it's going to be a low traffic, low density drive-thru. There isn't going to be that many people going through the drive thru. So, I just want you to take that into consideration when making the decision.

Mr. Wilshaw: Okay, thank you, Mr. Selah. Are there any questions from any of our commissioners for our petitioner? Mr. Ventura.

Mr. Ventura: In our study session, you told us that you had been told by the property owner, and it is your understanding that the plaza was going to be renovated and all paving around there was going to be redone.

Mr. Selah: So, the owner told me that the plaza was going to be renovated. Refaced completely, and then down the line, patches and work to the floor into the ground concrete will be done, and then eventually down the line, reface everything.

Mr. Ventura: And at the study session, you told us that you already signed a lease?

Mr. Selah: Yes.

Mr. Ventura: Did he put those provisions in the lease? Did he commit those…make those commitments to you in the lease?

Mr. Selah: No.

Mr. Ventura: So, you have no way to enforce that?

Mr. Selah: No, it's just spoken.

Mr. Ventura: Okay. Thank you. Thank you, Mr. Chairman.

Mr. Wilshaw: Thank you, Mr. Ventura. Any other questions for our petitioner? Mr. Bongero.

Mr. Bongero: What's the plan down the road for the dumpster enclosure? Obviously, that 30-yard dumpster can’t stay there. It was a concern of the Building Department too. So, is there plans for having a permanent dumpster behind an enclosure there?

Ryan Kattoo, I'm the property manager of the property. The dumpster, the 30-yard dumpster by our tenant, is a temporary dumpster, which should already be removed. I contacted him and told him that it

had to be moved immediately. It wasn't anything to be on a permanent basis.

Mr. Bongero: What do you do for garbage removal?

Mr. Kattoo: That center has, besides that Mattress Firm, that center has extremely little garbage, and there's only like one can. It literally services a small four yarder that serves the entire center. I think that Mark Taormina kind of remembered that in regard to our facade renovation, which is on its way now, there were possible plans within a year or two to place a dumpster enclosure in the back of the center.

Mr. Bongero: And then what's the plan for the rear resurface?

Mr. Kattoo: At this point, the plan for the rear of their center would be to maintain it as best we can with weed control and patching and asphalting where we need to. There is no plans to completely re do the entire parking lot. That would be quite, quite extensive. But obviously, we didn't have a real need, where we have now to make it more presentable, you know, and so our job would be to try to make it presentable as best we can. Whether it be some striping, you know, weeding, patching, and whatever else needs to be done, and keeping it clean.

Mr. Bongero: Okay, thanks.

Mr. Wilshaw: Thank you, Mr. Bongero. Any questions? Ms. Smiley.

Ms. Smiley: Yes. Good evening. You said you're the manager. Are you authorized to put something in writing for this gentleman regarding the parking?

Mr. Kattoo: I am the manager/owner.

Ms. Smiley: Thank you.

Mr. Wilshaw: All right. Thank you, Ms. Smiley. Any questions for our petitioner or the building representative? Mr. Ventura.

Mr. Ventura: You received approval from the Council last year to redo your center and was before the Planning Commission and went to Council, you've got approval, and you haven't begun yet. Can you tell us when you will begin and when you anticipate being done?

Mr. Kattoo: Sure. Mark Taormina might have mentioned earlier that the project has started on Monday. If you go there, now, you'll see a full scaffold system in front of the entire center and they have started demoing the old masonry brick. You know, if I was to go to what my contractor says when it's going to be done? You know, 30 days, two weeks, right? But I would estimate 60 days, 60 to 90 days.

Mr. Ventura: And have you given any thought to the signage that seems to be a concern? Everyone's concerned. We talked about it at study session. And we have a couple of letters and how are you…How do you anticipate you're going to direct traffic on the site so that customers for the drive thru, for the pharmacy drive thru, don't obstruct the drive through…the shared drive you share with Biggby and so forth?

Mr. Kattoo: In reality, if you look at the site, for him to start obstructing the Biggby drive thru, I would think we'd have to have about 20 cars stacked. I mean, it's a pretty large, it's a pretty large…

Mr. Ventura: Yes, I agree with you, you're not going to stack that much. So, how are you going to direct traffic on the site to know where to go to get to the drive thru? If you go next door to Crossroads, you'll look in the parking lot and you'll see signs in the parking lot directing people to the Biggby drive thru, that's how they find it. How are you going to accomplish that?

Mr. Selah: Yeah, so I was planning on putting in a fixture or a little sign right along Plymouth drive the same way that the Biggby has it on Middle Belt Drive, going in notifying that it is a drive through going through it that up that way, and then a sign along the west side of the wall of the building, directing that on the corner, upper corner, and then one against the south wall, like a protruding sign. Drive through only and then there's a little patch of grass, that's part of our property and I want to put another sign on the end of it showing going this way.

Mr. Ventura: Okay. Mark, are those signs part of this package?

Mr. Taormina: I don't believe we have any information or details relative to the directional signage. If I may Mr. Chair, to the Petitioner, could you repeat where you intend to install those? I think I heard you say you're going to put one near Plymouth Road.

Mr. Selah: One on Plymouth Road, and then another one…backup. Yep, right at that corner to the right. Down Yep, right at that corner,

and then one all the way to the left. It's like a protruding sign on the top of the building the same way that the Biggby has it.

Mr. Kattoo: Like a bracket attached to the building to guide down. Not too much of a labyrinth. I mean, it'd be pretty easy to kind of see how to get around the building.

Mr. Ventura: Thank you.

Mr. Wilshaw: Mr. Taormina, do you have any other thoughts?

Mr. Taormina: No. Two of the three signs that were mentioned, I don't believe would be subject to any sign regulations. However, the one near Plymouth Road might be. We'll have to take a closer look at that. If it's small enough, it would probably be allowed as directional signage, within the limitation prescribed in the Ordinance. I believe the allowance is two (2) square feet. The signs in the back, since they would not be visible to the public right of way, would most likely be allowed; thus, he could do what's necessary in order to properly direct traffic to the drive up at the rear of the building.

Mr. Wilshaw: Okay. Excellent. Thank you, Mr. Taormina. Any other questions for our petitioner or the representative? Mr. Caramagno

Mr. Caramagno: I wasn't able to be at the study session. So, currently you have the ability to enter the back of your lot from both east and west side of the building?

Mr. Kattoo: Correct.

Mr. Caramagno: And do you have the ability to enter the back of your property in the alley off of Middle Belt as well?

Mr. Kattoo: The buildings connect in the back. So, if you were to say that someone can drive up to the Middle Belt side, I don't know if that's a two way or a one way, Mark. Is that two ways on that side or one way?

Mr. Taormina: I believe the drive aisle that runs along the south side of the Livonia Crossroads Plaza is now restricted to one way traffic, at least that's the intent. What Mr. Houba was referring to when he talked about the inability of Phamily Pharmacy customers using the alleyway behind Livonia Crossroads is that part of the site is not included in the easement agreement. The easement exists between the two (2) properties, allowing drivers to access

Plymouth Shoppes from Livonia Crossroads only along the side of the property. It does not include the rear drive of the Livonia Crossroads property – at least not from a legal standpoint. From a practical standpoint, however, cars have the ability to navigate between the two (2) properties along the back since they're connected, as Mr. Kattoo said. There is no grade separation, so the area is relatively passable.

Mr. Caramagno: Okay, thank you, and then the property to the east of your property through the parking lot, was that not open at one time where you could get through from the neighboring property, as well?

Mr. Kattoo: I would assume so. I mean, as long as I remember, there's always been gigantic blocks there blocking us between the property next door and it's always…we haven't placed those there. So, we assume it might have been placed by the owner next door.

Mr. Caramagno: So, really, you're going to have one way in and one way out and a very restricted lane going in. With a coffee shop coming out, which is a bit of a concern…let me ask you this, deliveries for this property, truck deliveries for…you've got a mattress store, cash store, you're going to have a pharmacy, how are deliveries handled for these businesses?

Mr. Kattoo: The only store that has any kind of larger deliveries would be the mattress store. I've got a nail salon, which is not going to have any major deliveries. This pharmacy is not going to have any large deliveries. How are they handled? You know, I've haven't really been there when they're making their deliveries. I would assume that they make the delivery through the back or even in through the front, but I have…I can't tell you exactly how it's been done.

Mr. Caramagno: I would think that that's probably a legitimate issue. If you're delivering mattresses to the mattress store in the front parking lot, you tie that whole deal up with one delivery truck.

Mr. Kattoo: I've owned this property for 15 years and never had an issue.

Mr. Caramagno: Has it always been full of tenants?

Mr. Kattoo: It's always been 90% full, yeah, we only have one vacancy, which recently…that vacancy has only been the last five years.

So, it never had anybody, you know, our tenants are very mindful of being good neighbors.

Mr. Caramagno: And so, let's go back to the garbage truck and the four yard can you said you had. So, the garbage truck would have to enter next to the Biggby parking as well or make his way through behind the neighboring strip mall to the west.

Mr. Kattoo: Yeah, I mean, you know, quite frankly, to be honest, the neighbor next door needs our parking and needs our lot to service their cans. So, you know, if we didn't give them access, they would not be able to service their cans.

Mr. Caramagno: I remember the closure. There was a, there was a…we changed the way the enclosure was for purposes of traffic. I think you're right there.

Mr. Kattoo: Yeah. I am 100% confident in that one.

Mr. Taormina: Just so everyone fully understands, the dumpsters are located roughly in this location on the Livonia Crossroads property. The only way to service those dumpsters is for a garbage truck to enter forward, across the Plymouth Shoppes property. I have a question for the Petitioner. Even though the new drive-up aisle will be marked as one-way, do you really intend to prohibit vehicles from entering the back of the store along this westerly driveway? I mean, are you going to post “No Entry” or “One-Way Only” signs to enforce this? How would you regulate that, or do you intend to keep that somewhat loose in terms of allowing two (2)-way traffic, similar to the driveway on the opposite side where the Biggby coffee drive-up window is located and where vehicles can still navigate south, but on the lefthand side of the aisle? I expect the same would occur on this side whenever the drive is clear. I think it's safe to say vehicles would still come to the back.

Mr. Kattoo: Yeah, I agree with you. I mean, quite frankly, technically, through that easement agreement on the neighbor of which I'm surprised he made a complaint. He cannot deny access in and out. So here he is saying that he's worried about access out only were in the easement agreement. He's not allowed to restrict that. So, it's kind of funny that he brought that up.

Mr. Caramagno: I would certainly agree with you, Mark. I think that east side has to remain both ways in and out. I think it is just too tight if you

restrict it to outbound as well. I don't know you patrol, like you said, but I think it needs to remain both in and out. Thank you.

Mr. Wilshaw: Thank you. Mr. Long?

Mr. Long: You said at the study session that you were at the start anyway, you're going to be the sole employee there, and while I agree that stacking is probably not going to be a concern, if you are the sole employee there, and you've got three people in the store and the cars start to back up, I mean, what's your plan for handling that?

Mr. Selah: I mean, my plan is like in that moment would be first focus on drive thru. I mean, it won't be that heavily traveled, but my first focus would be drive thru just so there won't be stacking.

Mr. Long: Okay. I mean, I agree that, you know, we'll have to see 15 to 20 cars in order to really have a problem.

Mr. Selah: I hope it gets pretty busy.

Mr. Long: Yeah, no, I do too. I mean, you know…

Mr. Selah: Then when I do end up getting busier, I will be getting technicians, but at the very start it's just gonna be me, then technicians will be coming along.

Mr. Long: I mean, that'd be good. I mean, I have concerns over this, just like I had concerns over the Biggby one, but ultimately, you know, we passed it, and I mean, it's trying to retrofit today's needs into these older buildings, right? I mean, that's the challenge. There are things I don't like about this, but you know, I think I can support it. Thank you, Mr. Chairman.

Mr. Wilshaw: Thank you, Mr. Long. Any other questions or comments? Ms. Smiley.

Ms. Smiley: One question for Mark. The condition of the parking lot, was that in the thing that was approved, that just got started a couple weeks ago?

Mr. Taormina: The resolution that was adopted by Council did address the maintenance of the rear parking lot. Yes. That was part of the Council resolution.

Ms. Smiley: I imagine it was. I just wanted to confirm. Okay, thank you.

Mr. Wilshaw: Great, thank you. Any other questions or comments from any of our commissioners?

Mr. Caramagno: Mr. Chair, I had another. The last time I drove behind the building, there were…it was a mattress store, obviously. There were mattresses leaned against the building and on the ground. What is the long-term plan for keeping up with that? Because it is it's rather unsightly.

Mr. Kattoo: Yeah. Obviously, with our new tenant who's has, you know, a big interest in customers coming back there, it would be policed a lot more. You know, sometimes out of sight out of mind. It's not, you know… no one complains about it…it is overseen but I will definitely have to address him that this cannot continue, and it would be policed very hard to keep the area clean.

Mr. Caramagno: Is there really a good reason why you just allow the tenant to throw mattresses?

Mr. Kattoo: No, I don't allow the tenant just to throw the mattress out there. Sometimes they tend to do things without your permission, and you gotta go back there and tell them, hey, keep this out of here, and he does, and sometimes they do it again…I just, I don't allow that to happen.

Mr. Caramagno: I'd certainly like to see you tighten that up quite a bit. It's real unsightly, when you go back there, sometimes it just…

Mr. Kattoo: Now we have a different scenario where we have a tenant that needs to utilize the back. So, that's got to be always kept up and maintained. Now, we understand that.

Mr. Caramagno: I hear that but I don't necessarily agree with that. Just because you've got another tenant means all of a sudden mattresses are gonna start being picked up? I mean, that's something that should have been taken care of a long time ago, but as long as you're gonna be on that.

Mr. Wilshaw: Thank you, Mr. Caramagno. Any other questions or comments from anyone? Is there anyone in the audience wishing to speak for or against this petition? Don't see anybody jumping out of their chair? Mr. Kattoo, Mr. Selah, anything else either of you would like to add before we make our decision.

Mr. Kattoo: No, we just really appreciate your time, and I look forward to having this nice young man start his first business here on his own.

Mr. Wilshaw: Alright, sounds good. Thank you. With that, if there's no other questions or comments for anybody, I will close the public hearing. And the motion is in order.

On a motion by Ventura, seconded by Smiley, and unanimously adopted, it was

#08-43-2022 ***RESOLVED***, That pursuant to a Public Hearing having been held by the City Planning Commission on August 9, 2022, on Petition 2022-07-02-15 submitted by Phamily Pharmacy requesting approval of all plans required by Sections 3.11, 5.01 and 13.13 of the Livonia Vision 21 Zoning Ordinance, as amended, in connection with a proposal to add a drive-up window to the east end of the retail shopping center at 29195 thru 29215 Plymouth Road, located on the south side of Plymouth Road between Garden Avenue and Middlebelt Road in the Northwest ¼ of Section 36, the Planning Commission does hereby recommend to the City Council that Petition 2022-07-02-15 be approved subject to the following conditions:

1. That the Site Plan identified as Drawing No. SP-01, dated June 6, 2022, prepared by Angle Design & Construction, L.L.C., is hereby approved and shall be adhered to.

2. That the Elevation Plan identified as Drawing No. A-02, dated June 6, 2022, prepared by Angle Design & Construction, L.L.C., is hereby approved and shall be adhered to.

3. That all façade improvements approved pursuant to Council Resolution #131-21 in connection with Petition 2021-02-08-02 shall be completed.

4. That commensurate with the completion of the drive-up window for the Phamily Pharmacy, the owner shall make all necessary interim repairs to the parking lot as determined by the Inspection Department, and within two (2) years from the date of approval of this petition by City Council, the site’s rear parking lot shall be repaired, resealed, and restriped as necessary to the satisfaction of the Inspection Department and the site’s trash dumpster(s) shall be enclosed pursuant to Council Resolution #131-21.

5. That the use of the drive-up window is for Phamily Pharmacy's use only, and any new user or use of the drive-up window shall first receive the approval of City Council.

6. That the specific plans referenced in this approving resolution shall be submitted to the Inspection Department at the time the building permits are applied for; and

7. That the Phamily Pharmacy drive-up directional signs shall be submitted to the Planning and Inspection Departments for approval prior to the issuance of a Certificate of Occupancy.

8. Pursuant to Section 13.13 of the Livonia Vision 21 Zoning Ordinance as amended, this approval is valid for a period of one year only from the date of approval by City Council, and unless a building permit is obtained, this approval shall be null and void at the expiration of said period.

***FURTHER RESOLVED*,** That notice of the above hearing was given in accordance with the provisions of Section 13.13 of Livonia Vision 21 Zoning Ordinance, as amended.

Mr. Wilshaw: Is there any discussion?

Mr. Wilshaw, Chairman, declared the motion is carried and the foregoing resolution adopted. It will go on to City Council with an approving resolution.

CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD SEPTEMBER 7, 2022

Meeting was called to order at 8:05 p.m. by Council Vice President Jim Jolly. Present: Vice President Laura Toy, Kathleen McIntyre, Scott Bahr, Rob Donovic, Scott Morgan. Absent: Brandon McCullough.

Elected and appointed officials present: Leo Neville, Assistant City Attorney, Lori Miller, Deputy Clerk Mark Taormina, Director of Planning and Economic Development, David Lear, Assistant City Engineer, Toni LaPorte, Library Director, LaShawn Thomas, Director of Governmental Affairs, Jeannine Laible, Human Resources Director.

Councilmember Kathleen McIntyre led the Pledge of Allegiance.

3. WAIVER PETITION: Planning Commission, re: Petition 2022-07-02-16 submitted by LAG Development requesting to redevelop the Lafontaine Hyundai of Livonia dealership, including constructing an addition, modifying both the interior and exterior of the building and altering the site's parking and landscaping, at 34715 and 34801 Plymouth Road, located on the south side of Plymouth Road between Stark and Wayne Roads in the Northwest ¼ of Section 33.

   Mark Taormina, Director of Planning and Economic Development, presented the request to Council. Gary Laundroche, LaFontaine Development Group, was present at the podium to answer any questions.

   Council Vice President Laura Toy asked the petitioner about his background connection to LaFontaine. Gary Laundroche replied he has worked with LaFontaine for over 20 years. He explained they have done many things to better their businesses with updates and expansions. Vice President Toy thanked him for making the area better noting they have addressed the landscaping. Gary stated it isn't a favorite for car dealers to have landscaping, yet they are in the process of cleaning up the landscaping surrounding their lot for the neighbors. Vice President Toy thank him for doing that and offered an approving resolution on the Consent agenda.

   Councilmember Rob Donovic thanked the petitioner for being conscious of the car haulers, the neighbors and making the area look beautiful.

   Sunday Dupuie, 11196 Laurel Street, thanked the petitioner for cleaning up the area, noting how great it looks.

   Councilmember Kathleen McIntyre stated she looked forward to them joining the Chamber of Commerce.

   DIRECTION: APPROVING CONSENT

LETTER TO THE LIVONIA CITY COUNCIL

3.

Planning
August 12, 2022

MEETING DATE	PREPARED BY
S090722/R092622	Stephanie Reece, Program Supervisor,

AGENDA ITEM

WAIVER PETITION: Planning Commission, re: Petition 2022-07-02-16 submitted by LAG Development requesting to redevelop the Lafontaine Hyundai of Livonia dealership, including constructing an addition, modifying both the interior and exterior of the building and altering the site's parking and landscaping, at 34715 and 34801 Plymouth Road, located on the south side of Plymouth Road between Stark and Wayne Roads in the Northwest ¼ of Section 33.

BACKGROUND

August 12, 2022

Honorable Members of the City Council
City of Livonia, Michigan

Re: Petition 2022-07-02-16 - LAG Development

Dear Council Members:

At the 1,190th Public Hearings and Regular Meeting held by the City Planning Commission on August 9, 2022, the following resolution was unanimously adopted:

RECOMMENDATION

#08-44-2022 RESOLVED, That pursuant to a Public Hearing having been held by the City Planning Commission on August 9, 2022, on Petition 2022-07-02-16 submitted by LAG Development requesting approval of all plans required by Sections 3.11, 6.05 and 6.06 of the Livonia Vision 21 Zoning Ordinance, as amended, in connection with a proposal to redevelop the Lafontaine Hyundai of Livonia dealership, including constructing an addition, modifying both the interior and exterior of the building and altering the site's parking and landscaping, at 34715 and 34801 Plymouth Road, located on the south side of Plymouth Road between Stark and Wayne Roads in the Northwest ¼ of Section 33, the Planning Commission does hereby recommend to the City Council that Petition 2022-07-02-16 be approved subject to the following conditions:

1. That the Dimensional Site Plan identified as Sheet No. C3, dated August 5, 2022, as revised, prepared by NF Engineers, is hereby approved and shall be adhered to.

2. That no vehicles for sale or lease shall be displayed closer than twenty feet (20') to the public right-of-way.

3. That all parking spaces shall be doubled striped at ten feet (10') wide by twenty feet (20') in length.

4. That the display of any vehicles on car lifts is strictly prohibited.

5. That the Landscape Plan identified as Sheet No. L2, dated August 5, 2022, as revised, prepared by NF Engineers, is hereby approved and shall be adhered to.

6. That all disturbed lawn areas shall be sodded in lieu of hydroseeding.

7. That underground sprinklers are to be provided for all landscaped and sodded areas and all planted materials shall be installed to the satisfaction of the Inspection Department and thereafter permanently maintained in a healthy condition.

8. That the Elevations Plan identified as A2.1, dated July 28, 2022, as revised, prepared by Studio Detroit Architects, is hereby approved and shall be adhered to.

9. That all rooftop mechanical equipment shall be concealed from public view on all sides by screening that shall be of a compatible character, material, and color to other exterior materials on the building.

10. That the three walls of the trash dumpster area(s) shall be constructed out of building materials that shall complement that of the building. The enclosure gates shall be of solid panel steel construction or durable, long-lasting solid panel fiberglass.

11. That all new pole-mounted light fixtures shall not exceed a height of twenty feet (20') and shall be aimed and shielded to minimize stray light trespassing across property lines and glaring into adjacent roadways.

12. That only conforming wall signage is approved with this petition, and any additional signage shall be separately submitted for review and approval by the Zoning Board of Appeals.

13. That no LED light band or exposed neon shall be permitted on this site including, but not limited to, the building or around the windows.

14. That unless approved by the proper local authority, any type of exterior advertising, such as promotional flags, streamers or sponsor vehicles designed to attract the attention of passing motorists, shall be prohibited.

15. That the specific plans referenced in this approving resolution shall be submitted to the Inspection Department at the time the building permits are applied for; and

16. That for the access drive on Laurel Avenue, the Planning and Inspection Departments will consult with the Public Safety Departments regarding the use of either a gate with a knox box or complete closure of the driveway using landscaping, and if a gate with a knox box is preferred, access shall be restricted to the Livonia Police and Fire Departments only, and a sign shall be placed on the gate indicating "Emergency Access Only."

17. Pursuant to Section 13.13 of the Livonia Vision 21 Zoning Ordinance as amended, this approval is valid for a period of one year only from the date of approval by City Council, and unless a building permit is obtained, this approval shall be null and void at the expiration of said period.

FURTHER RESOLVED, That notice of the above hearing was given in accordance with the provisions of Section 13.13 of Livonia Vision 21 Zoning Ordinance, as amended.

FISCAL CONSIDERATION

ATTACHMENTS

1. Submittal 2 Photometric 6-28-22
2. Combined Revised Site Plan - Livonia Hyundai - 34715 Plymouth - 20220826
3. 2022-07-02-16_E-COUNCIL Pkt

APPROVED BY



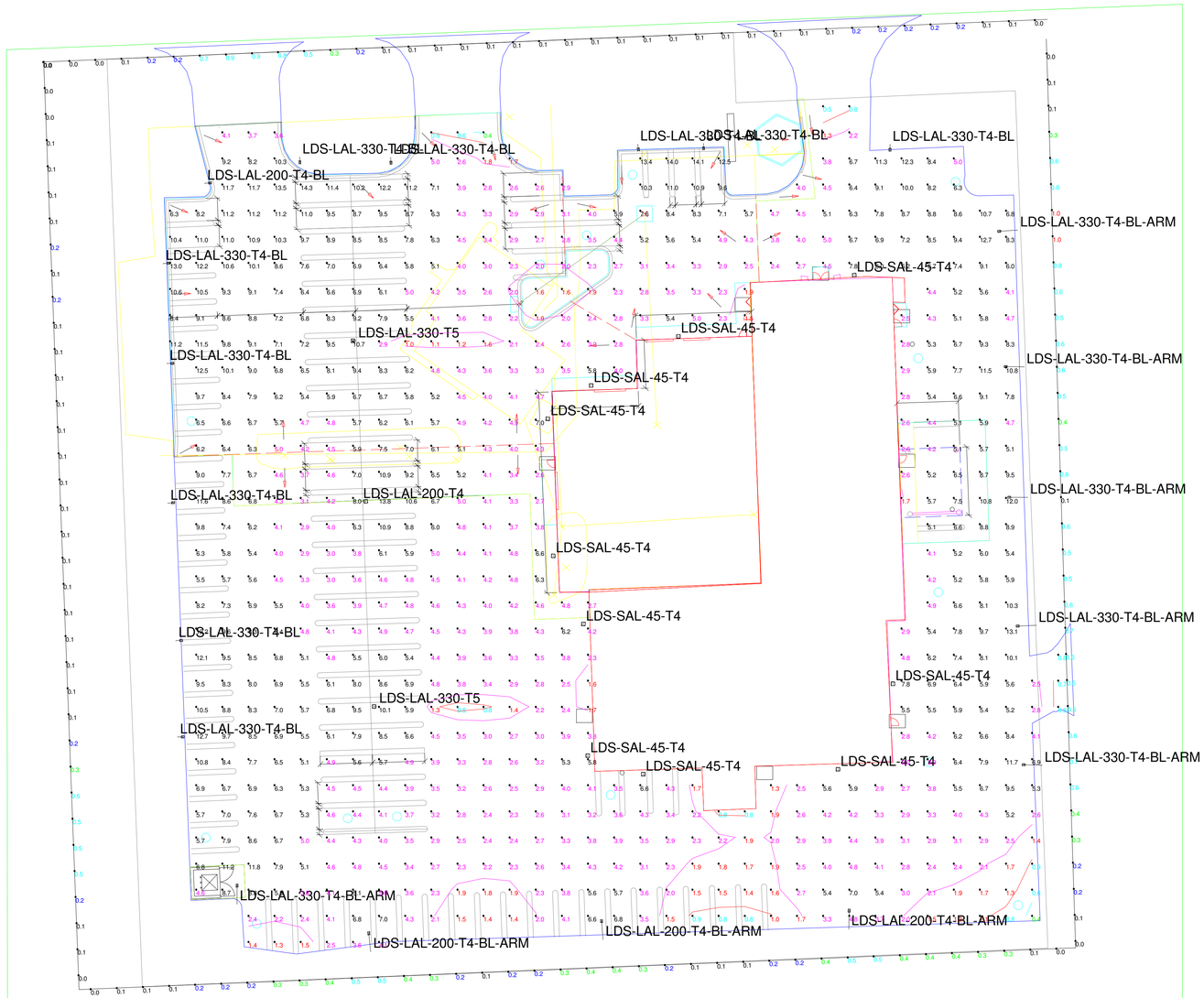
Date: August 12, 2022

Mark Taormina, Planning and Economic Development Director



Date: August 25, 2022

Maureen Miller Brosnan, Mayor



THE ENGINEER AND/OR ARCHITECT MUST DETERMINE THE APPLICABILITY OF THE LAYOUT TO EXISTING / FUTURE FIELD CONDITIONS. THIS LIGHTING LAYOUT REPRESENTS ILLUMINATION LEVELS CALCULATED FROM LABORATORY DATA TAKEN UNDER CONTROLLED CONDITIONS IN ACCORDANCE WITH ILLUMINATING ENGINEERING SOCIETY APPROVED METHODS. ACTUAL PERFORMANCE OF ANY MANUFACTURER'S LUMINAIRE MAY VARY DUE TO VARIATION IN ELECTRICAL VOLTAGE, TOLERANCE IN LAMPS, AND OTHER VARIABLE FIELD CONDITIONS. MOUNTING HEIGHTS INDICATED ARE FROM GRADE AND/OR FLOOR UP. THESE LIGHTING CALCULATIONS ARE NOT A SUBSTITUTE FOR INDEPENDENT ENGINEERING ANALYSIS OF LIGHTING SYSTEM SUITABILITY AND SAFETY. THE ENGINEER AND/OR ARCHITECT IS RESPONSIBLE TO REVIEW FOR ENERGY CODE AND LIGHTING QUALITY COMPLIANCE.

Luminaire Schedule

Symbol	Qty	Label	LLF	Description	Mounting Height
	10	LDS-SAL-45-T4	0.890	LDS-SAL-45-DB-T4-1-40-MAS-X-X	14
	1	LDS-LAL-200-T4	0.890	LDS-LAL-200-DB-T4-1-40-MAS-X-X	20
	2	LDS-LAL-330-T5	0.890	LDS-LAL-330-DB-T5-1-40-MAS-X-X _ LDS-LFL-330-DB-WD-1-40-SF-X-X	20
	10	LDS-LAL-330-T4-BL	0.890	LDS-LAL-330-DB-T4-1-40-MAS-BS	20
	1	LDS-LAL-200-T4-BL	0.890	LDS-LAL-2000-DB-T4-1-40-MAS-BS	20
	3	LDS-LAL-200-T4-BL-ARM	0.890	LDS-LAL-2000-DB-T4-1-40-MAS-BS	20
	6	LDS-LAL-330-T4-BL-ARM	0.890	LDS-LAL-330-DB-T4-1-40-MAS-BL	20

Calculation Summary

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
AsphaltLOT_Planar	Illuminance	Fc	5.31	14.3	0.4	13.28	35.75
PlymouthRdPropertyLine	Illuminance	Fc	0.20	0.9	0.0	N.A.	N.A.
PropertyLine	Illuminance	Fc	0.29	1.0	0.0	N.A.	N.A.

Illuminance Values

- 0.2 - 0.29 fc
- 0.3 - 0.49 fc
- 0.5 - 0.99 fc
- 1.0 - 1.99 fc
- 2.0 - 5.0 fc

Lumecon
LED Innovation Since 2006

Revisions

#	Date	Comments

Drawn By: M. Woznicki, LC
Checked By:
Date:6/28/2022
Scale:

LaFontaine Hyundai

4

City of Livonia,
Wayne County, Michigan
SITE PLAN DOCUMENTS
Prepared For
LaFontaine Automotive Group

PART OF THE NW 1/4 OF SECTION 33,
CITY OF LIVONIA,
WAYNE COUNTY, MICHIGAN

Owner

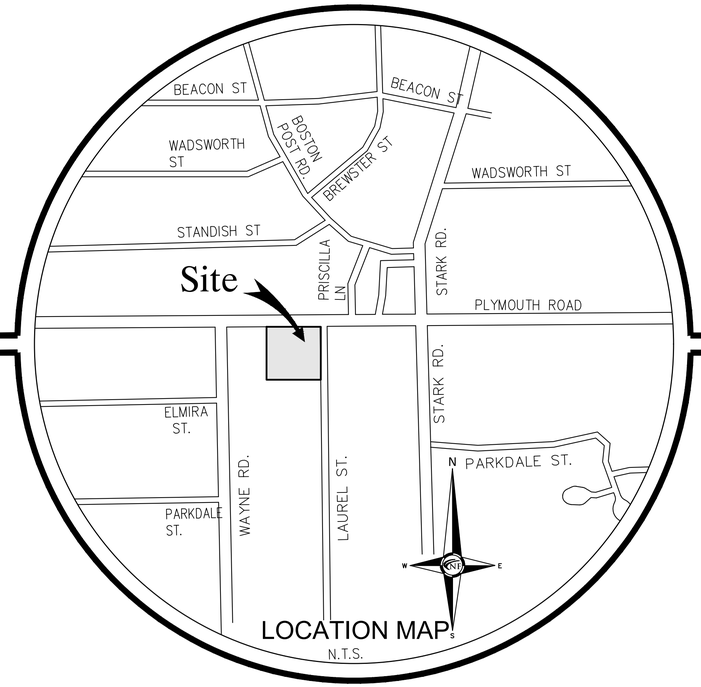
LAFONTAINE AUTOMOTIVE GROUP
4000 W. HIGHLAND ROAD
HIGHLAND, MICHIGAN 48357
CONTACT:
MR. GARY LAUNDROCHE
PHONE: (248) 714-1502
EMAIL: GLAUNDROCHE@LAFONTAINEMOTORS.COM

Civil Engineer

NOWAK & FRAUS ENGINEERS
46777 WOODWARD AVE.
PONTIAC, MI 48342-5032
CONTACT:
MR. JASON R. LONGHURST P.E.
PHONE: (248) 332-7931
EMAIL: JLONGHURST@NFE-ENGR.COM

Landscape Architect

NOWAK & FRAUS ENGINEERS
46777 WOODWARD AVE.
PONTIAC, MI 48342-5032
CONTACT:
MR. GEORGE A. OSTROWSKI, RLA, LEED AP
PHONE: (248) 332-7931
EMAIL: GOSTROWSKI@NFE-ENGR.COM



REVISIONS:
2022-05-26 ISSUED FOR SITE PLAN REVIEW
2022-06-15 REVISED PER SITE PLAN REVIEW
2022-06-28 REVISED PER OWNER
2022-07-22 REVISED PER CITY REVIEW
2022-08-05 REVISED PER CITY REVIEW
2022-08-26 REVISED PER CITY REVIEW

LEGAL DESCRIPTION
(TAX ID: 46-130-01-0007-001)

LAND SITUATED IN THE CITY OF LIVONIA, COUNTY OF WAYNE, STATE OF MICHIGAN IS DESCRIBED AS:

NORTH 147 FEET OF LOTS 7 AND 8 AND THE EAST 42 FEET OF THE NORTH 147 FEET OF LOT 9 OF "SUPERVISOR'S LIVONIA PLAT NO. 1", PART OF NORTHWEST 1/4 OF SECTION 33, TOWN 1 SOUTH, RANGE 9 EAST, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN, AS RECORDED IN LIBER 65 OF PLATS, ON PAGE 52, WAYNE COUNTY RECORDS.

LEGAL DESCRIPTION
(TAX ID: 46-130-01-0007-002)

LAND SITUATED IN THE CITY OF LIVONIA, COUNTY OF WAYNE, STATE OF MICHIGAN IS DESCRIBED AS:

SOUTH 208.45 FEET OF LOTS 7 AND 8, ALSO THE SOUTH 208.45 FEET OF THE EAST 42 FEET OF LOT 9 OF "SUPERVISOR'S LIVONIA PLAT NO. 1", PART OF NORTHWEST 1/4 OF SECTION 33, TOWN 1 SOUTH, RANGE 9 EAST, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN, AS RECORDED IN LIBER 65 OF PLATS, ON PAGE 52, WAYNE COUNTY RECORDS.

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LEGAL DESCRIPTION
(TAX ID: 46-130-01-0005-003)

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Project Name

Hyundai Dealership

SHEET INDEX

C0 Cover Sheet
C1 Boundary and Topographic Survey
C2 Demolition Plan
C3 Dimensional Site Plan
C4 Paving and Grading Plan
C5 Notes and Details

L1 Tree Preservation Plan
L2 Landscape Plan

SP1.1 Composite Plan
SP1.2 Composite Plan
TS1.4 Composite Plan
A2.1 Exterior Elevations

Know what's **below** **Call** before you dig. 811

N & F JOB #M932

STATE OF MICHIGAN
JASON R. LONGHURST
ENGINEER
NO. 54075
LICENSED PROFESSIONAL ENGINEER

NF ENGINEERS
CIVIL ENGINEERS
LAND SURVEYORS
LAND PLANNERS

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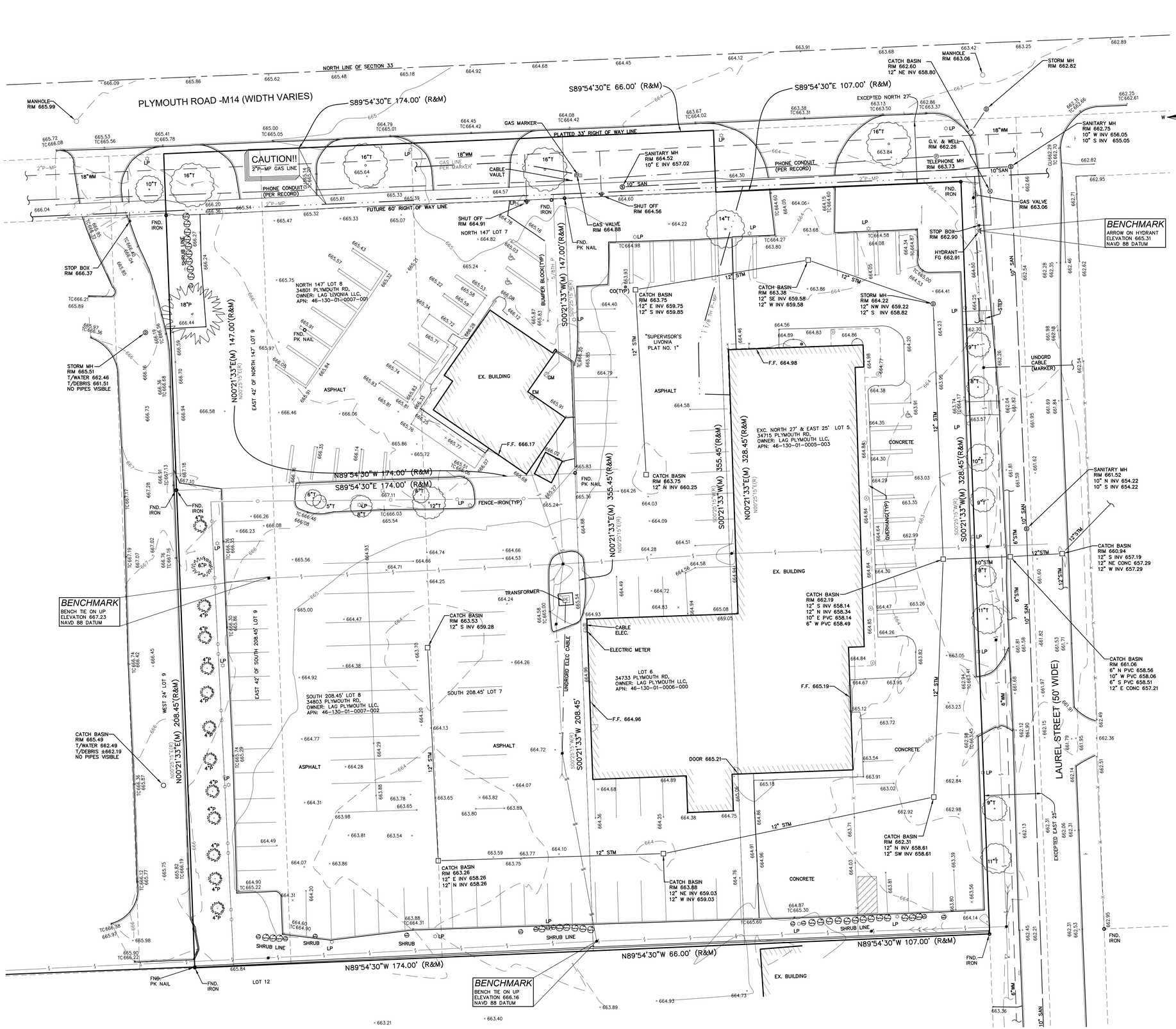

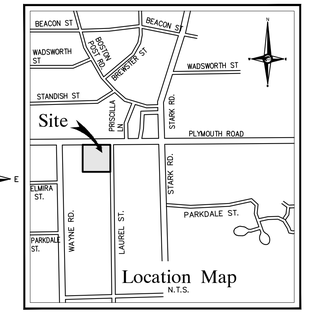

NF ENGINEERS
CIVIL ENGINEERS
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TEL. (248) 332-7931
FAX. (248) 332-8257
WWW.NOWAKFRAUS.COM

CERTIFICATE OF SURVEY

WE HEREBY CERTIFY THAT WE HAVE SURVEYED THE PROPERTY HEREIN DESCRIBED.

04-20-2022
KEVIN NAVAROLI, P.S. NO. 4001053503 — DATE

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BASIS OF BEARING

THE BASIS OF SURVEY FOR THIS SURVEY IS BASED ON THE "SUPERVISOR'S LIVONIA PLAT NO. 1", WAYNE COUNTY, MICHIGAN, AS RECORDED IN LIBER 65 OF PLATS, ON PAGE 52, WAYNE COUNTY RECORDS.

FLOOD HAZARD NOTE

THE PROPERTY DESCRIBED ON THIS SURVEY DOES NOT LIE WITHIN A SPECIAL FLOOD HAZARD AREA AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY. THE PROPERTY LIES WITHIN ZONE X OF THE CURRENT AVAILABLE FLOOD INSURANCE RATE MAP IDENTIFIED AS MAP NO. 26163C0210E BEARING AN EFFECTIVE DATE OF 02-02-2012.

MISS DIG / UTILITY DISCLAIMER NOTE

A MISS DIG TICKET NUMBER 2022040500646, PURSUANT TO MICHIGAN PUBLIC ACT 174 WAS ENTERED FOR THE SURVEYED PROPERTY. DUE TO THE EXTENDED REPORTING PERIOD FOR UNDERGROUND FACILITY OWNERS TO PROVIDE THEIR RECORDS, THE SURVEY MAY NOT REFLECT ALL THE UTILITIES AT THE TIME THE SURVEY WAS ISSUED ON 04-20-2022. THE SURVEY ONLY REFLECTS THOSE UTILITIES WHICH COULD BE OBSERVED BY THE SURVEYOR IN THE FIELD OR AS DEPICTED BY THE UTILITY COMPANY RECORDS FURNISH PRIOR TO THE DATE THIS SURVEY WAS ISSUED. THE CLIENT AND/OR THEIR AUTHORIZED AGENT SHALL VERIFY WITH THE FACILITY OWNERS AND/OR THEIR AUTHORIZED AGENTS, THE COMPLETENESS AND EXACTNESS OF THE UTILITIES LOCATION.

TOPOGRAPHIC SURVEY NOTES

ALL ELEVATIONS ARE EXISTING ELEVATIONS, UNLESS OTHERWISE NOTED.

UTILITY LOCATIONS WERE OBTAINED FROM MUNICIPAL OFFICIALS AND RECORDS OF UTILITY COMPANIES, AND NO GUARANTEE CAN BE MADE TO THE COMPLETENESS, OR EXACTNESS OF LOCATION.

THIS SURVEY MAY NOT SHOW ALL EASEMENTS OF RECORD UNLESS AN UPDATED TITLE POLICY IS FURNISHED TO THE SURVEYOR BY THE OWNER.

LEGEND

- MANHOLE — EXISTING SANITARY SEWER
- EXISTING SAN. CLEAN OUT
- HYDRANT — GATE VALVE — EXISTING WATER MAIN
- MANHOLE — CATCH BASIN — EXISTING STORM SEWER
- EXISTING R.Y. CATCH BASIN
- EXISTING BURIED CABLES
- UTILITY POLE — GUY POLE — GUY WIRE — OVERHEAD LINES
- LIGHT POLE
- SIGN
- EXISTING GAS MAIN

SEAL

STATE OF MICHIGAN — KEVIN CHRISTOPHER NAVAROLI — License No. 4001053503 — REGISTERED PROFESSIONAL SURVEYOR

PROJECT
Hyundai Dealership

CLIENT
LaFontaine Automotive Group
4000 W. Highland Road
Highland, MI 48357
Contact:
Mr. Gary Laundroche
Phone: 248-714-1502
Email: glaundroche@lafontaine.com

PROJECT LOCATION
Part of the NW 1/4 of Section 33
T. 1S , R. 9E
City of Livonia,
Wayne County, Michigan

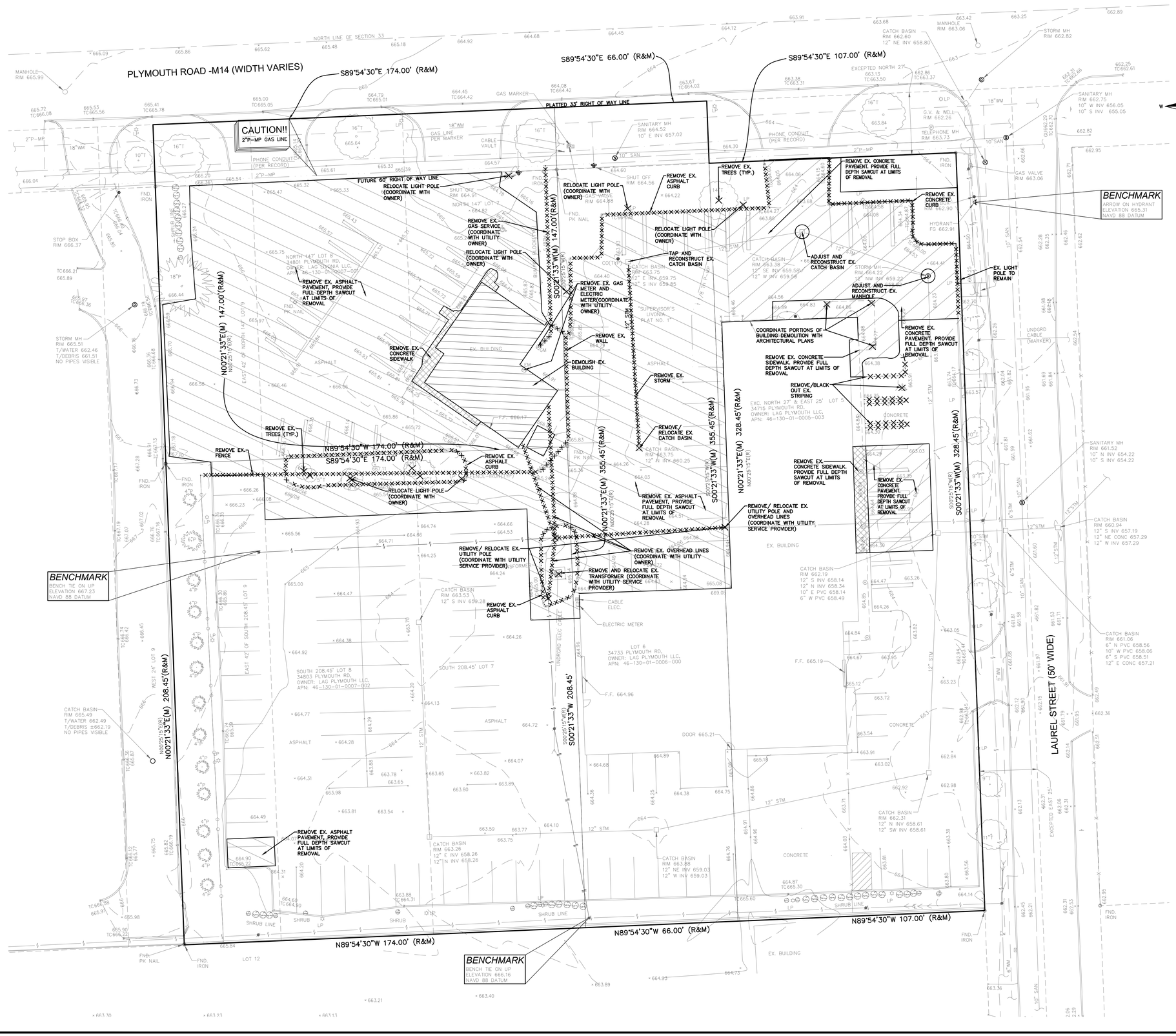
SHEET
Boundary and Topographic Survey

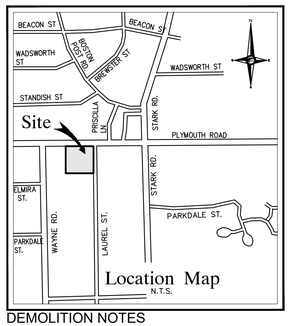
811 Know what's below Call before you dig.

DATE	ISSUED/REVISED
05-26-2022	ISSUED FOR SITE PLAN REVIEW
06-15-2022	REVISED PER SITE PLAN REVIEW
06-28-2022	REVISED PER OWNER
07-22-2022	REVISED PER CITY REVIEW
08-05-2022	REVISED PER CITY REVIEW
08-26-2022	REVISED PER CITY REVIEW

DRAWN BY: S. Shenoy
DESIGNED BY: -
APPROVED BY: K. Navaroli
DATE: April 20, 2022
SCALE: 1" = 20'
20 10 0 10 20 30

NFE JOB NO. M932
SHEET NO. C1





DEMOLITION NOTES

DEMOLITION OF SITE IMPROVEMENTS SHALL BE ALLOWED ONLY AFTER AN APPROVED PERMIT HAS BEEN SECURED FROM THE PUBLIC AGENCY HAVING JURISDICTION OVER SAID DEMOLITION.

FOR ANY DEMOLITION WITHIN PUBLIC RIGHT-OF-WAY, THE CONTRACTOR SHALL PAY FOR, AND SECURE, ALL NECESSARY PERMITS AND LIKEWISE SHALL ARRANGE FOR ALL SITE INSPECTIONS.

SITE DEMOLITION INCLUDES THE COMPLETE REMOVAL OF SITE IMPROVEMENTS AND OFF-SITE DISPOSAL. DEBRIS SHALL BE TRANSPORTED TO AN APPROPRIATE DISPOSAL FACILITY THAT IS LICENSED FOR THAT TYPE OF DEBRIS.

THE CONTRACTOR SHALL COORDINATE TRUCK ROUTES WITH THE MUNICIPALITY PRIOR TO COMMENCEMENT OF SITE DEMOLITION. ALL TRUCKS SHALL BE TARPED OR PROPERLY SECURED TO CONTAIN DEMOLITION DEBRIS PRIOR TO LEAVING SITE.

EXISTING ON-SITE UNDERGROUND UTILITIES AND BUILDING SERVICES HAVE BEEN INDICATED BASED UPON THE BEST AVAILABLE UTILITY RECORDS AND/OR ON-SITE INSPECTIONS. NO GUARANTEE IS MADE BY THE DESIGN ENGINEER, AS TO THE COMPLETENESS OR ACCURACY OF UTILITY DATA. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD VERIFICATION OF UTILITY INFORMATION (THE DESIGN ENGINEER MAKES NO GUARANTEE NOR ASSUMES ANY LIABILITY AS TO THE COMPLETENESS AND/OR ACCURACY OF UTILITY DATA).

PRIOR TO THE REMOVAL OR ABANDONMENT OF ANY EXISTING UNDERGROUND UTILITY OR BUILDING SERVICE LINES CALLED FOR IN THE PLANS OR DISCOVERED DURING EXCAVATION, THE CONTRACTOR MUST DETERMINE IF THE UTILITY LINE OR BUILDING SERVICE IS STILL IN USE. IF THE UTILITY LINE OR BUILDING SERVICE IS STILL IN USE/ACTIVE THE CONTRACTOR MUST TAKE ALL THE NECESSARY STEPS TO GUARANTEE THAT THE UTILITY LINE OR BUILDING SERVICE IS RECONNECTED WITHOUT AN INTERRUPTION IN SERVICE. THE RECONNECTION OF THE UTILITY LINE OR BUILDING SERVICE MUST BE IN ACCORDANCE WITH THE STANDARDS AND REQUIREMENTS OF THE APPROPRIATE GOVERNMENTAL AGENCY OR PRIVATE UTILITY COMPANY.

SOIL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE INSTALLED BY THE CONTRACTOR PRIOR TO SITE DEMOLITION.

* THE CONTRACTOR SHALL NOTIFY MISS DIG (1-800-482-7171) A MINIMUM OF THREE (3) WORKING DAYS PRIOR TO THE START OF THE SITE DEMOLITION.

THE CONTRACTOR SHALL COORDINATE THE REMOVAL AND/OR RELOCATION OF EXISTING UTILITY POLES AND BUILDING SERVICES WITH UTILITY COMPANY. REMOVAL OF THE UTILITY COMPANIES ELECTRICAL SERVICES SHALL BE IN ACCORDANCE WITH THE CURRENT STANDARDS AND REQUIREMENTS OF THE UTILITY COMPANY.

THE CONTRACTOR SHALL COORDINATE THE REMOVAL AND/OR RELOCATION OF EXISTING UTILITY POLES AND BUILDING SERVICES WITH UTILITY COMPANY. REMOVAL OF THE UTILITY COMPANY GAS SERVICES SHALL BE IN ACCORDANCE WITH THE STANDARDS AND REQUIREMENTS OF THE UTILITY COMPANY.

THE CONTRACTOR SHALL COORDINATE THE REMOVAL AND/OR RELOCATION OF EXISTING UTILITY POLES AND BUILDING SERVICES WITH THE UTILITY COMPANY. REMOVAL OF THE UTILITY COMPANIES COMMUNICATION SERVICES SHALL BE IN ACCORDANCE WITH THE CURRENT STANDARDS AND REQUIREMENTS OF THE UTILITY COMPANY.

THE CONTRACTOR SHALL COORDINATE THE REMOVAL AND/OR RELOCATION OF EXISTING UTILITY POLES AND BUILDING SERVICES WITH THE APPROPRIATE CABLE MEDIA COMPANY. REMOVAL OF CABLE SERVICES SHALL BE IN ACCORDANCE WITH THE CURRENT STANDARDS AND REQUIREMENTS OF THE CABLE COMPANY.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFICATION OF PRIVATE UTILITY COMPANIES AND COORDINATE UTILITY SERVICE SHUT OFF/DISCONNECT, PRIOR TO DEMOLITION OF EXISTING STRUCTURES OR PROPERTIES.

ALL UTILITY METERS SHALL BE REMOVED BY THE APPROPRIATE UTILITY COMPANY.

ANY ON-SITE STORM SEWER FACILITIES LOCATED DURING DEMOLITION SHALL BE REMOVED AND BULK HEADED AT THE PROPERTY LINE IF INDICATED FOR REMOVAL ON THE PLANS.

PRIOR TO BUILDING DEMOLITION, ALL HAZARDOUS MATERIAL SHALL BE REMOVED BY OTHERS. THE DEMOLITION CONTRACTOR SHALL IMMEDIATELY NOTIFY THE OWNER SHOULD ANY SUSPICIOUS MATERIAL BE FOUND.

WATER SERVICES AND/OR STOP-BOX SHALL BE PRESERVED AND BULK HEADED AT THE PROPERTY LINE OR AS DIRECTED BY THE OWNER'S REPRESENTATION.

WHERE EXISTING BUILDINGS PLANED FOR DEMOLITION FALL WITHIN PROPOSED BUILDING FOOT PRINTS, BASEMENT FLOOR SLABS, FOUNDATION WALLS AND FOOTINGS SHALL BE COMPLETELY REMOVED AND BACK FILLED WITH MDOT CLASS II GRANULAR MATERIAL AND BE MACHINE COMPACTED TO A MINIMUM OF 98% OF MATERIALS MAXIMUM DENSITY.

TOPOGRAPHIC SURVEY NOTES

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LEGEND

- MANHOLE
- HYDRANT
- GATE VALVE
- MANHOLE
- CATCH BASIN
- UTILITY POLE
- GUY POLE
- GUY WIRE
- 12" MAPLE
- EXISTING SANITARY SEWER
- EXISTING SAN. CLEAN OUT
- EXISTING WATER MAIN
- EXISTING STORM SEWER
- EX. R. Y. CATCH BASIN
- EXISTING BURIED CABLES
- OVERHEAD LINES
- LIGHT POLE
- SIGN
- EXISTING GAS MAIN
- EXISTING UTILITY TO BE REMOVED
- EXISTING UTILITY TO BE ABANDONED
- INDICATES EXISTING TREE TO BE REMOVED
- INDICATES AREAS OF PAVEMENT, BUILDINGS, ETC. TO BE REMOVED
- INDICATES AREAS OF SIDEWALK TO BE REMOVED
- INDICATES AREAS OF BUILDINGS, TO BE REMOVED

NF ENGINEERS
CIVIL ENGINEERS
LAND SURVEYORS
LAND PLANNERS

NOWAK & FRAUS ENGINEERS
46777 WOODWARD AVE.
PONTIAC, MI 48342-5032
TEL. (248) 332-7931
FAX. (248) 332-8257
WWW.NOWAKFRAUS.COM

SEAL

STATE OF MICHIGAN
JASON R. LONGHURST
ENGINEER
NO. 54075
LICENSED PROFESSIONAL ENGINEER

PROJECT
Hyundai Dealership

CLIENT
LaFontaine Automotive Group
4000 W. Highland Road
Highland, MI 48357
Contact:
Mr. Gary Laundroche
Phone: 248-714-1502
Email: glaundroche@lafontaine.com

PROJECT LOCATION
Part of the NW 1/4 of Section 33
T. 1S , R. 9E
City of Livonia,
Wayne County, Michigan

SHEET
Demolition Plan

Know what's below Call before you dig.

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07-22-2022	REVISED PER CITY REIVEW
08-05-2022	REVISED PER CITY REIVEW
08-26-2022	REVISED PER CITY REVIEW

DRAWN BY: G. Viju
DESIGNED BY: G. Viju
APPROVED BY: J. Longhurst
DATE: May 26, 2022
SCALE: 1" = 20'
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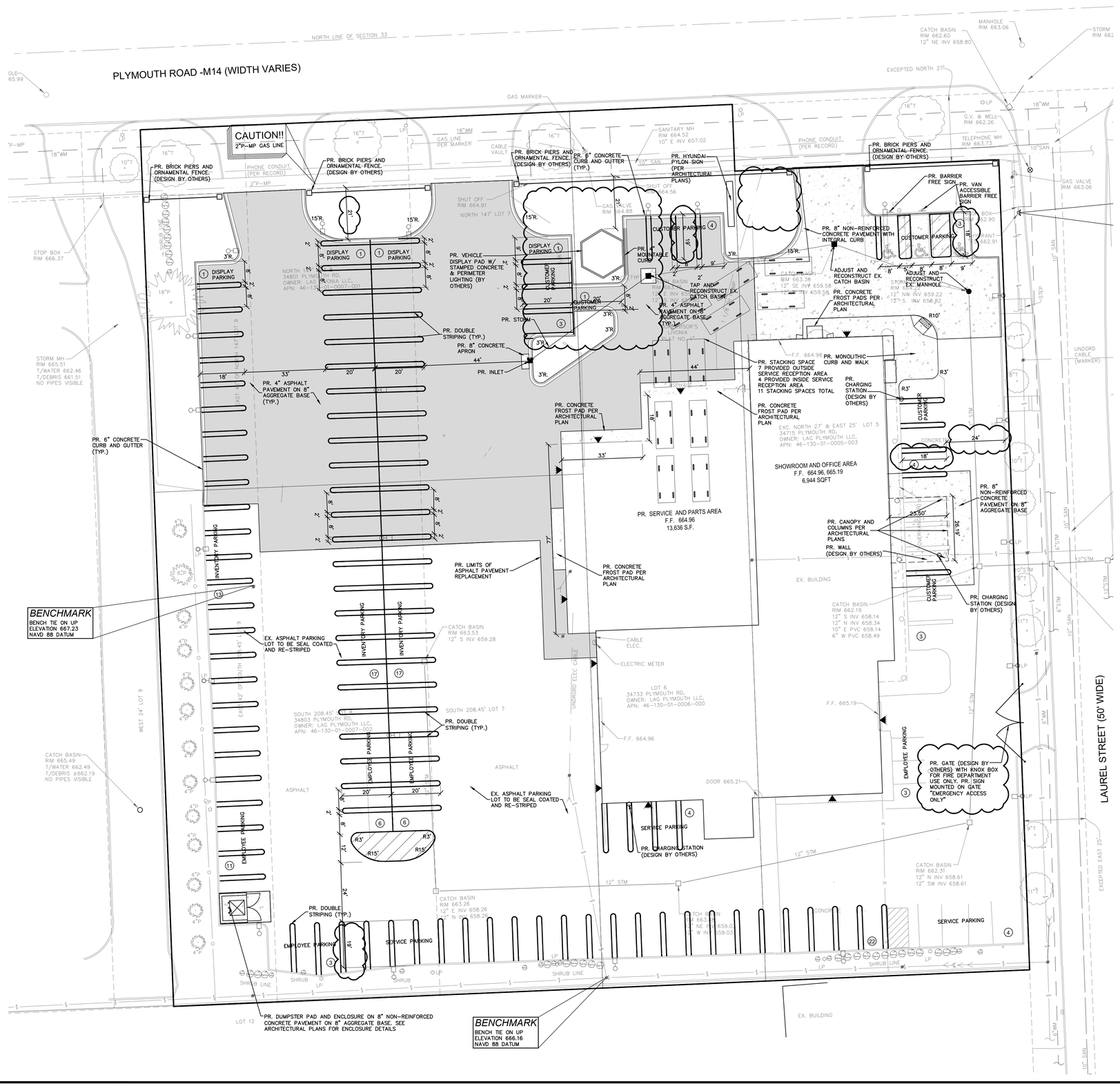
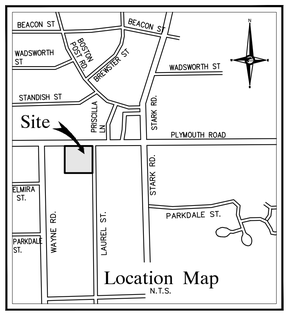
NFE JOB NO. M932
SHEET NO. C2







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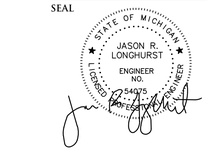
WWW.NOWAKFRAUS.COM

SEAL



PROJECT
Hyundai Dealership

CLIENT
LaFontaine Automotive Group
4000 W. Highland Road
Highland, MI 48357
Contact:
Mr. Gary Laundroche
Phone: 248-714-1502
Email: glaundroche@lafontaine.com

PROJECT LOCATION
Part of the NW 1/4
of Section 33
T. 1S , R. 9E
City of Livonia,
Wayne County, Michigan

SHEET
Dimensional Site Plan

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

DATE	ISSUED/REVISED
05-26-2022	ISSUED FOR SITE PLAN REVIEW
06-15-2022	REVISED PER SITE PLAN REVIEW
06-28-2022	REVISED PER OWNER
07-22-2022	REVISED PER CITY REIVEW
08-05-2022	REVISED PER CITY REIVEW
08-26-2022	REVISED PER CITY REVIEW

DRAWN BY:
G. Viju

DESIGNED BY:
G. Viju

APPROVED BY:
J. Longhurst

DATE:
May 26, 2022

SCALE: 1" = 20'

20 10 0 10 20 30

NFE JOB NO. **M932**

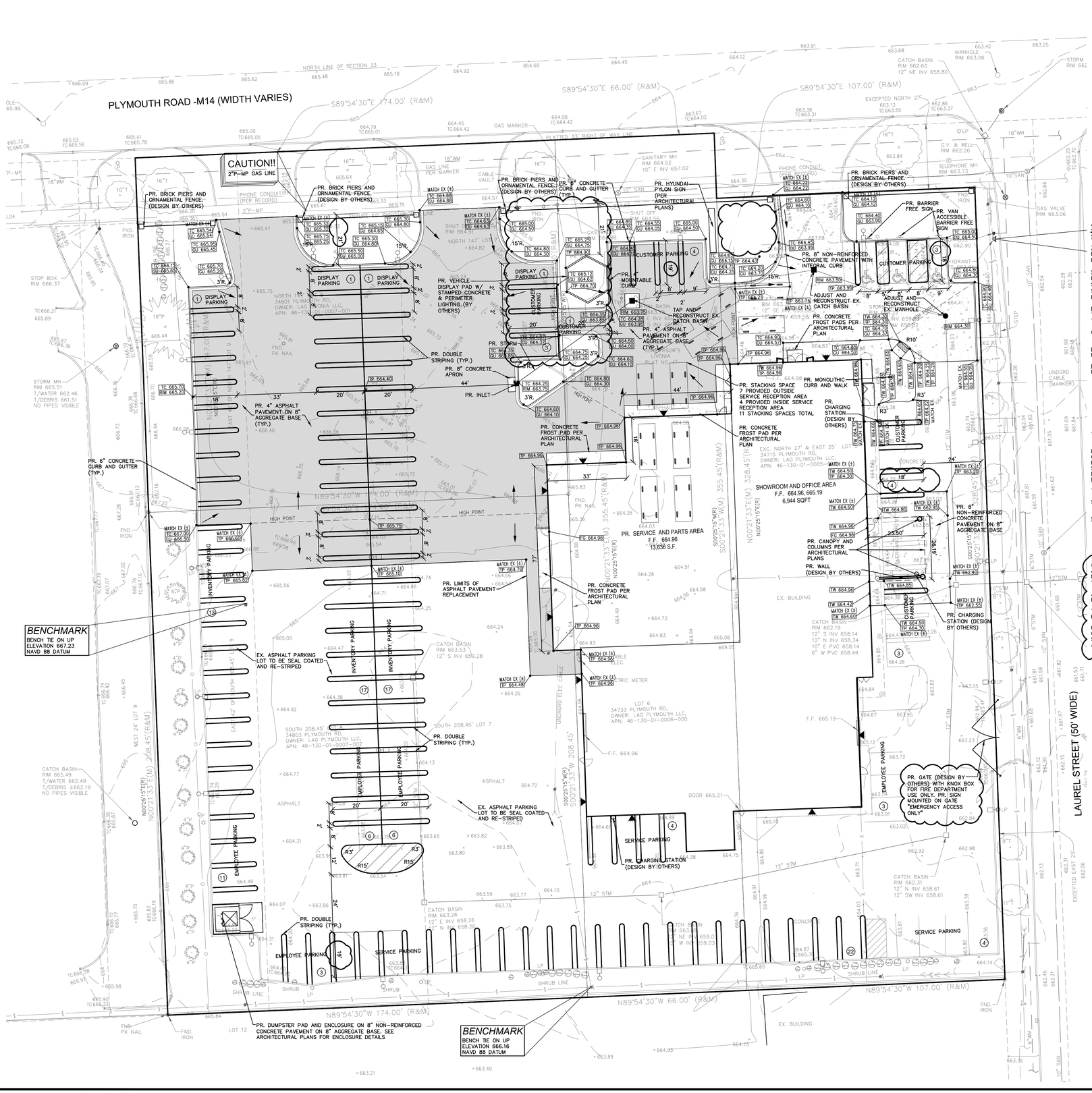
SHEET NO. **C3**

PAVING LEGEND

- PROPOSED CONCRETE PAVEMENT
- PROPOSED ASPHALT PAVEMENT

LEGEND

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


PLYMOUTH ROAD -M14 (WIDTH VARIES)
CAUTION!! 2"P-MP GAS LINE
PR. BRICK PIERS AND ORNAMENTAL FENCE. (DESIGN BY OTHERS)
PR. 18" CONCRETE CURB AND GUTTER (TYP.)
PR. HYUNDAI PYLON SIGN (PER ARCHITECTURAL PLANS)
PR. 8" NON-REINFORCED CONCRETE PAVEMENT WITH INTEGRAL CURB
PR. BARRIER FREE SIGN
PR. VAN ACCESSIBLE BARRIER FREE SIGN
CUSTOMER PARKING
DISPLAY PARKING
PR. VEHICLE DISPLAY PAD W/ STAMPED CONCRETE & PERIMETER LIGHTING. (BY OTHERS)
PR. 4" MOUNTABLE CURB
TAP AND RECONSTRUCT EX. CATCH BASIN
PR. 4" ASPHALT PAVEMENT ON 6" AGGREGATE BASE (TYP.)
ADJUST AND RECONSTRUCT EX. CATCH BASIN
ADJUST AND RECONSTRUCT EX. MANHOLE
PR. CONCRETE FROST PADS PER ARCHITECTURAL PLAN
PR. STORM
PR. DOUBLE STRIPING (TYP.)
PR. 8" CONCRETE APRON
PR. INLET
PR. STACKING SPACE 7 PROVIDED OUTSIDE SERVICE RECEPTION AREA 4 PROVIDED INSIDE SERVICE RECEPTION AREA 11 STACKING SPACES TOTAL
PR. MONOLITHIC CURB AND WALK
PR. CHARGING STATION (DESIGN BY OTHERS)
PR. 6" CONCRETE CURB AND GUTTER (TYP.)
PR. CONCRETE FROST PAD PER ARCHITECTURAL PLAN
EXC. NORTH 27' & EAST 25' LOT 1 34715 PLYMOUTH RD. OWNER: LAG PLYMOUTH LLC APN: 46-130-01-0005-000
SHOWROOM AND OFFICE AREA F.F. 664.96, 665.19 6,944 SQFT
PR. 4" ASPHALT PAVEMENT ON 8" AGGREGATE BASE (TYP.)
PR. SERVICE AND PARTS AREA F.F. 664.96 13,836 S.F.
PR. CANOPY AND COLUMNS PER ARCHITECTURAL PLANS
PR. WALL (DESIGN BY OTHERS)
PR. 8" NON-REINFORCED CONCRETE PAVEMENT ON 8" AGGREGATE BASE
PR. LIMITS OF ASPHALT PAVEMENT REPLACEMENT
EX. ASPHALT PARKING LOT TO BE SEAL COATED AND RE-STRIPED
PR. DOUBLE STRIPING (TYP.)
PR. GATE (DESIGN BY OTHERS) WITH KNOX BOX FOR FIRE DEPARTMENT USE ONLY. PR. SIGN MOUNTED ON GATE "EMERGENCY ACCESS ONLY"
SERVICE PARKING
EMPLOYEE PARKING
INVENTORY PARKING
PR. DUMPSTER PAD AND ENCLOSURE ON 8" NON-REINFORCED CONCRETE PAVEMENT ON 8" AGGREGATE BASE. SEE ARCHITECTURAL PLANS FOR ENCLOSURE DETAILS
BENCHMARK
BENCH TIE ON UP
ELEVATION 667.23
NAVD 88 DATUM
BENCHMARK
BENCH TIE ON UP
ELEVATION 666.16
NAVD 88 DATUM
LAUREL STREET (50' WIDE)
N89°54'30"W 174.00' (R&M)
N89°54'30"W 66.00' (R&M)
N89°54'30"W 107.00' (R&M)
S89°54'30"E 174.00' (R&M)
S89°54'30"E 66.00' (R&M)
S89°54'30"E 107.00' (R&M)
NORTH LINE OF SECTION 33
NORTH 147' LOT 9
SOUTH 208.45' LOT 7
EAST 142' OF SOUTH 208.45' LOT 9
WEST 24' LOT 9
LOT 6 34733 PLYMOUTH RD. OWNER: LAG PLYMOUTH LLC. APN: 46-130-01-0006-000
LOT 12
EXCEPTED NORTH 27'
EXCEPTED EAST 25'
N00°21'33"E(M) 208.45'(R&M)
S00°21'33"W 208.45'
N00°21'33"E(M) 328.45'(R&M)
S00°21'33"W 328.45'(R&M)
N00°25'15"E(R)
S00°25'15"W(R)
CATCH BASIN RIM 665.49 T/WATER 662.49 T/DEBRIS ±662.19 NO PIPES VISIBLE
CATCH BASIN RIM 663.53 12" S INV 659.28
CATCH BASIN RIM 663.26 12" E INV 658.26 12" N INV 658.26
CATCH BASIN RIM 662.19 12" S INV 658.14 12" N INV 658.34 10" E PVC 658.14 6" W PVC 658.49
CATCH BASIN RIM 662.31 12" N INV 658.61 12" SW INV 658.61
CATCH BASIN RIM 662.31 12" NE INV 659.01 12" W INV 659.01
STORM MH RIM 665.51 T/WATER 662.46 T/DEBRIS 661.51 NO PIPES VISIBLE
SANITARY MH RIM 664.52 10" E INV 657.02
STORM MH RIM 662.66
GAS VALVE RIM 663.06
TELEPHONE MH RIM 663.73
GAS MARKER
GAS LINE PER MARKER
CABLE VAULT
SHUT OFF
FND. IRON
FND. PK NAIL
STOP BOX RIM 666.37
HYDRANT
UNDRGD CABLE (MARKER)
UNDRGD ELEC. CABLE
ELECTRIC METER
PHONE CONDUIT (PER RECORD)
2"P-MP
18"WM
10" SAN
12" STM
6" STM
12" SAN
GAS
OHP
LP
SHRUB LINE
SHRUB
CONCRETE
ASPHALT
DOOR 665.21
HIGH POINT
NORTH 27' LOT 1 34801 PLYMOUTH RD. OWNER: LAG PLYMOUTH LLC APN: 46-130-01-0007-001
EXCEPTED NORTH 27'
EXCEPTED EAST 25'
F.F. 665.19
F.F. 664.96
F.F. 664.43
F.F. 664.47
F.F. 664.98
F.F. 664.99
F.F. 665.00
F.F. 665.02
F.F. 665.04
F.F. 665.05
F.F. 665.06
F.F. 665.07
F.F. 665.08
F.F. 665.09
F.F. 665.10
F.F. 665.11
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F.F. 665.13
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F.F. 665.22
F.F. 665.23
F.F.

UTILITIES

AT LEAST 72 HOURS (3 WORKING DAYS) PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY MISS DIG AND THE LOCAL COMMUNITY (WHERE APPLICABLE) TO STAKE LOCATIONS OF EXISTING UTILITIES.

THE CONTRACTOR SHALL EXPOSE AND VERIFY EXISTING UTILITIES FOR LOCATION, SIZE, DEPTH, MATERIAL AND CONFIGURATION PRIOR TO CONSTRUCTION. COSTS FOR EXPLORATORY EXCAVATION IS AN INCIDENTAL COST AND SHALL NOT BE CONSIDERED AN EXTRA TO THE CONTRACT.

THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY EXISTING UTILITIES WHICH DO NOT MATCH THE PLANS AND SPECIFICATIONS PRIOR TO COMMENCING WORK. ANY FIELD CHANGES OF THE PROPOSED UTILITIES SHALL BE APPROVED BY THE OWNER AND ENGINEER BEFORE THE WORK IS DONE.

THE CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES FROM DAMAGE. ANY SERVICE OR UTILITY DAMAGED OR REMOVED BY THE CONTRACTOR SHALL BE REPAIRED OR REPLACED AT THE EXPENSE OF THE CONTRACTOR, IN CONFORMANCE WITH THE REQUIREMENTS OF THE UTILITY COMPANY PROVIDER.

DAMAGE TO PRIVATE PROPERTY

ALL SIDEWALKS, DRIVEWAYS, LAWNS, FENCING, TREES, SHRUBS, SPRINKLERS, LANDSCAPING, ETC., THAT ARE DAMAGED DURING CONSTRUCTION MUST BE REPAIRED OR REPLACED, IN KIND OR BETTER, BY THE CONTRACTOR. ALL STREET SIGNS, MAIL BOXES, ETC., REMOVED SHALL BE REPLACED IN KIND OR BETTER, BY THE CONTRACTOR. ALL THE REPAIRS OR REPLACEMENTS DUE TO THE CONTRACTOR'S WORK ARE TO BE INCLUDED IN THE CONTRACT PRICE(S) AND SHALL NOT BE AN EXTRA TO THE CONTRACT.

THE CONTRACTOR SHALL SECURE PERMISSION IN WRITING FROM ADJACENT PROPERTY OWNERS PRIOR TO ENTERING UPON ANY ADJOINING PROPERTIES, UNLESS OFFSITE PERMITS HAVE ALREADY BEEN OBTAINED BY THE OWNER AND ARE PART OF THE CONTRACT DOCUMENTS.

DEWATERING OF TRENCH AND EXCAVATIONS

IF NOT SPECIFICALLY PROVIDED FOR IN THE CONSTRUCTION DESIGN DOCUMENTS, THE DESIGN OR QUALITATIVE ANALYSIS OF GROUND WATER DEWATERING SYSTEMS IS BEYOND THE SCOPE OF DESIGN FOR THESE DOCUMENTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SELECTING AND PROVIDING APPROPRIATE EXCAVATION DEWATERING SYSTEMS FOR USE DURING CONSTRUCTION.

THE DEWATERING METHOD SELECTED BY THE CONTRACTOR WILL NOT ADVERSELY AFFECT ADJACENT PAVEMENTS OR STRUCTURES PRIOR TO BEGINNING DEWATERING CONDITIONS. MEANS AND METHODS OF DEWATERING ARE SOLELY THE RESPONSIBILITY OF THE CONTRACTOR. THE COST OF DEWATERING WILL BE CONSIDERED INCLUDED IN THE WORK OF CONSTRUCTING THE UNDERGROUND UTILITIES UNLESS SPECIFICALLY INDICATED OTHERWISE.

BY-PASS PUMPING

FROM TIME TO TIME IT MAY BE NECESSARY FOR THE CONTRACTOR TO BY-PASS PUMP TO COMPLETE THE WORK INDICATED ON THE PLANS. THE COST OF BY-PASS PUMPING, THE METHODS, EQUIPMENT AND MEANS OF PROVIDING THAT WORK ARE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE CONSIDERED PART OF THE WORK WHETHER SPECIFICALLY CALLED OUT ON THE PLANS OR NOT.

MEANS AND METHODS FOR PIPE CONSTRUCTION

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE MEANS AND METHODS FOR CONSTRUCTING THE UNDERGROUND PIPE SYSTEMS PROPOSED ON THE PLANS, INCLUDING BUT NOT LIMITED TO THE NEED FOR SHORING/BRACING OF TRENCHES, DEWATERING OF TRENCHES, SCHEDULING THE WORK AT OFF PEAK HOURS, AND/OR MAINTAINING EXISTING FLOWS THAT MAY BE ENCOUNTERED VIA PUMPING, BY-PASS PIPING OR OTHER MEANS. THE CONTRACTOR SHALL NOT BE PAID ANY ADDITIONAL COMPENSATION TO IMPLEMENT ANY MEANS AND METHODS TO SATISFACTORILY COMPLETE THE CONSTRUCTION.

PAVEMENT REMOVAL

THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE THICKNESS OF THE PAVEMENT REMOVAL. PAVEMENT CORE SAMPLES ARE FOR INFORMATIONAL PURPOSES ONLY AS TO THE THICKNESS OF THE PAVEMENT AT THE LOCATION OF THE SAMPLE. THE OWNER AND ENGINEER MAKE NO REPRESENTATION, WARRANTY OR GUARANTY THAT THE SAMPLES ACCURATELY REFLECT THE PAVEMENT THICKNESS ON THE PROJECT.

MAINTENANCE OF TRAFFIC

DURING THE PROGRESS OF THE WORK THE CONTRACTOR SHALL ACCOMMODATE BOTH VEHICULAR AND PEDESTRIAN TRAFFIC IN THE ROAD RIGHTS OF WAY. THE CONTRACTOR'S EQUIPMENT AND OPERATIONS ON PUBLIC STREETS SHALL BE GOVERNED BY ALL APPLICABLE LOCAL, COUNTY AND STATE ORDINANCES, REGULATIONS AND LAWS. THE CONTRACTOR SHALL OBTAIN AND SATISFY ANY AND ALL PERMIT REQUIREMENTS BY THE LOCAL, COUNTY AND STATE GOVERNMENTAL AGENCIES.

IN ADDITION, WHERE THE WORK REQUIRES THE CLOSURE OF ONE OR MORE LANES OR IS WITHIN THE INFLUENCE OF THE ROAD OR PEDESTRIAN RIGHT OF WAY, THE CONTRACTOR SHALL PROVIDE ALL SIGNS, BARRICADES, FLAG PERSONS AND OTHER TRAFFIC CONTROL MEASURES AS REQUIRED BY MDOT, THE COUNTY, OR THE COMMUNITY HAVING JURISDICTION OF THE ROAD AND IN CONFORMANCE WITH THE MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

COMPENSATION FOR TRAFFIC CONTROL SHALL BE CONSIDERED INCLUDED IN THE CONTRACT PRICE(S) UNLESS SPECIFIC TRAFFIC CONTROL ITEMS ARE INCLUDED IN THE ACCEPTED BID PROPOSAL.

IRRIGATION

THE CONTRACTOR SHALL MAINTAIN OR REPAIR ANY EXISTING IRRIGATION SYSTEMS WITHIN THE PROJECT AREA UNLESS THE DRAWINGS CALL FOR THE IRRIGATION SYSTEM TO BE REMOVED. THE OWNER AND NFE MAKE NO REPRESENTATIONS, WARRANTY OR GUARANTY AS TO THE LOCATION OF THE IRRIGATION SYSTEM. THE CONTRACTOR SHALL TAKE ALL NECESSARY MEASURES TO PROTECT THE IRRIGATION SYSTEM DURING CONSTRUCTION ACTIVITIES. COMPENSATION FOR MAINTAINING OR REPAIRING EXISTING IRRIGATIONS SYSTEMS SHALL BE CONSIDERED INCLUDED IN THE CONTRACT PRICE(S) UNLESS SPECIFIC IRRIGATION SYSTEM REPAIR ITEMS ARE INCLUDED IN THE ACCEPTED BID PROPOSAL.

SUB-SOIL CONDITIONS

ANY SOIL BORING PROVIDED BY THE OWNER AND/OR ENGINEER IS PROVIDED FOR INFORMATIONAL PURPOSES ONLY. THIS INFORMATION IS NOT OFFERED AS EVIDENCE OF GROUND CONDITIONS THROUGHOUT THE PROJECT AND ONLY REFLECT THE GROUND CONDITIONS AT THE LOCATION OF THE BORING ON THE DATE THEY WERE TAKEN.

THE ACCURACY AND RELIABILITY OF THE SOIL LOGS AND REPORT ARE NOT WARRANTED OR GUARANTEED IN ANY WAY BY THE OWNER OR ENGINEER AS TO THE SUB-SOIL CONDITIONS FOUND ON THE SITE. THE CONTRACTOR SHALL MAKE THEIR OWN DETERMINATION AND SUB-SOIL INVESTIGATION AND SECURE OTHER SUCH INFORMATION AS THE CONTRACTOR CONSIDERS NECESSARY TO DO THE WORK PROPOSED AND IN PREPARATION OF THEIR BID.

SUBGRADE UNDERCUTTING AND PREPARTION

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO REMOVE ANY AND ALL SOILS WHICH DO NOT CONFORM TO THE PLANS AND SPECIFICATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE TO PROVIDE A SUBGRADE IN CONFORMANCE WITH THE PROJECT PLANS AND/OR SPECIFICATIONS. THE MEANS AND METHODS USED TO ACHIEVE THE REQUIRED RESULT SHALL REST SOLELY WITH THE CONTRACTOR.

ANY AREAS OF UNDERCUTTING THAT RESULT IN ADDITIONAL OR EXTRA WORK BECAUSE THEY COULD NOT BE IDENTIFIED BY THE CONTRACTOR'S PRE-BID SITE OBSERVATION OR ARE NOT SET FORTH IN THE PLANS AND SPECIFICATIONS, SHALL BE BROUGHT TO THE ATTENTION OF THE OWNER AND ENGINEER BEFORE ANY EXTRA WORK IS PERFORMED. THE CONTRACTOR SHALL MAKE A REQUEST FOR ANY ADDITIONAL COMPENSATION FOR THE UNDERCUTTING IN WRITING AND THE REQUEST SHALL CONFORM TO THE CONTRACT'S CHANGE ORDER PROVISIONS.

STRUCTURE BACKFILL

STRUCTURAL BACKFILL SHALL BE PLACED IN CONFORMANCE WITH THE PROJECT PLANS, SPECIFICATIONS OR AS REQUIRED BY THE COMMUNITY, GOVERNMENT AGENCY OR UTILITY THAT HAS JURISDICTION OVER THE WORK.

TRENCH BACKFILL

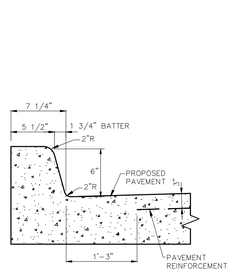
TRENCH BACKFILL SHALL BE PLACED IN CONFORMANCE WITH THE PLANS AND/OR SPECIFICATIONS. TRENCH BACKFILL SHALL ALSO BE INSTALLED IN CONFORMANCE WITH THE COMMUNITY REQUIREMENTS OR AGENCY/UTILITY GOVERNING SAID TRENCH CONSTRUCTION. IN THE CASE OF CONFLICTING REQUIREMENTS, THE MORE STRINGENT SHALL APPLY.

EARTH BALANCE / GRADING

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE WHETHER THE SITE EARTHWORK BALANCES OR NOT. ANY EXCESS CUT MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR. IN A LIKE MANNER, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO IMPORT APPROVED FILL MATERIAL AND PLACE IT AS REQUIRED TO ATTAIN THE SITE GRADE AND COMPACTION REQUIREMENTS PER THE ENGINEER'S PLAN AND ALL APPLICABLE GOVERNMENTAL STANDARDS. THE ENGINEER AND OWNER MAKE NO REPRESENTATION AS TO THE QUANTITIES THAT MAY BE NEEDED TO CREATE A BALANCED EARTHWORK CONDITION OR THAT THE SITE EARTHWORK IS BALANCED.

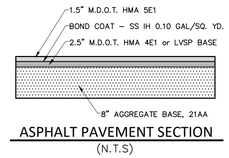
SOIL EROSION / SEDIMENTATION CONTROL

THE CONTRACTOR SHALL OBTAIN THE REQUIRED SOIL EROSION PERMIT AND SATISFY ALL REGULATORY REQUIREMENTS FOR CONTROLLING SOIL EROSION AND SEDIMENT TRANSPORT. THE CONTRACTOR IS RESPONSIBLE FOR THE MEANS AND METHODS. THE ENGINEER AND OWNER ARE NOT RESPONSIBLE FOR INSPECTION OR APPROVAL OF THE CONTRACTOR'S WORK IN CONNECTION WITH SATISFYING THE SOIL EROSION PERMIT REQUIREMENTS UNLESS SPECIFICALLY STATED IN THE CONTRACT DOCUMENTS.



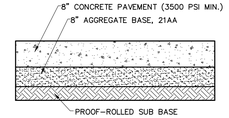
INTEGRAL STRAIGHT CURB TYPE 3

N.T.S.



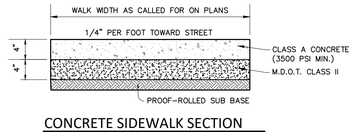
ASPHALT PAVEMENT SECTION

(N.T.S)



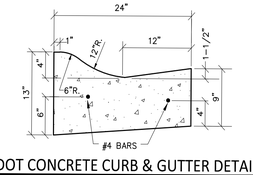
CONCRETE PAVEMENT SECTION

N.T.S.



CONCRETE SIDEWALK SECTION

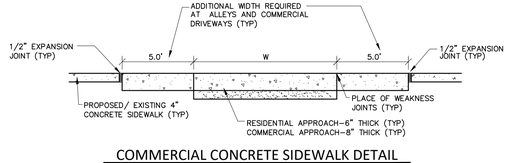
N.T.S.



MDOT CONCRETE CURB & GUTTER DETAIL

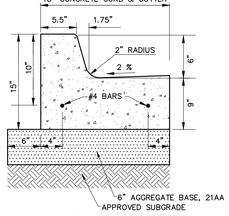
M.D.O.T. TYPE D-2 MODIFIED

N.T.S.



COMMERCIAL CONCRETE SIDEWALK DETAIL

N.T.S.



CONCRETE CURB DETAIL 'A'

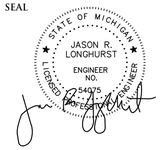
N.T.S.

NF ENGINEERS

CIVIL ENGINEERS
LAND SURVEYORS
LAND PLANNERS

NOWAK & FRAUS ENGINEERS
46777 WOODWARD AVE.
PONTIAC, MI 48342-5032
TEL. (248) 332-7931
FAX. (248) 332-8257
WWW.NOWAKFRAUS.COM

SEAL



PROJECT

Hyundai Dealership

CLIENT

LaFontaine Automotive Group
4000 W. Highland Road
Highland, MI 48357
Contact:
Mr. Gary Laundroche
Phone: 248-714-1502
Email: glaundroche@lafontaine.com

PROJECT LOCATION

Part of the NW 1/4
of Section 33
T. 1S , R. 9E
City of Livonia,
Wayne County, Michigan

SHEET

Notes & Details

811 Know what's below Call before you dig.

DATE	ISSUED/REVISED
05-26-2022	ISSUED FOR SITE PLAN REVIEW
06-15-2022	REVISED PER SITE PLAN REVIEW
06-28-2022	REVISED PER OWNER
07-22-2022	REVISED PER CITY REIVEW
08-05-2022	REVISED PER CITY REIVEW
08-26-2022	REVISED PER CITY REVIEW

DRAWN BY: G. Viju

DESIGNED BY:

APPROVED BY: B. Buchholz

DATE: May 26, 2022

SCALE: N.T.S.

NFE JOB NO. **M932**

SHEET NO. **C5**

PLYMOUTH ROAD (M-14)
WIDTH VARIES

NORTH LINE OF SECTION 33

PROPOSED HYUNDAI PYLON SIGN

PROPOSED VEHICLE DISPLAY PAD W/ STAMPED CONCRETE AND LIGHTING

PROPOSED SERVICE DEPARTMENT ADDITION

TREE PROTECTION FENCING TO BE PLACED MIN 1' OUTSIDE THE LIMITS OF GRADING LINE OR TREE DRIPLINE, SHOWN PER PLAN AND COORDINATED W/ PROPOSED GRADING ACCORDING TO CIVIL DWGS

EXISTING TREES TO BE REMOVED

LIMITS OF PAVEMENT REPLACEMENT

DISPLAY PARKING

CUSTOMER PARKING

INVENTORY PARKING

EMPLOYEE PARKING

SERVICE PARKING

ASPHALT

CONCRETE

EX. BUILDING

F.F. 664.98

F.F. 664.96

F.F. 665.19

DOOR 665.21

CABLE ELEC.

ELECTRIC METER

UNDRGD ELEC. CABLE

UNDRGD CABLE (MARKER)

GAS MARKER

GAS LINE PER MARKER

CABLE VAULT

PHONE CONDUIT (PER RECORD)

2"P-MP

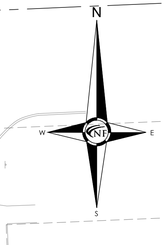
1 1/8 PIV-MP

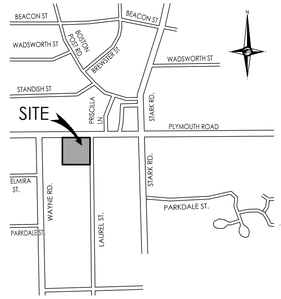
SHRUB LINE

SHRUB

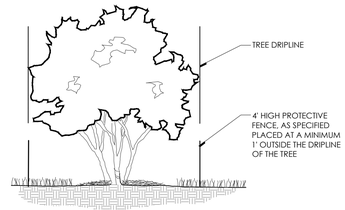
SHRUB LINE

LAUREL STREET
(50' WIDE)

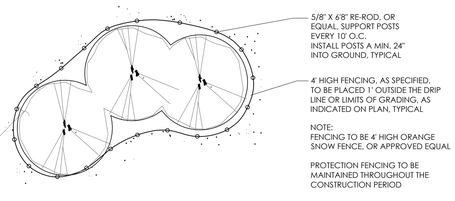




LOCATION MAP
N.T.S.



TREE PROTECTION DETAIL-SECTION
NTS



TREE PROTECTION DETAIL-PLAN
NTS

GENERAL TREE PROTECTION NOTES

1. APPROVED TREE PROTECTION SHALL BE ERECTED PRIOR TO THE START OF CONSTRUCTION ACTIVITIES, AND SHALL REMAIN IN PLACE UNTIL THE IN PLACE UNTIL CONSTRUCTION IS COMPLETE.
2. ALL UNDERSTORY VEGETATION WITHIN THE LIMITS OF PROTECTIVE FENCING SHALL BE PRESERVED.
3. NO PERSON MAY CONDUCT ANY ACTIVITY WITHIN THE DRIP LINE OF ANY TREE DESIGNATED TO REMAIN, INCLUDING BUT NOT LIMITED TO, PLACING SOLVENTS, BUILDING MATERIALS, CONSTRUCTION EQUIPMENT, OR SOIL DEPOSITS WITHIN THE DRIP LINE.
4. WHERE GROUPINGS OF TREES ARE TO REMAIN, TREE FENCING SHALL BE PLACED AT THE LIMITS OF GRADING LINE.
5. DURING CONSTRUCTION, NO PERSON SHALL ATTACH ANY DEVICE OR WIRE TO ANY TREE, SCHEDULED TO REMAIN.
6. ALL UTILITY SERVICE REQUESTS MUST INCLUDE NOTIFICATION TO THE INSTALLER THAT PROTECTED TREES MUST BE AVOIDED. ALL TRENCHING SHALL OCCUR OUTSIDE OF THE PROTECTIVE FENCINGS.
7. SWALES SHALL BE ROUTED TO AVOID THE AREA WITHIN THE DRIP LINES OF PROTECTED TREES.
8. TREES LOCATED ON ADJACENT PROPERTIES THAT MAY BE AFFECTED BY CONSTRUCTION ACTIVITIES MUST BE PROTECTED.
9. ROOT ZONES OF PROTECTED TREES SHOULD BE SURROUNDED WITH RIGIDLY STAKED FENCING.
10. THE PARKING OF IDLE AND RUNNING EQUIPMENT SHALL BE PROHIBITED UNDER THE DRIP LINE OF PROTECTED TREES.
11. THE STRIPPING OF TOPSOIL FROM AROUND PROTECTED TREES SHALL BE PROHIBITED.
12. ALL TREES TO BE REMOVED SHALL BE CUT AWAY FROM TREES TO REMAIN.
13. THE GRUBBING OF UNDERSTORY VEGETATION WITHIN CONSTRUCTION AREAS SHOULD BE CLEARED BY CUTTING VEGETATION AT THE GROUND WITH A CHAIN SAW OR MINIMALLY WITH A HYDRO-AXE.
14. THE CONTRACTOR IS RESPONSIBLE FOR THE REPLACEMENT PER ORDINANCE GUIDELINES, FOR THE DAMAGE OR REMOVAL OF ANY TREE DESIGNATED TO REMAIN.
15. TREES TO BE REMOVED SHALL BE FIELD VERIFIED, EVALUATED AND FLAGGED FOR REMOVAL, BY THE LANDSCAPE ARCHITECT OR FORESTER, ONLY AS DIRECTED BY THE OWNER OR OWNERS REPRESENTATIVE.

LEGEND:

- TREES TO BE REMOVED
- TREES TO REMAIN
- TREE PROTECTION FENCING

NF ENGINEERS
CIVIL ENGINEERS
LAND SURVEYORS
LAND PLANNERS

NOWAK & FRAUS ENGINEERS
46777 WOODWARD AVE.
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SEAL

PROJECT
Hyundai Dealership

CLIENT
LaFontaine Automotive Group
4000 W. Highland Road
Highland, MI 48357
Contact:
Mr. Gary Laundroche
Phone: 248-714-1502
Email: glaundroche@lafontaine.com

PROJECT LOCATION
Part of the NW 1/4 of Section 33
T. 1S , R. 9E
City of Livonia,
Wayne, Michigan

SHEET
Tree Preservation Plan

Know what's below Call before you dig.

REVISIONS
05-26-2022 ISSUED FOR SITE PLAN REVIEW
06-15-2022 REVISED PER SITE PLAN REVIEW
06-28-2022 REVISED PER OWNER
07-22-2022 REVISED PER CITY
08-05-2022 REVISED PER CITY
08-26-2022 REVISED PER CITY REVIEW

DRAWN BY:
G. Ostrowski
DESIGNED BY:
G. Ostrowski
APPROVED BY:
G. Ostrowski
DATE:
05-26-2022
SCALE: 1" = 20'
20 10 0 10 20 30

NFE JOB NO. M932
SHEET NO. L1

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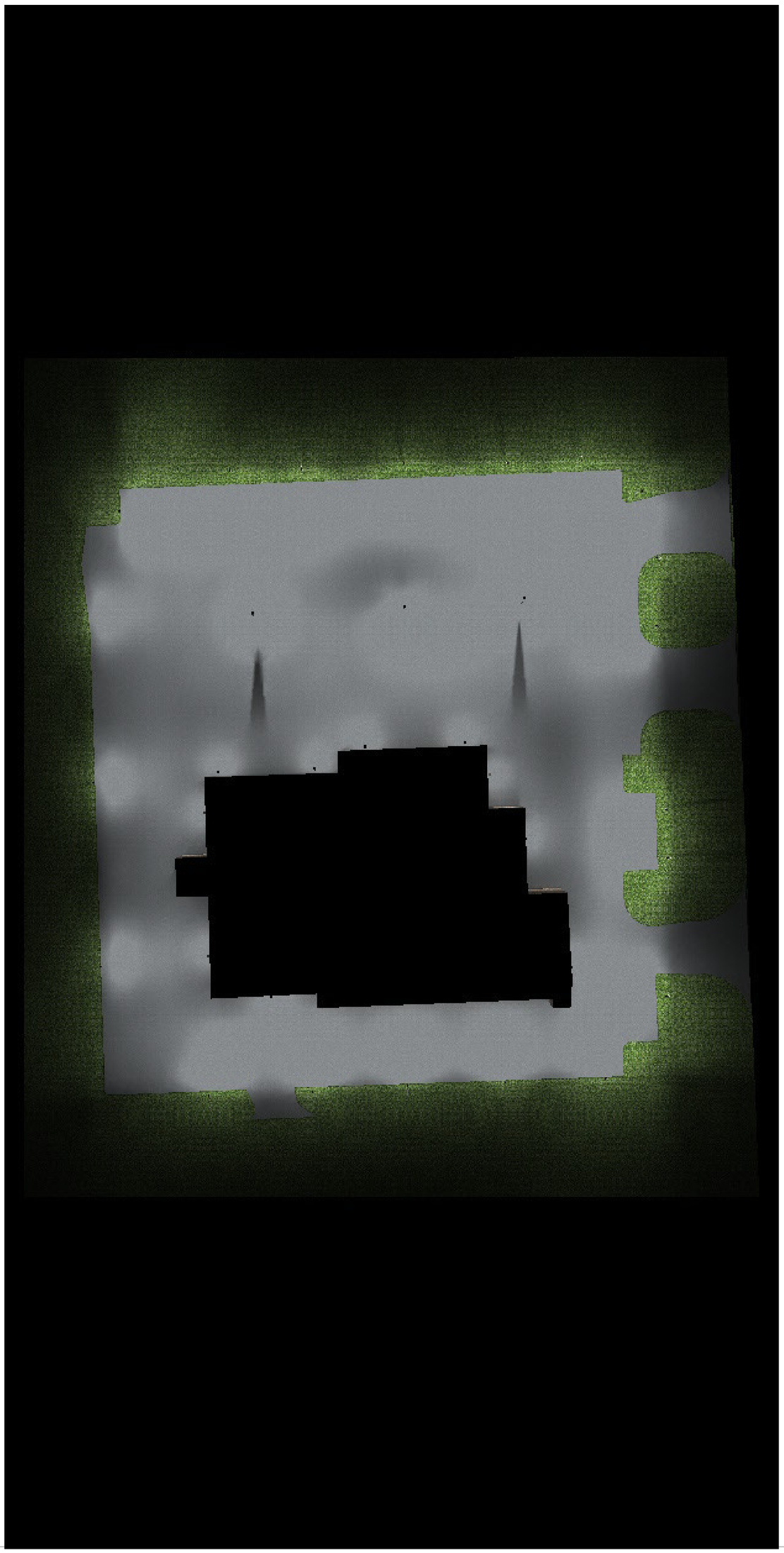


LaFontaine Hyundai

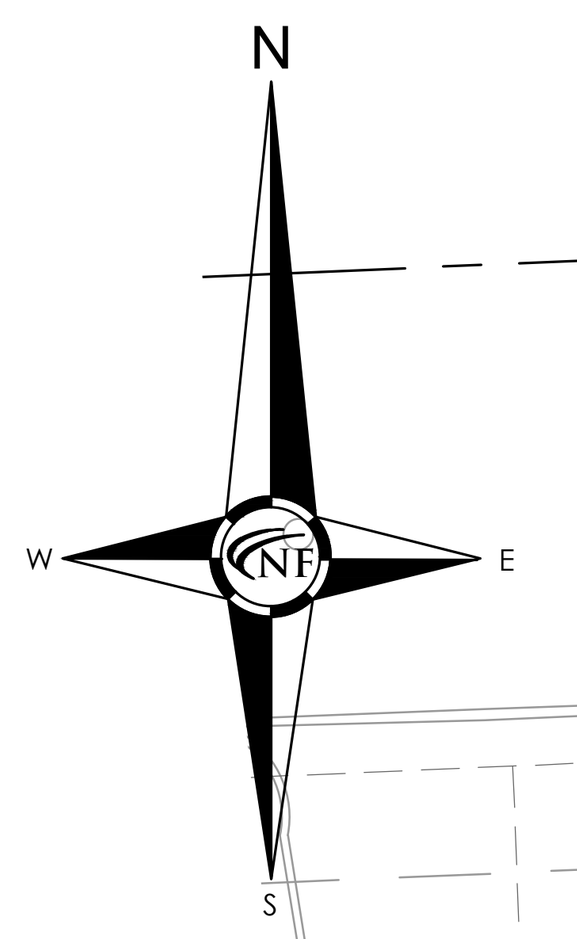
4

Drawn By: M. Woznicki, LC
Checked By:
Date:6/28/2022
Scale:

Revisions

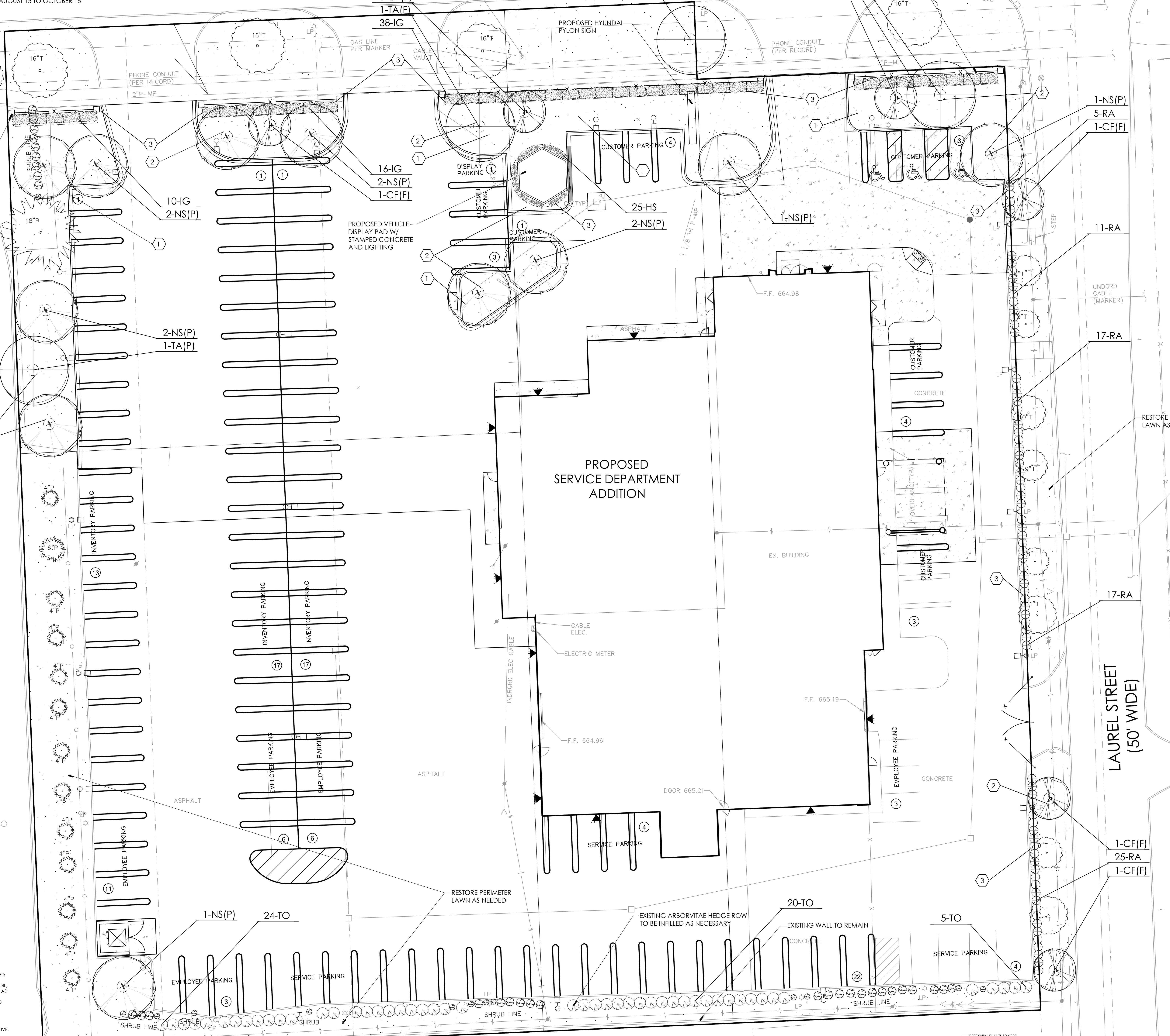
#	Date	Comments

Lumecon
LED Innovation Since 2006



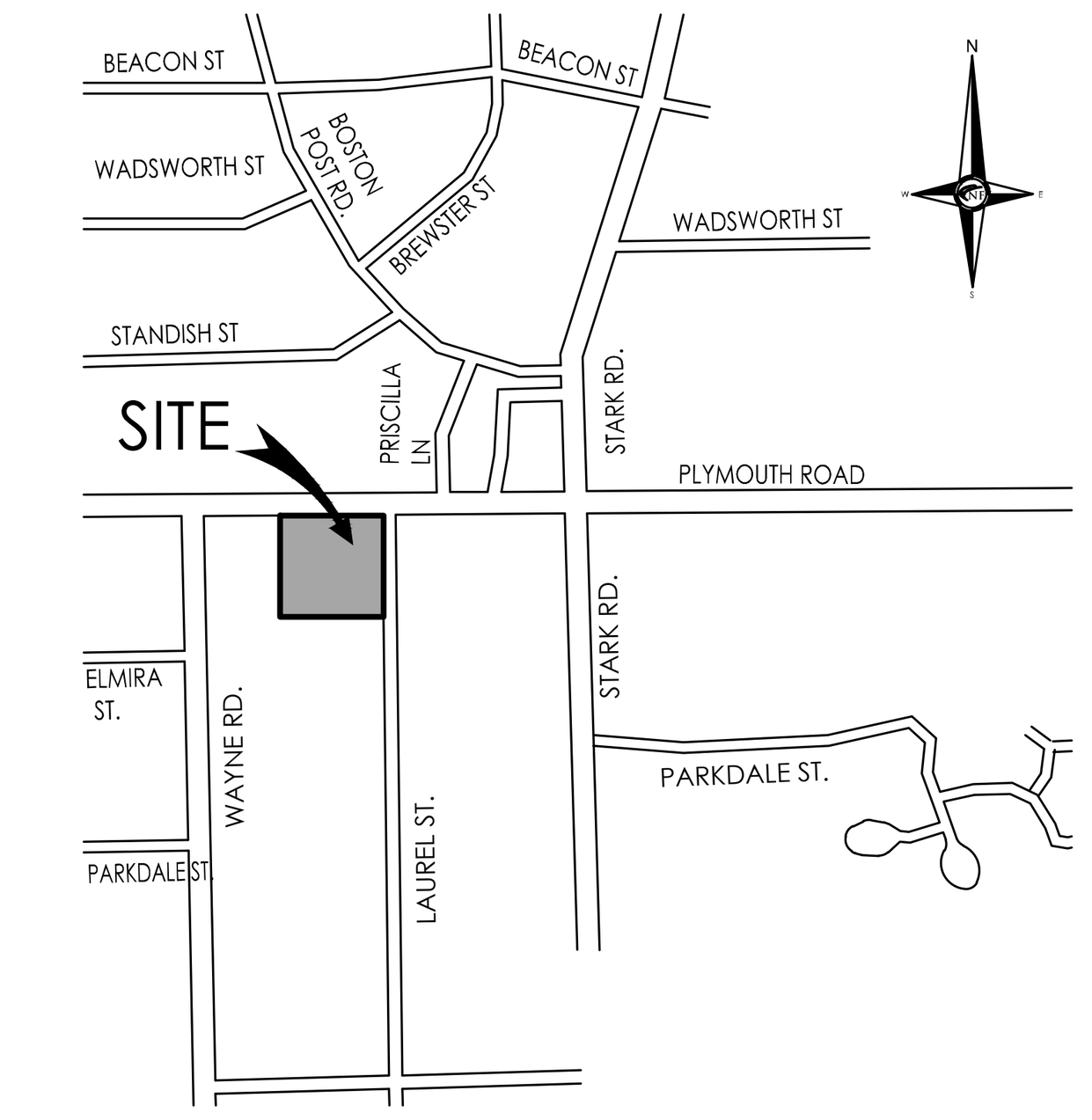
GENERAL SOD NOTE:

ALL LAWN AREAS DESIGNATED TO BE SODDED, SHALL BE SODDED WITH A BLENDED DURABLE BLUEGRASS SOD, TYPICALLY GROWN IN THE REGION. ALL TURF SHALL BE PLACED ON A MINIMUM 3" PREPARED TOPSOIL, AND WATERED DAILY UNTIL ESTABLISHMENT. IN AREAS SUBJECT TO EROSION, SODDED LAWN SHALL BE STABILIZED WHERE NECESSARY, AND LAID PERPENDICULAR TO SLOPES SOD INSTALLATION SHALL OCCUR ONLY:
SPRING: APRIL1 TO JUNE1
FALL: AUGUST 15 TO OCTOBER 15



IRRIGATION NOTE:

ALL LANDSCAPE AREAS, INCLUDING THOSE WITHIN THE R.O.W. SHALL BE IRRIGATED WITH AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM. THE SYSTEM SHALL OPERATE IN COMPLIANCE WITH LOCAL STANDARDS AND SEASONAL RESTRICTIONS. SEPARATE ZONES SHALL BE PROVIDED FOR LAWN AREAS AND PLANTING BEDS. IRRIGATION SHALL BE DESIGNED IN THE THE MOST EFFICIENT MANNER NECESSARY TO FULLY IRRIGATE ALL PLANTING AREAS.



LOCATION MAP
N.T.S.

LANDSCAPE REQUIREMENTS

EXISTING SITE ZONING: I-1, LIGHT INDUSTRIAL DISTRICT
EXISTING SITE AREA: 103,942 S.F. OR 2.39 ACRES

FRONTAGE LANDSCAPE (F)
1 DECIDUOUS OR EVERGREEN TREE PER 40 L.F.
1 ORNAMENTAL TREE PER 100 L.F.
8 SHRUBS PER 40 L.F.

PLYMOUTH ROAD: 347 L.F. - 92 L.F. (DRIVEWAYS) = 255 L.F.
REQUIRED:
255 L.F. / 40 L.F. = 6.38 OR 7 TREES
255 L.F. / 100 L.F. = 2.55 OR 3 ORNAMENTAL TREES
255 L.F. / 40 X 8 = 51 SHRUBS
PROVIDED: 4 EXISTING TREES, 3 PROPOSED, 3 ORNAMENTAL AND 64 SHRUBS

LAUREL STREET: 328.45 L.F. - 24.38 L.F. (DRIVEWAYS) = 304.07 L.F.
REQUIRED:
304 L.F. / 40 L.F. = 7.6 OR 8 TREES
304 L.F. / 100 L.F. = 3.04 OR 3 ORNAMENTAL TREES
255 L.F. / 40 X 8 = 60.81 OR 61 SHRUBS
PROVIDED: 8 EXISTING TREES, 3 ORNAMENTAL TREES, AND 75 SHRUBS

PARKING LOT LANDSCAPE REQUIREMENTS (P)
5% OF PAVED AREAS SHALL BE LANDSCAPED AREA
72,468.22 S.F. X 5% = 3,623.41 S.F. REQUIRED
3,623.41 S.F. / 300 S.F. = 12.07 OR 12 TREES REQUIRED
PROVIDED: 3,437.70 S.F. AND 12 TREES
(A WAIVER IS REQUESTED FOR THE 185.71 S.F. SHORTAGE DUE TO THE FACT THE SOUTHERN HALF OF THE SITE IS TO REMAIN UNDISTURBED)

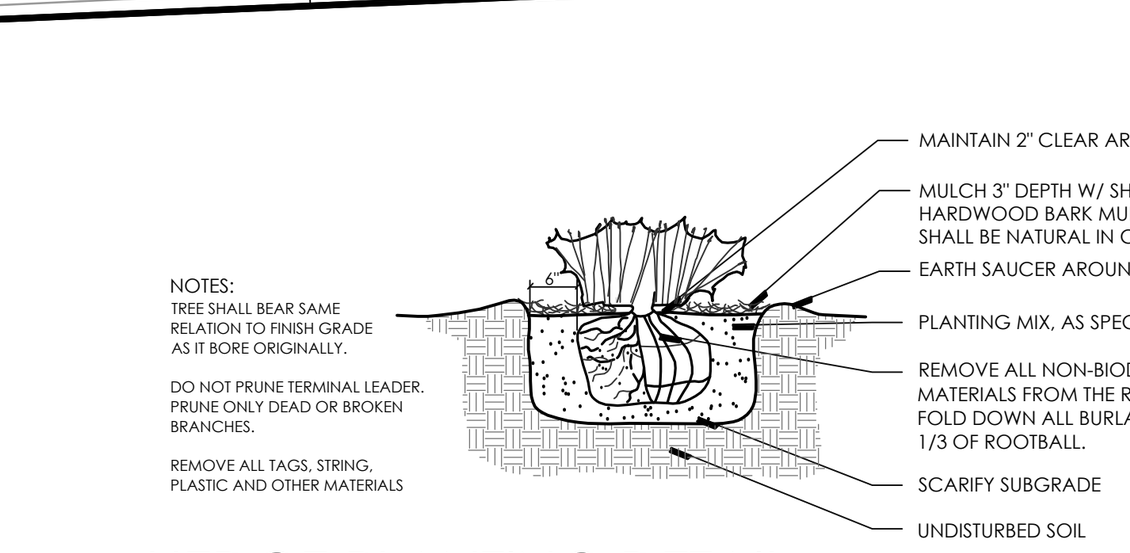
OPEN SPACE LANDSCAPE (O)
1 TREE PER 3,000 S.F. OF AREA NOT DESIGNATED FOR OTHER REQUIREMENTS
REQUIRED: 9,097.97 S.F. / 3,000 = 3.03 OR 3 TREES REQUIRED
PROVIDED: 14 EXISTING TREES TO REMAIN

GENERAL LANDSCAPE NOTES

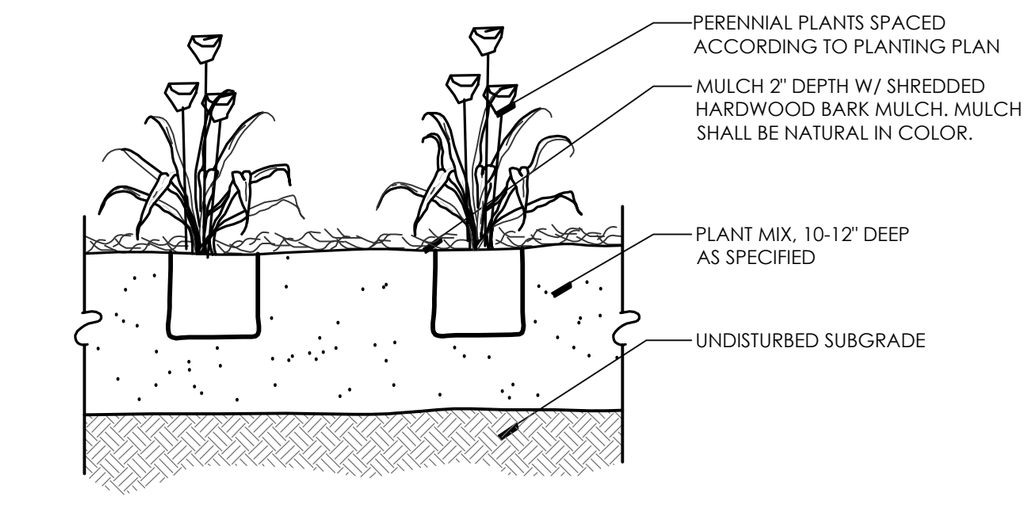
1. LANDSCAPE CONTRACTOR SHALL VISIT SITE, INSPECT EXISTING CONDITIONS AND REVIEW PROPOSED PLANTING AND RELATED WORK. IN CASE OF DISCREPANCY BETWEEN PLAN AND PLANT LIST, THE PLAN SHALL GOVERN QUANTITIES. CONTACT THE LANDSCAPE ARCHITECT WITH ANY CONCERNS.
2. THE CONTRACTOR SHALL VERIFY LOCATIONS OF ALL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

GROUNDCOVER KEY

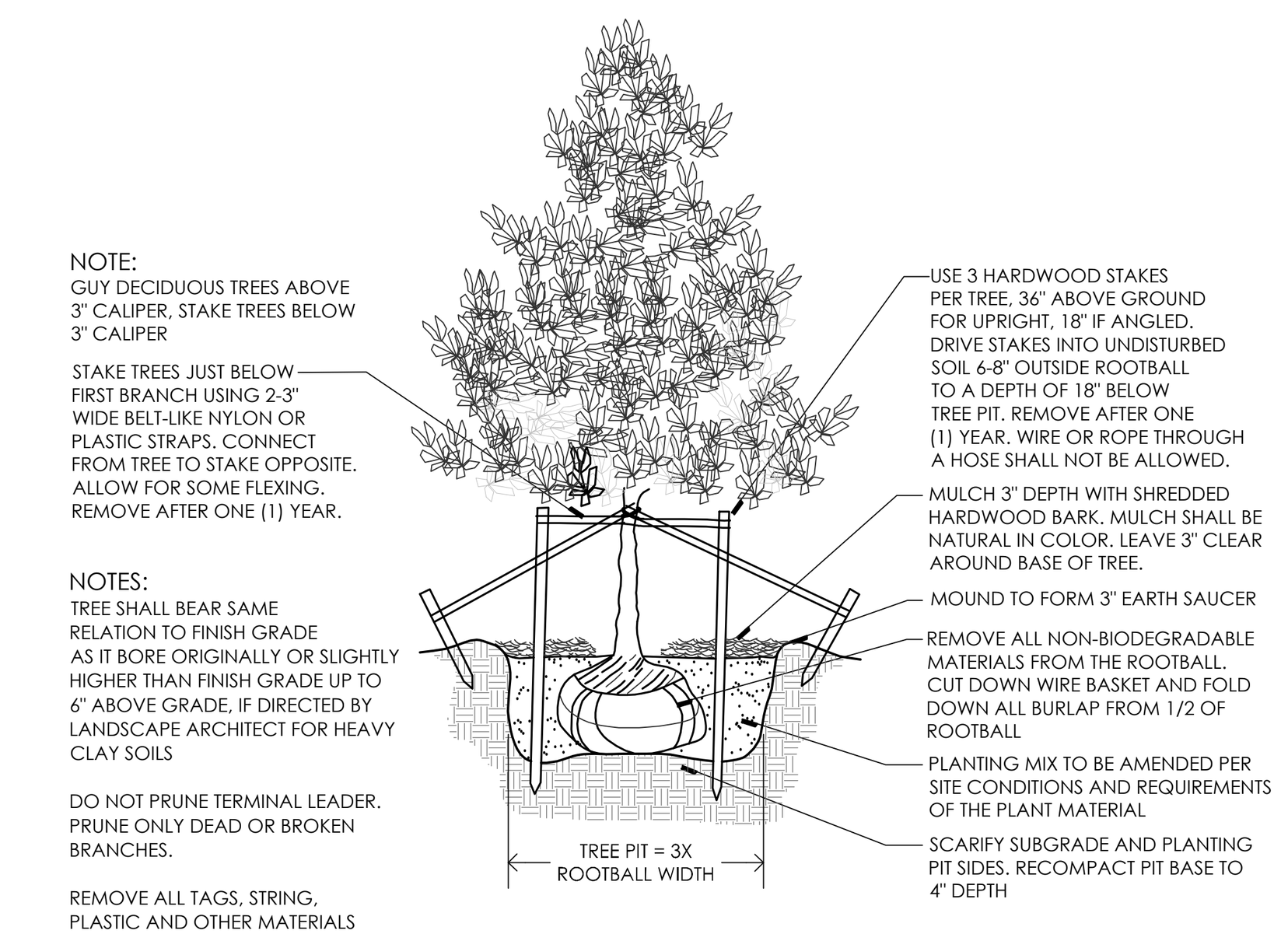
1. TYPICAL SOD LAWN AREAS, SOWN ON 3" TOPSOIL
2. 4' DIA SPADE CUT EDGE W/ 3" SHREDDED BARK MULCH
3. 3" DEPTH DOUBLE SHREDDED HARDWOOD BARK MULCH W/ METAL EDGED BED



HEDGE PLANTING DETAIL
NTS



PERENNIAL PLANTING DETAIL
NTS



DECIDUOUS TREE PLANTING DETAIL
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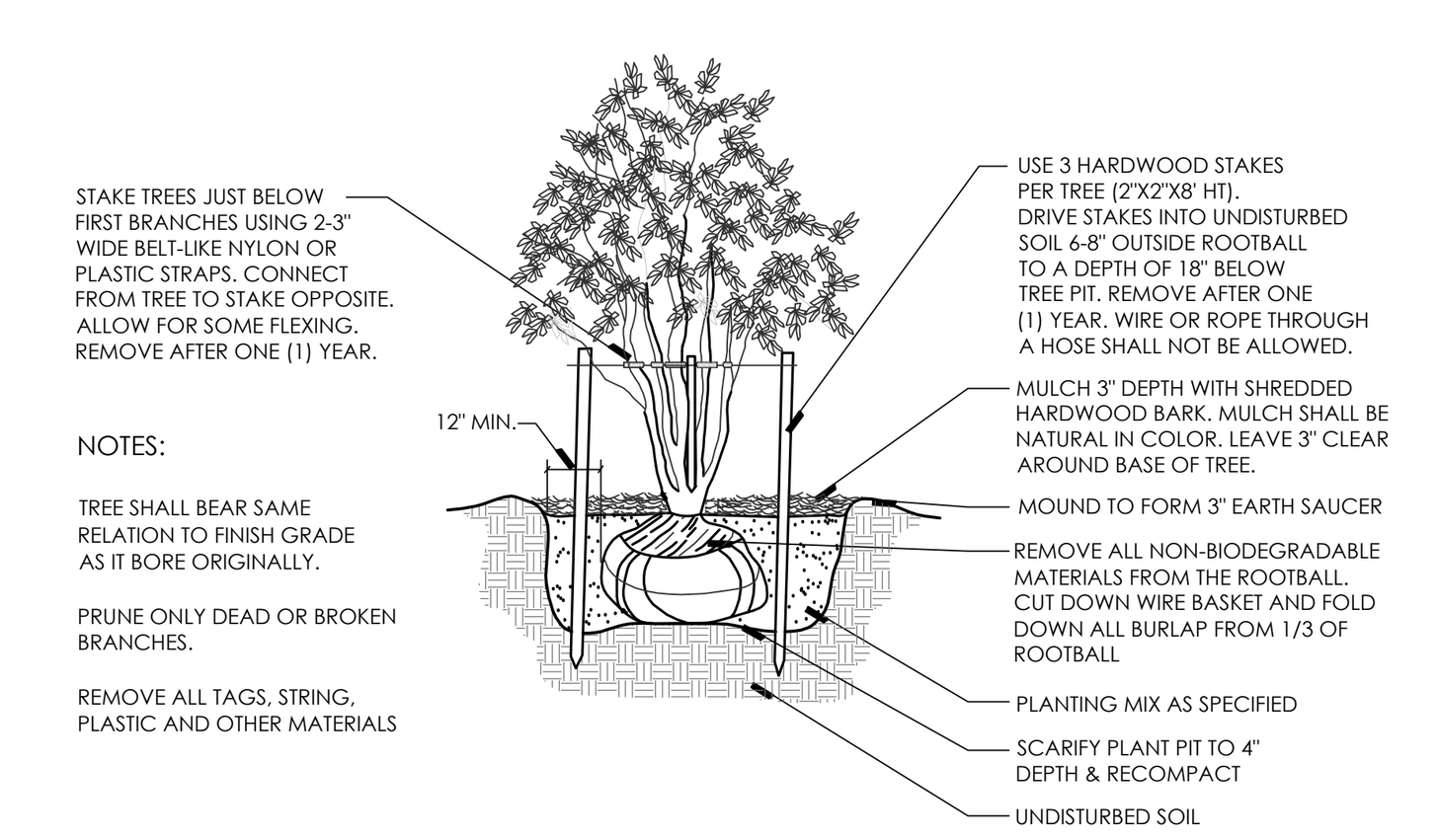

MULTI-STEM TREE PLANTING DETAIL
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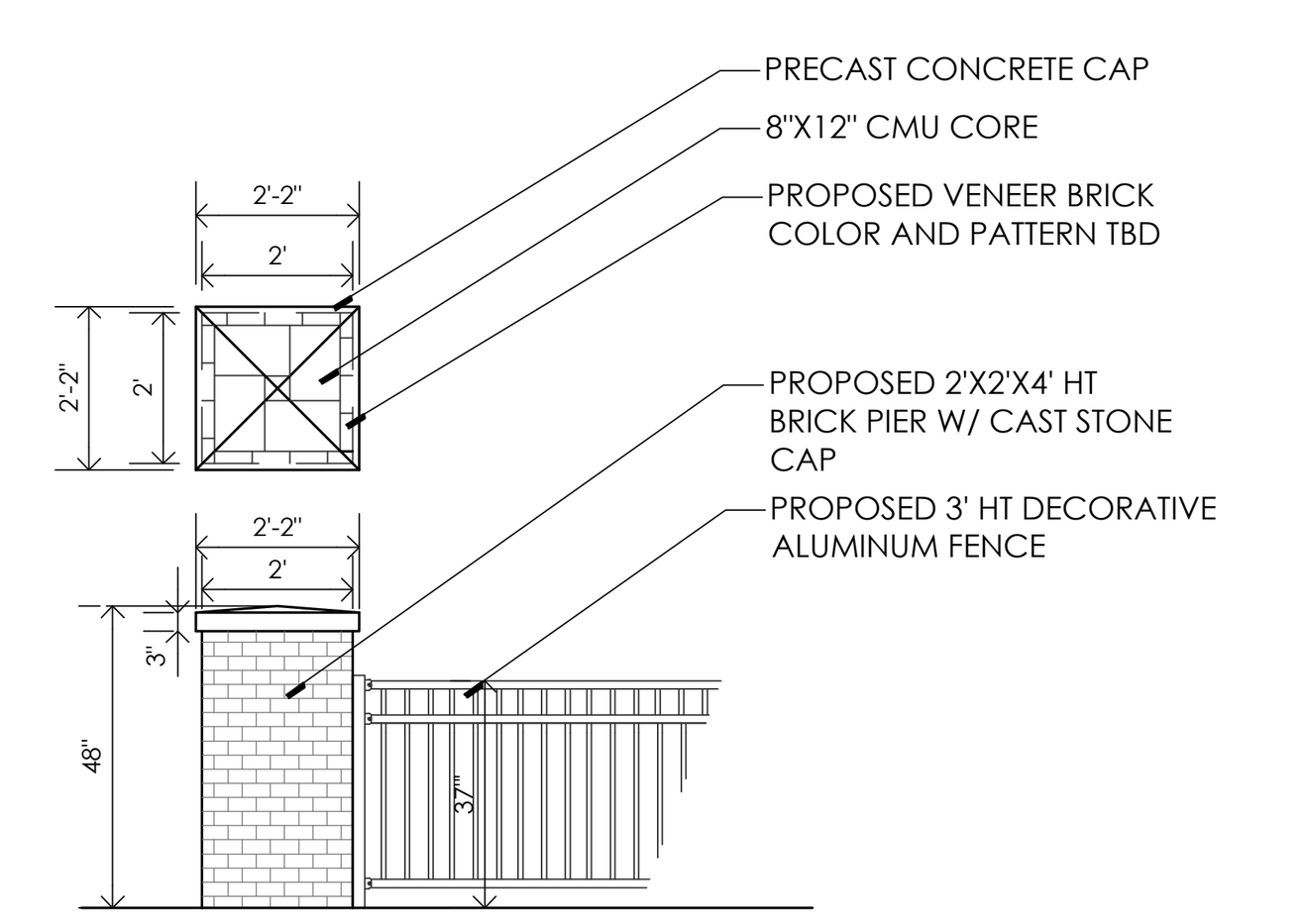

PIER AND FENCE DETIAL
NTS

PLANT SCHEDULE

KEY	QTY	BOTANICAL/COMMON NAME	SIZE	SPACING	ROOT	COMMENT
TREES						
AL	6	Amelanchier laevis / Allegheny Serviceberry	6-8' HT	SEE PLAN	B&B	FULLY BRANCHED HEADS
NS	11	Nyssa sylvatica 'Firestarter' / Firestarter Tupelo	2.5" CAL	SEE PLAN	B&B	FULLY BRANCHED HEADS
TA	4	Tilia americana 'McKSentry' / American Sentry Linden	2.5" CAL	SEE PLAN	B&B	FULLY BRANCHED HEADS
SHRUBS						
IG	81	Ilex glabra 'Strongbox' / Strongbox Holly	30" HT	30" OC	B&B	
RA	75	Ribes alpinum 'Green Mound' / Green Mound Alpine Currant	30" HT	30" OC	B&B	
TO	49	Thuja occidentalis 'Techny / Mission Arborvitae	6' HT	48" OC	B&B	
GROUNDCOVERS/PERENNIALS						
HS	25	Hemerocallis 'Stella D'Oro' / Stella D'Oro Daylily	2 GAL	24" OC	CONT	

NOTE:

UNDERGROUND SPRINKLERS SHALL BE PROVIDED FOR ALL LANDSCAPE AND SODDED AREAS AND ALL PLANTED MATERIALS SHALL BE INSTALLED TO THE SATISFACTION OF THE INSPECTION DEPARTMENT AND THEREAFTER PERMANENTLY MAINTAINED IN A HEALTHY GROWING CONDITION.

NF ENGINEERS
CIVIL ENGINEERS
LAND SURVEYORS
LAND PLANNERS

NOWAK & FRAUS ENGINEERS
46777 WOODWARD AVE.
PONTIAC, MI 48342-5032
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FAX. (248) 332-8257

SEAL

STATE OF MICHIGAN
GEORGE A. OSTROWSKI, JR.
REGISTERED LANDSCAPE ARCHITECT

PROJECT
Hyundai Dealership

CLIENT
LaFontaine Automotive Group
4000 W. Highland Road
Highland, MI 48357
Contact:
Mr. Gary Laundroche
Phone: 248-714-1502
Email: glaundroche@lafontaine.com

PROJECT LOCATION
Part of the NW 1/4
of Section 33
T. 1S , R. 9E
City of Livonia,
Wayne, Michigan

SHEET
LandscapePlan

811 Know what's below Call before you dig.

REVISIONS
05-26-2022 ISSUED FOR SITE PLAN REVIEW
06-15-2022 REVISED PER SITE PLAN REVIEW
06-28-2022 REVISED PER OWNER
07-22-2022 REVISED PER CITY
08-05-2022 REVISED PER CITY
08-26-2022 REVISED PER CITY REVIEW

DRAWN BY:
G. Ostrowski
DESIGNED BY:
G. Ostrowski
APPROVED BY:
G. Ostrowski
DATE:
05-26-2022
SCALE: 1" = 20'
20 10 0 10 20 30

NFE JOB NO.
M932
SHEET NO.
L2

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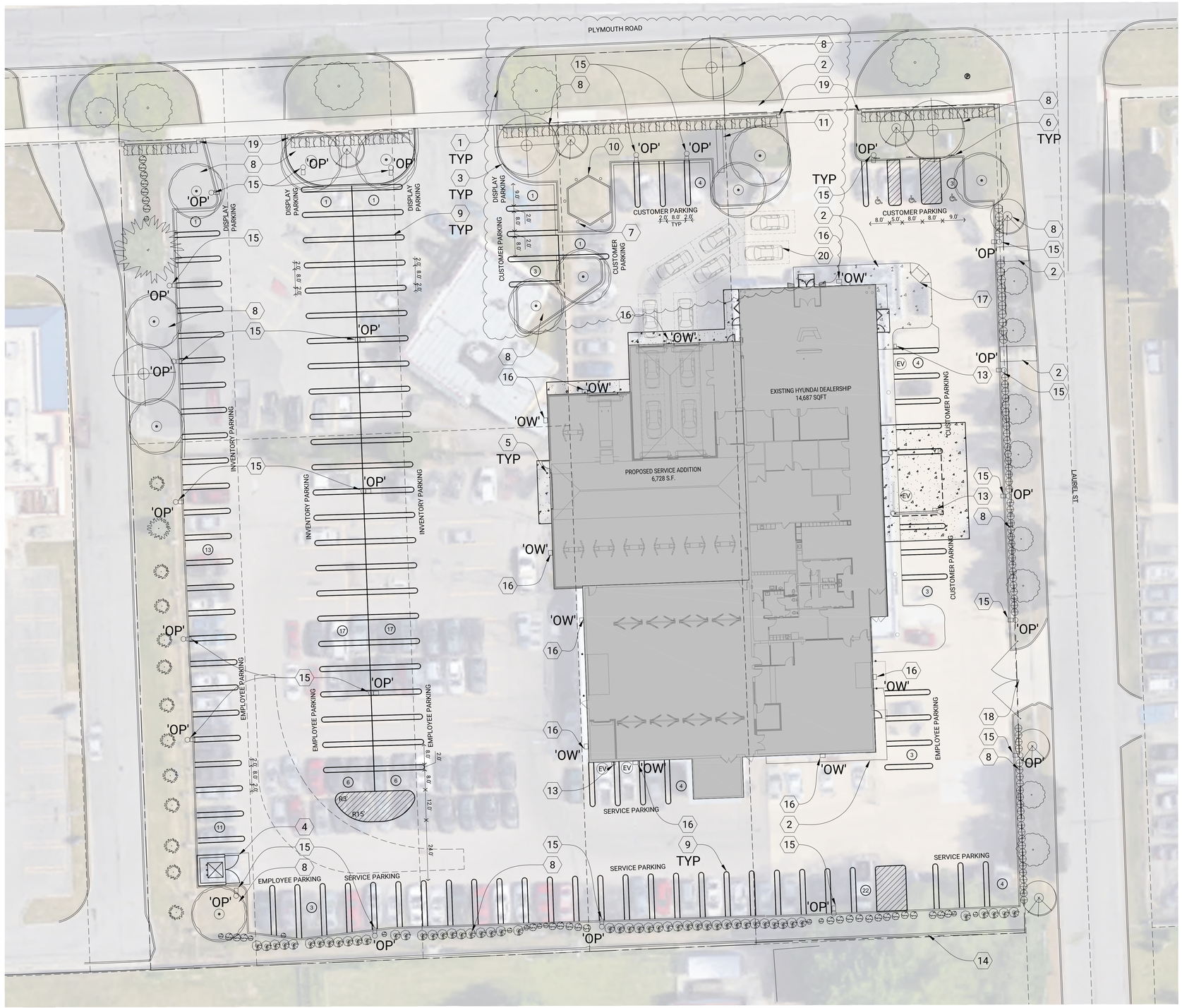

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ARCHITECTURAL SITE PLAN

SCALE: 1"=20'

SITE PLAN KEY NOTES: (TYPICAL THIS SHEET ONLY)

1. EXISTING CONC. CURB TO REMAIN
2. EXISTING CONC. SIDE WALK TO REMAIN
3. PROPOSED 6"h CONC. CURB & GUTTER - SEE CIVIL
4. PROPOSED DUMPSTER w/ ENCLOSURE - SEE CIVIL.
5. PROPOSED CONC. FILLED STEEL PIPE BOLLARD WITH PLASTIC COVER - SEE DETAIL
6. PROPOSED 'PHYSICALLY HANDICAPPED' SIGN & POLE - SEE DETAIL
7. PROPOSED SITE LIGHT FIXTURE; - SEE CIVIL & SITE PHOTOMETRIC
8. PROPOSED LANDSCAPING / LAWN; SEE LANDSCAPE PLAN
9. PROPOSED PAINTED (WHITE) OR THERMOPLASTIC STRIPING; TYP
10. CONCRETE VEHICLE DISPLAY AREA
11. PROPOSED MONUMENT SIGN
12. WALL PACK / SOFFIT EXTERIOR LIGHT FIXTURE (TYP) - SEE SITE PHOTOMETRICS.
13. PROPOSED DUAL EV CHARGING STATION; CONFIRM FINAL SELECTION WITH OWNER
14. EXISTING CONCRETE SCREEN WALL.
15. PROPOSED SITE LIGHTING; COORDINATE WITH CIVIL AND ELECTRICAL 'OP'
16. PROPOSED EXTERIOR WALL MOUNTED LIGHT FIXTURE 'OW'
17. PROPOSED ADA RAMP
18. PROPOSED GATE LOCATION w/ FIRE MARSHAL APPROVED 'KNOX' BOX EMERGENCY ACCESS
19. PROPOSED BRICK PIERS AND ORNAMENTAL FENCE PER PLYMOUTH ROAD DEVELOPMENT AUTHORITY STREETSCAPE IMPROVEMENT REQ'S
20. PROPOSED SERVICE STACKING SPACES

SITE DATA

CITY OF LIVONIA, MI

SITE AREA

SITE AREA TOTAL	±2.60 ACRES

ZONING

EXISTING: C-2 GENERAL BUSINESS DISTRICT	
PROPOSED: C-2 GENERAL BUSINESS DISTRICT	
REQ'D FRONT (NORTH) SETBACK	15 FEET
REQ'D REAR (SOUTH) SETBACK	8 FEET
REQ'D SIDE (EAST) SETBACK	8 FEET
REQ'D SIDE (WEST) SETBACK	8 FEET
MAX BUILDING HEIGHT	35 FEET

BUILDING AREAS

SERVICE/PARTS	±13,636 SF
CUSTOMER FACING/ADMIN	±6,944 SF
GROSS	±20,580 SF

VEHICLE DEALERSHIP, SALES AND SERVICE

REQUIRED PARKING = 1 SPACE FOR 200 SF OF FLOOR SPACE OF SALES ROOM +2 SPACES FOR EACH SERVICE BAY +1 SPACE PER EMPLOYEE

3,359 SF SALES / 200 SF =	17 SPACES
15 AUTO SERVICE BAYS x 2 =	30 SPACES
APPROX. 28 EMPLOYEES x 1 =	28 SPACES
TOTAL REQUIRED =	75 SPACES

PARKING PROVIDED

CUSTOMER PARKING =	18 SPACES
EMPLOYEE PARKING =	29 SPACES
SERVICE =	30 SPACES
DISPLAY =	4 SPACES
INVENTORY PARKING =	47 SPACES
TOTAL PROVIDED =	128 SPACES

INT. SERVICE STACKING =	4 SPACES
EXT. SERVICE STACKING =	7 SPACES
TOTAL STACKING PROVIDED =	11 SPACES

STUDIO DETROIT ARCHITECTS
2040 PARK AVE. STE 200
DETROIT, MICHIGAN 48226
313.919.5886 - 313.909.3607
STUDIO-DETROIT.COM

DO NOT SCALE DRAWINGS

ISSUED

07.28.22	75% BRAND RESUBMITTAL
08.26.22	REV. PER CITY REVIEW

DRAWN SHF
CHECKED SMB

SEAL

STATE OF MICHIGAN · SHANE MICHAEL BURKE · ARCHITECT No. 1301055978 · LICENSED ARCHITECT

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CLIENT

LAFONTAINE AUTOMOTIVE GROUP

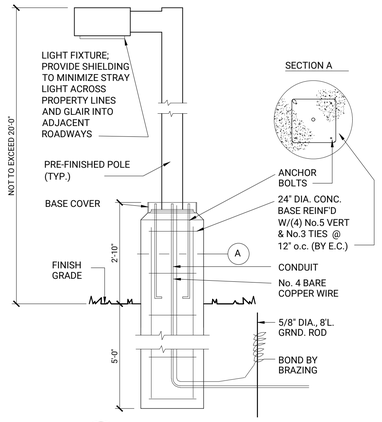
PROJECT 2175

LAFONTAINE HYUNDAI
34715 PLYMOUTH RD
LIVONIA, MI 48150

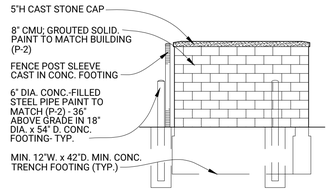
SHEET

COMPOSITE PLAN

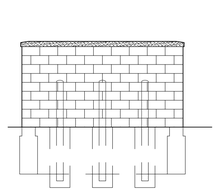
SP1.1



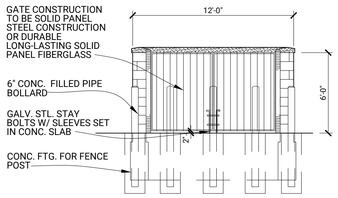
10 TYP **TYPICAL LIGHT POLE DETAIL**
SCALE: 1/2 = 1'-0"



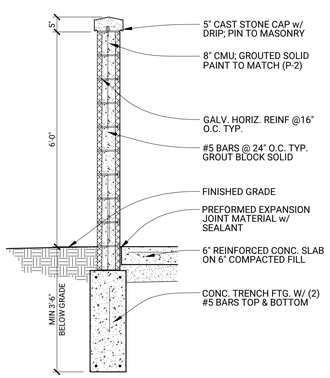
9 SP1.2 **DUMPSTER ENCL. ELEVATION**
SCALE: 3/16" = 1'-0" @SIDES



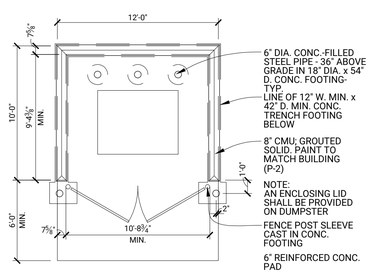
8 SP1.2 **DUMPSTER ENCL. ELEVATION**
SCALE: 3/16" = 1'-0" @REAR



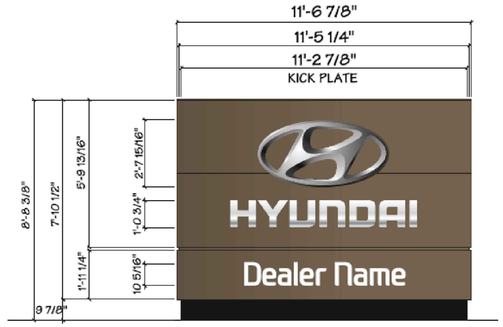
7 SP1.2 **DUMPSTER ENCL. ELEVATION**
SCALE: 3/16" = 1'-0" @FRONT



5 SP1.1 **DUMPSTER ENCLOSURE SECTION**
SCALE: 1/2" = 1'-0"



4 SP1.1 **DUMPSTER ENCLOSURE PLAN**
SCALE: 3/16" = 1'-0"



HCS-43F HCL-30F
93.59 sq. ft.

PROPOSED HYUNDAI WALL SIGN



SW-18F
9.9 SF.

PROPOSED SERVICE WALL SIGN

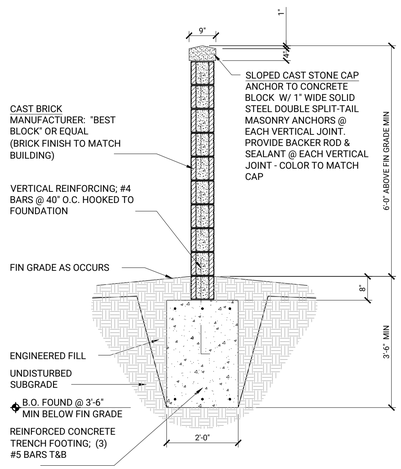


DNW-24F

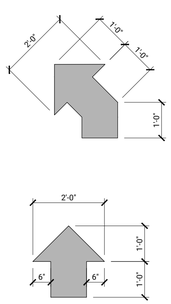
PROPOSED DEALER WALL SIGN

GDSI-32-M-9
32 sq ft

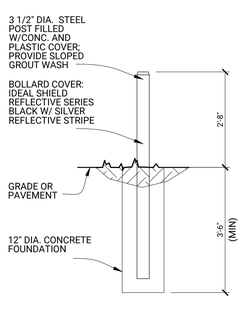
PROPOSED MONUMENT SIGN



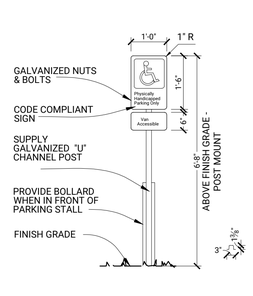
6 TYP **TYPICAL SCREEN WALL**
SCALE: 1/2 = 1'-0"



3 TYP **ARROW DETAILS**
SCALE: 1/2 = 1'-0"



2 TYP **BOLLARD DETAIL**
SCALE: 1/2 = 1'-0"



1 TYP **BARRIER FREE SIGNAGE**
SCALE: 1/2 = 1'-0"

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STATE OF MICHIGAN · SHANE MICHAEL BURKE · ARCHITECT No. 1301006978 · LICENSED ARCHITECT

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CLIENT

LAFONTAINE AUTOMOTIVE GROUP

PROJECT 2175

LAFONTAINE HYUNDAI
34715 PLYMOUTH RD
LIVONIA, MI 48150

SHEET

COMPOSITE PLAN

SP1.2

DEALERSHIP ZONES

- CUSTOMER AMENITIES
- NEW CAR DELIVERY
- NON-CUSTOMER TOUCHPOINT
- PARTS DEPARTMENT
- SALES AND ADMINISTRATION
- SERVICE DEPARTMENT
- SHOWROOM AND SALES

DEPARTMENT AREA BY FLOOR

DEPARTMENT	LEVEL	AREA (NSF)
CUSTOMER AMENITIES	FIRST FLOOR	1,789 SF
NEW CAR DELIVERY	FIRST FLOOR	510 SF
NON-CUSTOMER TOUCHPOINT	FIRST FLOOR	57 SF
PARTS DEPARTMENT	FIRST FLOOR	1,841 SF
SALES AND ADMINISTRATION	FIRST FLOOR	1,892 SF
SERVICE DEPARTMENT	FIRST FLOOR	11,931 SF
SHOWROOM AND SALES	FIRST FLOOR	2,783 SF
TOTAL (NSF)		20,804 SF

GROSS BUILDING AREA

EXISTING BUILDING FOOTPRINT	14,687 SF
SERVICE ADDITION	6,728 SF
TOTAL BUILDING AREA (GSF)	21,415 SF

NEW CAR DELIVERY EXT 510 SF
CUSTOMER LOUNGE 107 582 SF
CIRC 118 300 SF
VESTIBULE 119 70 SF
CASHIER / RENTAL 115 123 SF
NIGHT DROP AREA 128 126 SF
VESTIBULE 101 77 SF
RECEPTION 102 137 SF
SALES MANAGER 106 234 SF
F&I 108 132 SF
F&I 114 151 SF
LOUNGE 116 313 SF
WMN 120 172 SF
MEN 121 175 SF
RETAIL PARTS 122 125 SF
PARTS 127 1498 SF
HR MANAGER 109 112 SF
TECH BREAK 123 234 SF
SHOWROOM 103 2501 SF
SALES 105 123 SF
OFFICE MANAGER 110 117 SF
GENERAL OFFICE 113 517 SF
BREAK / CONFERENCE 117 330 SF
TECH WMN 125 119 SF
PARTS MANAGER 129 78 SF
SALES 104 130 SF
J.C. 111 57 SF
I.T. 112 45 SF
TECH MEN 126 159 SF
CORR 124 144 SF
TECH PARTS 130 139 SF
SPECIAL TOOLS 131 88 SF
SERVICE WRITERS 137 284 SF
SERVICE MANAGER 136 133 SF
NEW EXISTING
SERVICE DRIVE 138 1424 SF
SERVICE DEPARTMENT 135 4644 SF
SERVICE DEPARTMENT 132 4267 SF
OIL / COMP 133 288 SF
EV STORAGE 134 147 SF
54'-8"
131'-10 3/4"
44'-4 1/8"
32'-10 5/8"
20'-5 3/4"
18'-6"
77'-0"
69'-2"
16'-0"
201'-1 3/4"

N

FIRST FLOOR PLAN - COMPOSITE

1/8" = 1'-0"

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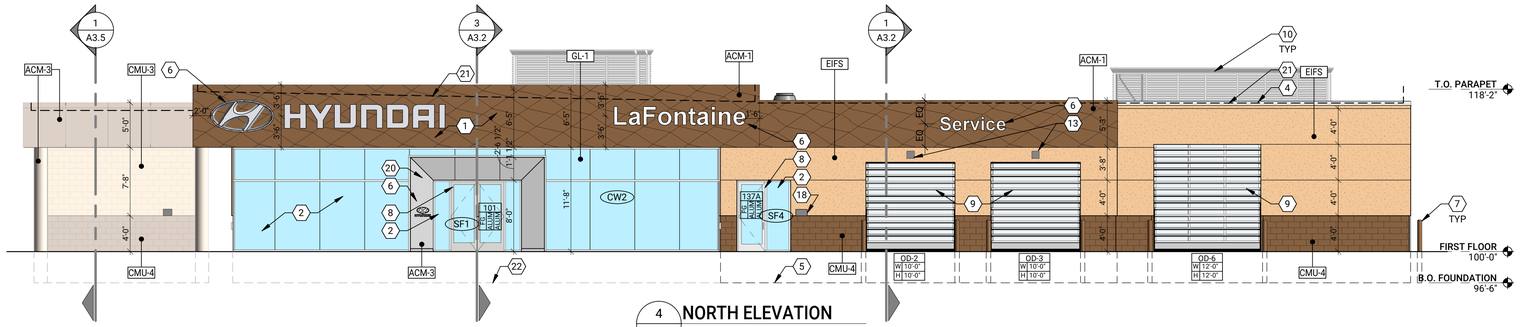
4000 W. HIGHLAND RD
HIGHLAND, MI 48357

PROJECT 2175

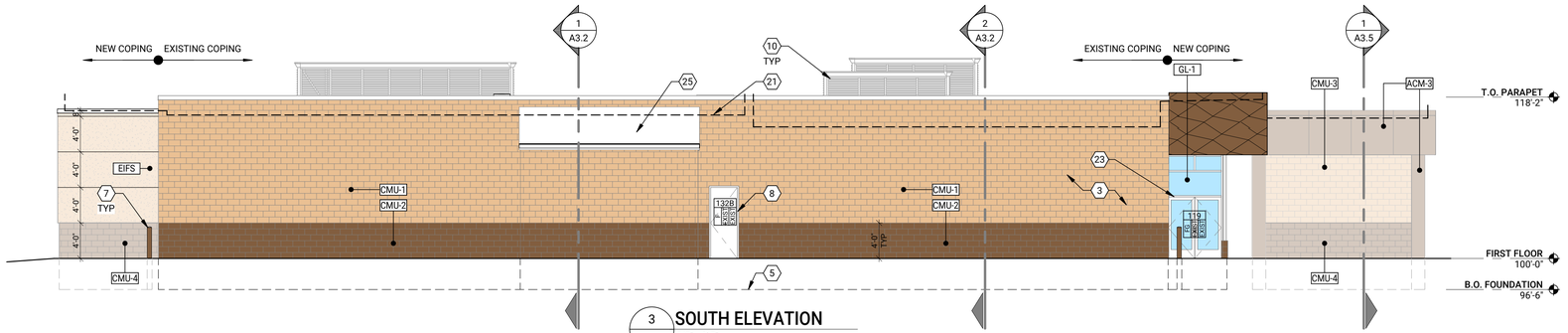
LAFONTAINE HYUNDAI
34715 PLYMOUTH RD
LIVONIA, MI 48150

COMPOSITE PLAN

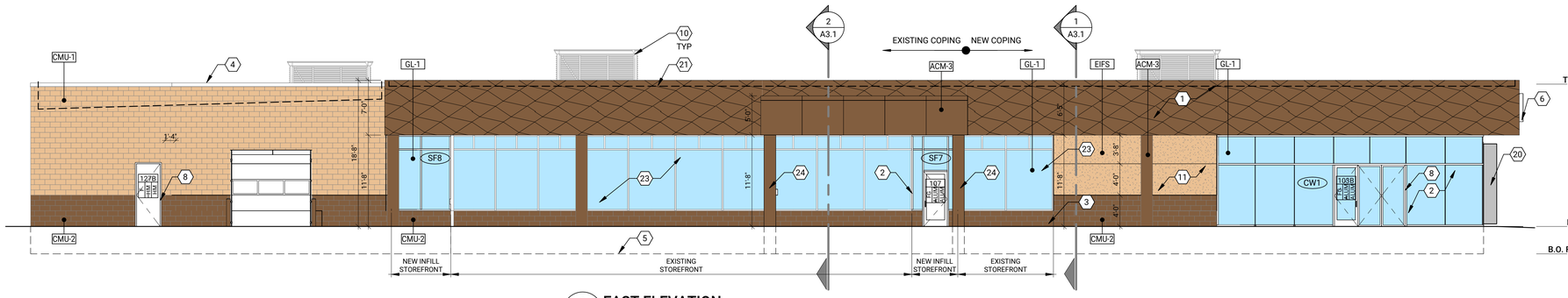
TS1.4



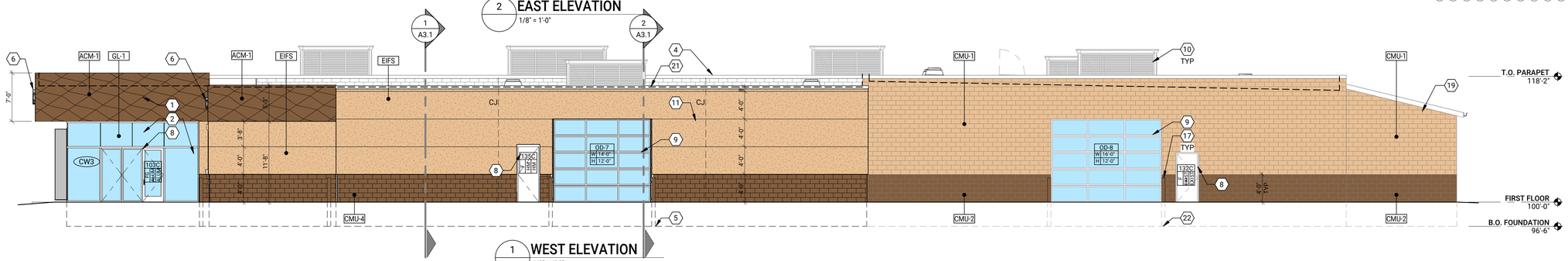
4 NORTH ELEVATION
1/8" = 1'-0"



3 SOUTH ELEVATION
1/8" = 1'-0"



2 EAST ELEVATION
1/8" = 1'-0"



1 WEST ELEVATION
1/8" = 1'-0"

EXTERIOR MATERIALS

		MATERIAL	FINISH
	ACM-1	ALUMINUM COMPOSITE PANEL	COMPLETE RAINSCREEN ACM SYSTEM, 4mm BRONZE 'SHAPED SKY' OVER BLACK ACM PANEL
	ACM-3	ALUMINUM COMPOSITE PANEL	ENTRY ELEMENT - COLOR: HYUNDAI NORTH AMERICA BRONZE
	EFIS	EXTERIOR INSULATION AND FINISH SYSTEM	EFIS WALL FINISH. COLOR TO MATCH P-1, SANDBLAST FINISH
	GL-1	EXTERIOR GLAZING	STRUCTURAL SILICONE GLAZED (SSG) CURTAIN WALL SYSTEM WITH CLEAR ANODIZED ALUMINUM INTERIOR MULLIONS
	CMU-1	CONCRETE MASONRY UNIT	COLOR: PRIME AND PAINT TO MATCH P-1, ANTLER VELVET #SW9111 - FINISH: SEMI-GLOSS
	CMU-2	CONCRETE MASONRY UNIT	COLOR: PRIME AND PAINT TO MATCH P-2, KAFFEE #SW6104 - FINISH: SEMI-GLOSS
	CMU-3	BURNISHED CONCRETE MASONRY UNIT	COLOR: STAINED TO MATCH MATCH P-1, ANTLER VELVET #SW9111 - FINISH: SEMI-GLOSS
	CMU-4	BURNISHED CONCRETE MASONRY UNIT	COLOR: STAINED TO MATCH P-2, KAFFEE #SW6104 - FINISH: SEMI-GLOSS
	CF-1	CAP FLASH	COLOR: PRIME AND PAINT TO MATCH P-1
	MB-1	EXISTING BRICK	PRIME AND PAINT TO MATCH P-2

EXTERIOR ELEVATION KEY NOTES: (TYPICAL THIS SHEET ONLY)

1. NEW 'SHAPED SKY' ALUMINUM COMPOSITE MATERIAL PANEL SYSTEM INSTALLED OVER BLACK ACM PANELS BY HMA APPROVED VENDOR; CONTRACTOR TO PROVIDE WEATHERPROOFING AND SHEATHING; TYP SEE FINISH SCHEDULE AND DETAILS
2. GLASS AND ALUMINUM STOREFRONT / CURTAIN WALL SYSTEM; SEE FRAME ELEVATIONS
3. EXISTING CMU WALL; PRIME & PAINT; SEE FINISH SCHEDULE
4. PRE-FINISHED METAL COPING; SEE FINISH SCHEDULE
5. INDICATES LINE OF NEW CONCRETE FOOTING. MIN. 42" BELOW GRADE; COORDINATE w/ CIVIL
6. BUILDING MOUNTED SIGNAGE; PROVIDE J-BOX WIRING THROUGH AND POWER PER APPROVED SIGNAGE DRAWINGS
7. 6" CONCRETE FILLED, GALV. STEEL BOLLARD; PRIME AND PAINT TO MATCH CMU-2
8. DOOR AND FRAME AS SCHEDULED
9. OVERHEAD DOOR AND FRAME AS SCHEDULED
10. ROOF TOP UNIT w/ PRE-FINISHED METAL SCREEN COLOR TO MATCH (P-1); SEE MECHANICAL
11. EIFS WALL FINISH; PROVIDE IMPACT RESISTANT EIFS TO 4'-0" ABOVE GRADE MIN.; SEE MATERIAL FINISH SCHEDULE. PROVIDE EIFS CONTROL JOINTS (30'-0" O.C. MAX) PER MANUFACTURER'S RECOMMENDATION, AND AT ALL MASONRY CONTROL JOINTS.
12. WALL MOUNTED EXTERIOR LIGHT FIXTURE; SEE SCHEDULE & ELECTRICAL
13. LANE INDICATOR w/ SENSOR; SEE ELECTRICAL
14. WALL MTD. EXT. LIGHT FIXTURE; SEE SCHEDULE & ELECTRICAL
15. KNOX BOX. CONTRACTOR TO COORDINATE w/ FIRE MASHALL
16. INDICATES WHITE VINYL LETTERS & NUMBERS PROVIDE BY OWNER - STORE INFORMATION & HOURS OF BUSINESS
17. INDICATES WHITE VINYL LETTERS & NUMBERS PROVIDE BY OWNER - ADDRESS
18. WALL MOUNTED KEY DROPBOX WITH PASS THROUGH; SEE EQUIPMENT PLAN. COORDINATE FINAL LOCATION w/ OWNER
19. PAINT EXISTING WALL CONDITION TO MATCH CMU-1
20. ENTRY ELEMENT; ACM AND FRAMING BY VENDOR; SEE DETAILS
21. INDICATES LINE OF ROOF BEYOND
22. EXISTING FOUNDATION/FOOTING (ASSUMED)
23. EXISTING STOREFRONT TO REMAIN
24. NEW COLUMN; PRIME & PAINT
25. EXISTING ROOF TO REMAIN

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STATE OF MICHIGAN
SHANE MICHAEL BURKE
REGISTERED
ARCHITECT
No. 1301058978
LICENSED ARCHITECT

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LAFONTAINE AUTOMOTIVE GROUP
4000 W. HIGHLAND RD
HIGHLAND, MI 48357

PROJECT 2175

LAFONTAINE HYUNDAI
34715 PLYMOUTH RD
LIVONIA, MI 48150

EXTERIOR ELEVATIONS

A2.1

Petition 2022-07-02-16 submitted by LAG Development requesting approval of all plans required by Sections 3.11, 6.05 and 6.06 of the Livonia Vision 21 Zoning Ordinance, as amended, in connection with a proposal to redevelop the Lafontaine Hyundai of Livonia dealership, including constructing an addition, modifying both the interior and exterior of the building and altering the site's parking and landscaping, at 34715 and 34801 Plymouth Road, located on the south side of Plymouth Road between Stark and Wayne Roads in the Northwest ¼ of Section 33.

CITY OF LIVONIA, MICHIGAN
APPLICATION FOR WAIVER USE APPROVAL

All applications must be presented in triplicate to the City Clerk, 33000 Civic Center Drive, Livonia, MI 48154-3097. Applications **must** include property owner's name, address and notarized signature.

For filing fee see below for computation

Date Filed: June 17, 2022 Petition 2022-07-02-16

Site Address: 34715 Plymouth Rd. Livonia, MI 48150 Sidwell (4) Parcels, See Attached Zoning of Property C-2

Requesting Approval To Waiver Use Approval

Applicant: Gary Laundroche Business/Company: LAG Development

Applicant's Address: 9990 E. Highland Rd City: Howell State: MI Zip Code: 48843

Applicant's Phone # (248) 714-1502 Applicant's Email glaundroche@lafontaine.com

Contact Person: Matthew Barton Business/Company: LAG Development

Contact's Address: 9990 E. Highland Rd. City: Howell State: MI Zip Code: 48843

Contact's Phone # (248) 714-2018 Contact's Email mbarton@lafontaine.com

Please provide the following information:

1) **Site Plan** showing:
   - property dimensions, including road right-of-way & building setback lines
   - foot print of building(s), including dimensions & square footage
   - all easements, protective walls, sidewalks & existing trees
   - any significant topographic features (existing or proposed)
   - parking layout, including type of surface material, sizes of spaces & aisles
   - method used in calculating parking requirement
   - location of light standards servicing parking lot & cutout showing type & height
   - location of trash receptacle, including description of screening
   - location of signs
2) **Detailed Landscape Plan** including:
   - listing or labeling of all planted materials as to type and size
   - areas to be fully irrigated
   - percentage of landscaping provided (15% of total site required)
3) **Building Elevation Plan** depicting:
   - architectural quality
   - wall section & detail plan - exterior building materials must be labeled (i.e. brick, thin brick, E.F.I.S.)
   - all visible rooftop mechanical equipment and how they will be screened
4) **General Floor Plan** showing:
   - floor layout
   - entrances & exits
   - restaurants are required to illustrate seating arrangement & capacity
5) **One (1) set of reduced plans** (i.e. site, landscape, elevation, floor), **a maximum 11" x 17" in size, or digital file in a .pdf format either on CD or emailed to** planning@livonia.gov
6) **Legal Description** of the property to be considered (Clearly Printed)
7) Three (3) completed application forms & **three (3)** sets of full-size drawings

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OFFICE OF THE CITY CLERK
2022 JUN 37 PM 1:19

You are invited and encouraged to review your proposal with the Planning Department staff. Only one set of preliminary drawings will be necessary for this analysis.

FEE COMPUTATION **$700.00 ($400 publication fee plus $300 base review fee) plus**

6727 sq. ft. of new construction x $20.00 per 1,000 sq. ft. plus $30 per lot or unit for residential construction. (**NOTE**: Round off to nearest 1,000) + 140.00

Total Amount Due $ 840.00

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JUL 07 2022
CITY OF LIVONIA
PLANNING COMMISSION

Owner of Property: LAG Plymouth LLC

Owner's Address: 4000 W. Highland Rd. City: Highland State: MI Zip Code: 48357

Owner's Phone # (248) 714-1502 Owner's Email glaundroche@lafontaine.com

Signature of Owner: [signature] Print Name: Ryan P. LaFontaine

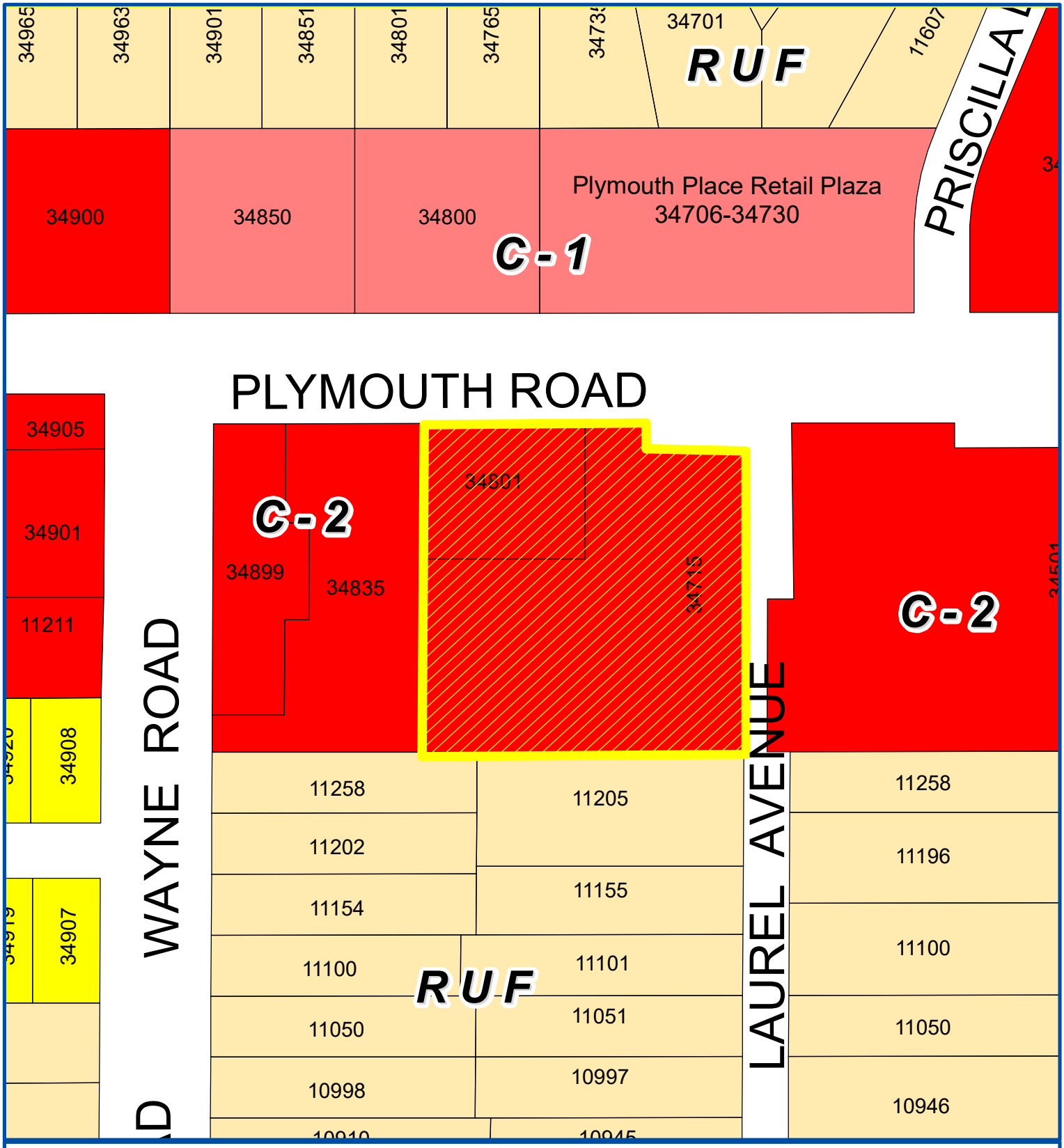
Subscribed and sworn to before me, a Notary Public in and for the County of Wayne State of Michigan

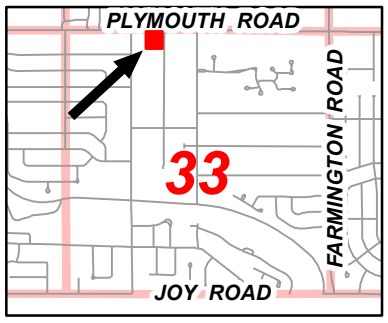
on this 16th day of June 20 22.

Signature of Notary [signature] My commission expires 7/30/2023

Acting in the County of Wayne

NICOLE SENG
NOTARY PUBLIC - STATE OF MICHIGAN
COUNTY OF OAKLAND
My Commission Expires July 30, 2023
Acting in the County of Wayne





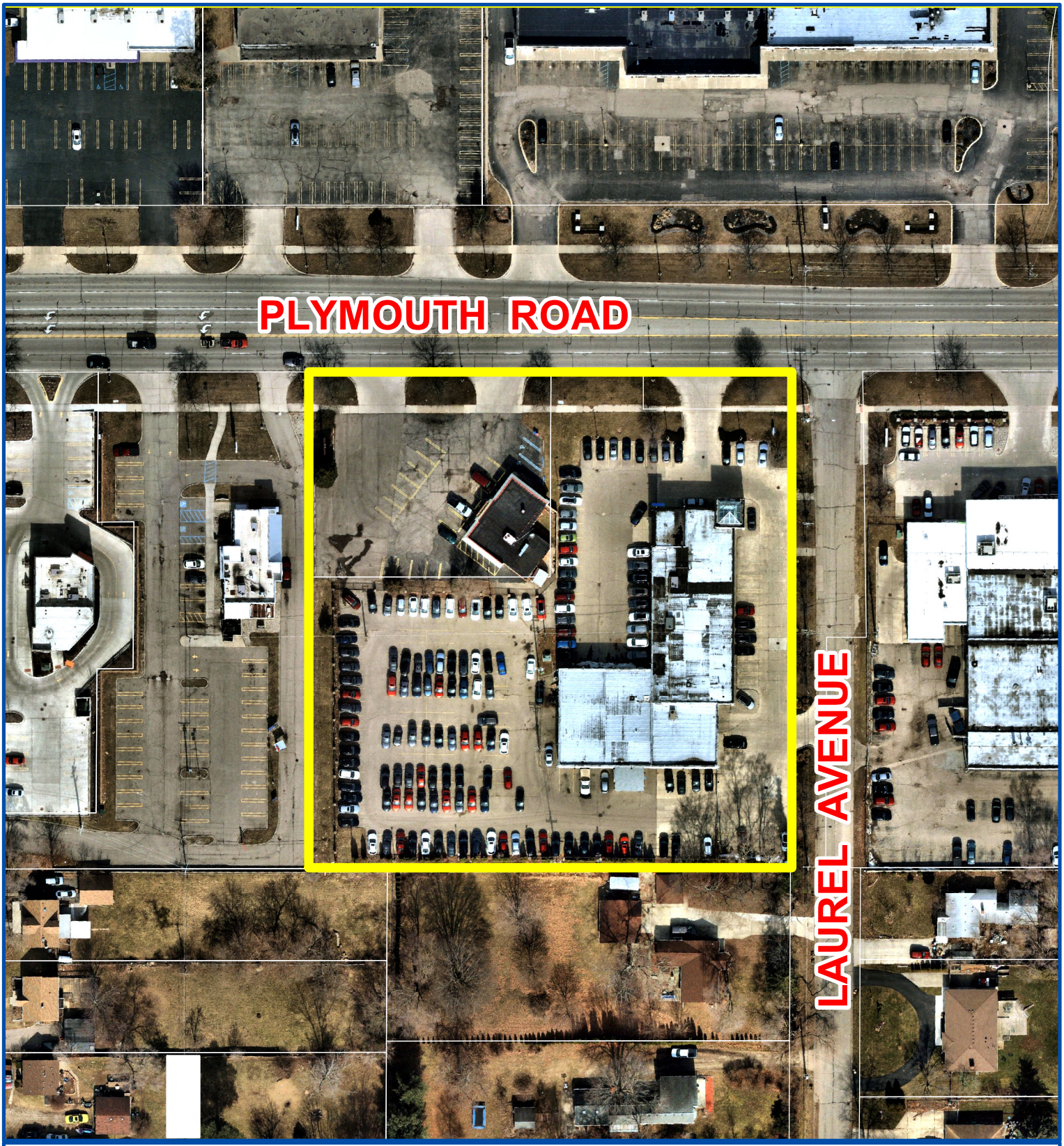
Address & Zoning Map

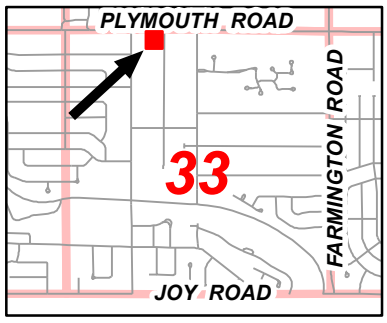
Petition 2022-07-02-16
Lafontaine Hyundai of Livonia
34715 & 34801 Plymouth Road
Redevelop Dealership

N

Not to Scale

City of Livonia
Planning Department





Aerial Map

Petition 2022-07-02-16
Lafontaine Hyundai of Livonia
34715 & 34801 Plymouth Road
Redevelop Dealership

N

Not to Scale

City of Livonia
Planning Department

PLANNING COMMISSION STAFF NOTES

PUBLIC HEARING

ITEM 2

Petition 2022-07-02-16 submitted by LAG Development requesting approval of all plans required by Sections 3.11, 6.05 and 6.06 of the Livonia Vision 21 Zoning Ordinance, as amended, in connection with a proposal to redevelop the Lafontaine Hyundai of Livonia dealership, including constructing an addition, modifying both the interior and exterior of the building and altering the site's parking and landscaping, at 34715 and 34801 Plymouth Road, located on the south side of Plymouth Road between Stark and Wayne Roads in the Northwest ¼ of Section 33.

July 26, 2022: Study Meeting:

Lafontaine Hyundai of Livonia, located at the southwest corner of Plymouth Road and Laurel Avenue, is seeking waiver use approval to expand and remodel the new and used car dealership. The submitted plans are part of an image and brand identity update mandated by the OEM. Included as part of the overall project is the former Dough Boy Donut site that was recently acquired by LAG Livonia, L.L.C. and rezoned for this purpose. Simultaneous with zoning change, on March 23, 2022, the petitioner also received waiver use approval under Petition 2022-01-02-01 to use the former donut shop property for the storage and display of vehicles in connection with the dealership. The Commission may recall that during the review, the Petitioner indicated that plans were in process for the larger expansion project. The current proposal integrates the former donut shop property into the overall site development and adds roughly 46% more floor space to the building, mostly related to the Dealership's vehicle service and auto repair operations.

The subject site presently consists of two (2) parcels, 34715 and 34801 Plymouth Road, which together have approximately 348 feet of frontage along Plymouth Road and 328 feet of frontage on Laurel Avenue. The total combined lot area is 113,450 square feet, or 2.60 acres. The entire site is zoned C-2, General Business. Waiver use authority and the standards applied thereto are regulated under Sections 6.05 (Auto Sales) and 6.06 (Auto Repair) of the Livonia Vision 21 Zoning Ordinance.

The existing "L-shaped" dealership building is located on the east half of the site and contains a gross floor area of approximately 14,687 square feet. The expansion would be to the northwest corner of the building and measures 6,728 square feet in size. Upon completion, the gross building area would be 21,415 square feet. Of this, the service department would occupy roughly 55.7% of the total floor space, or 11,932 square feet. The remaining areas would be divided between the dealership's various other uses and operations, including showroom and sales, parts, administration, and customer amenities (lounge areas). The new service department would contain fifteen (15) work bays. Three (3) overhead doors on the building's north side would provide drive-in access into the service area. Two (2) additional overhead doors would be on the west side of the building, presumably to be used mostly as exits after the vehicles have been serviced.

Significant changes are shown to the site's parking and circulation pattern. Even so, no changes would occur to the site's four (4) access points. Currently, there are three (3)

driveways located along Plymouth Road, including two (2) on the former donut shop property. The fourth is located on Laurel Avenue approximately 230 feet south of Plymouth Road. Discussion at prior Planning Commission meetings included the possibility of eliminating one (1) of the driveways on Plymouth Road; however, the current plans show that all three (3) would remain. The two (2) westerly drive approaches on the former donut shop property would provide ingress and egress from Plymouth Road to the main drive aisles that would run the full depth of the property in a north-to-south direction. Presumably, the parking served by these two (2) drive aisles is where a majority of the vehicle display spaces would be located. Currently, the parking areas on the west side are divided between the former donut shop property and the original dealership lot to the south where the drive aisles run in an east-west direction. Additional parking would be maintained on the north, east and south sides of the building. Site circulation will improve by connecting the various parking areas. However, in staff's opinion, it is still possible to eliminate one (1) of the driveways on Plymouth Road. As to which of the three (3) is best suited for removal would largely depend on how and where the car haulers access and navigate the site.

Parking is based on the number of service bays, employees and the amount of showroom area. The Ordinance requires two (2) parking spaces for each service bay (15 x 2 = 30), plus one (1) space for each employee (28), plus one (1) space for each 200 square feet of showroom area (2,783 ÷ 200 = 14). As such, a total of seventy-two (72) parking spaces are required. The plans show 128 total parking spaces, leaving fifty-six (56) spaces available for vehicles display purposes. Staff has asked the Petitioner to prepare a plan that shows the location and number of the various designated parking spaces, including those for customers, employees, display, and service. A special requirement under Section 6.05 that applies to the parking of display vehicles is that there be a minimum setback of twenty feet (20') from any public road right-of-way. The plans show that all of the parking spaces along Plymouth Road would meet with this requirement.

On the exterior of the building, the materials mostly include aluminum composite panels, EIFS, and concrete masonry units (CMU). EIFS is shown extensively on the building, including the front and side elevations. In these areas, the EIFS would extend to grade level, creating potential future maintenance problems. As with nearly all commercial projects, durable maintenance-free materials such as brick, burnished block, stone and/or tile should be used on the lower parts of the building.

For landscaping, the frontage along Plymouth Road requires a total seven (7) full-size trees (deciduous or evergreen), three (3) ornamental trees and fifty-one (51) shrubs. Along Laurel, the requirement is eight (8) full-size trees, three (3) ornamentals and sixty-six (66) shrubs. The submitted landscape plan shows added plantings along both street frontages to comply with the Ordinance. In the case of Laurel Avenue, the trees and shrubs would be planted in the public right-of-way due to the fact that little or no greenspace exists between the building and property line. Instead, the landscape materials would be installed in the approximate fifteen foot (15') wide strip of grass located between the road edge and LaFontaine's driveway that runs along the east side of the dealership building. In addition to the road frontages, the Ordinance requires interior parking lot landscaping in lots with forty (40) or more parking spaces. Interior landscaping must account for at least five percent (5%) of all paved parking

areas, which in this case equates to approximately 3,824 square feet (5% of 76,487). Other than a single parking lot island with two (2) trees located off the northwest corner of the building, the remaining parking lot areas contain no internal landscaping. Extending along both the west and south sides of the property, the plans show greenbelts measuring approximately twenty feet (20') and ten feet (10') in width, respectively. On the west side, trees and shrubs are shown in regular intervals extending from Plymouth Road to the south end of the parking lot. On the south side, no plantings are shown. Instead, an existing masonry screen wall runs along the property line where the site borders a residential district. The plan also notes that "*all landscape areas, including those within the R.O.W., shall be irrigated with an automatic underground irrigation system*". The plan does not note or show any Plymouth Road Development Authority (PRDA) streetscape improvements. The plans approved in connection with Petition 2022-01-02-01 included brick pillars and ornamental fencing. It was also specified in the approving resolution that the PRDA improvements be installed.

The Composite Plan (Sheet SP1.1) shows the proposed location of the parking lot light poles but does not provide any details in terms of type, height, illumination levels, or shielding. This information, including a photometric plan, should be provided.

A single dumpster enclosure is shown in the southwest corner of the parking lot. The details on Sheet SP1.2 show the enclosure walls consisting of brick on eight inch (8") reinforced CMU. The gates would be constructed of cedar. For enclosure gates, the City typically requires either metal or a durable, long-lasting composite-type material.

The rebranding includes a new sign package and depending on what was previously approved by Council and/or the ZBA, may or may not be considered replacement signs.

August 9, 2022: Public Hearing:

Based on the discussion at the Study Meeting, the following plan changes and information have been requested: 1) removal of the drive approach on Laurel Avenue; 2) Exterior lighting details including the style, height, illumination levels, and shielding of the light poles along with a site photometric plan; 3) The approximate number and location of car stacking spaces in front of the service entrance; 4) The existing plantings along south property line with a note that plants will be added in those areas where the landscaping is missing, 5) The addition of PRDA brick piers and fencing in selected areas along the site's frontage on Plymouth Road; and 6) Replace the EIFS with burnished block or another masonry-type material along the lower parts of the building.

UPDATE:

Revised plans were received on Thursday, August 4th showing most of the requested changes. The one exception is the closure of the Laurel Avenue entrance. Instead of eliminating the drive approach, the plans show restricted access via a private gate. As requested, burnished block was added to the lower portion of the building where previously the plans showed EIFS. The new plans also note the addition of four (4) sections of brick

piers and ornamental fencing along Plymouth Road, as well as new arborvitaes being planted along the south wall in the gaps where plants are currently missing. The arrangement and number of vehicle stacking spaces at the service entrance is also shown, including seven (7) spaces outside of the service reception area and four (4) provided inside the service reception area for a total of eleven (11) vehicles. When fully stacked, the drive aisle would be blocked, potentially causing an issue with customers trying to bypass the area; however, the new site layout now allows for full access around the south side of the building to get to the main parking lot. The photometric plan shows the distribution of the illumination levels across the entire site, measured in footcandles. The levels range from a maximum of 14.9 in the parking lot near the westerly entrance on Plymouth Road to 1.1 along the south property line, as expected. The plan notes a mounting height of twenty feet (20'). Sheet SP1.2 provides a typical light pole detail.

Approving Resolution: That the request to redevelop the Lafontaine Hyundai of Livonia dealership at 34715 and 34801 Plymouth Road, is hereby approved, subject to City Council approval and the following conditions:

1. That the Dimensional Site Plan identified as Sheet No. C3, dated August 5, 2022, as revised, prepared by NF Engineers, is hereby approved and shall be adhered to.

2. That no vehicles for sale or lease shall be displayed closer than twenty feet (20') to the public right-of-way.

3. That all parking spaces shall be doubled striped at ten feet (10') wide by twenty feet (20') in length.

4. That the display of any vehicles on car lifts is strictly prohibited.

5. That the Landscape Plan identified as Sheet No. L2, dated August 5, 2022, as revised, prepared by NF Engineers, is hereby approved and shall be adhered to.

6. That all disturbed lawn areas shall be sodded in lieu of hydroseeding.

7. That underground sprinklers are to be provided for all landscaped and sodded areas and all planted materials shall be installed to the satisfaction of the Inspection Department and thereafter permanently maintained in a healthy condition.

8. That the Elevations Plan identified as A2.1, dated July 28, 2022, as revised, prepared by Studio Detroit Architects, is hereby approved and shall be adhered to.

9. That all rooftop mechanical equipment shall be concealed from public view on all sides by screening that shall be of a compatible character, material, and color to other exterior materials on the building.

10. That the three walls of the trash dumpster area(s) shall be constructed out of building materials that shall complement that of the building. The enclosure gates shall be of solid panel steel construction or durable, long-lasting solid panel fiberglass.

11. That all new pole-mounted light fixtures shall not exceed a height of twenty feet (20') and shall be aimed and shielded to minimize stray light trespassing across property lines and glaring into adjacent roadways.

12. That only conforming wall signage is approved with this petition, and any additional signage shall be separately submitted for review and approval by the Zoning Board of Appeals.

13. That no LED light band or exposed neon shall be permitted on this site including, but not limited to, the building or around the windows.

14. That unless approved by the proper local authority, any type of exterior advertising, such as promotional flags, streamers or sponsor vehicles designed to attract the attention of passing motorists, shall be prohibited.

15. That the specific plans referenced in this approving resolution shall be submitted to the Inspection Department at the time the building permits are applied for; and

16. Pursuant to Section 13.13 of the Livonia Vision 21 Zoning Ordinance as amended, this approval is valid for a period of one year only from the date of approval by City Council, and unless a building permit is obtained, this approval shall be null and void at the expiration of said period.

City of Livonia,
Oakland County, Michigan
SITE PLAN DOCUMENTS
Prepared For
LaFontaine Automotive Group

PART OF THE NW 1/4 OF SECTION 33,
CITY OF LIVONIA,
OAKLAND COUNTY, MICHIGAN

Owner

LAFONTAINE AUTOMOTIVE GROUP
4000 W. HIGHLAND ROAD
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MR. GARY LAUNDROCHE
PHONE: (248) 714-1502
EMAIL: GLAUNDROCHE@LAFONTAINEMOTORS.COM

Civil Engineer

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CONTACT:
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Landscape Architect

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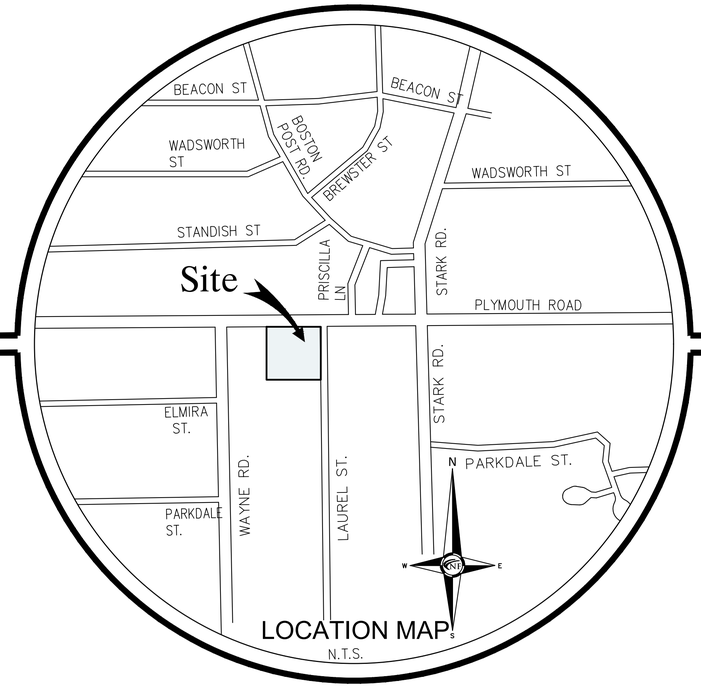
CONTACT:
MR. GEORGE A. OSTROWSKI, RLA, LEED AP
PHONE: (248) 332-7931
EMAIL: GOSTROWSKI@NFE-ENGR.COM



REVISIONS:
2022-05-26 ISSUED FOR SITE PLAN REVIEW
2022-06-15 REVISED PER SITE PLAN REVIEW
2022-06-28 REVISED PER OWNER
2022-07-22 REVISED PER CITY REVIEW
2022-08-05 REVISED PER CITY REVIEW

LEGAL DESCRIPTION
(TAX ID: 46-130-01-0007-001)

LAND SITUATED IN THE CITY OF LIVONIA, COUNTY OF OAKLAND, STATE OF MICHIGAN IS DESCRIBED AS:

NORTH 147 FEET OF LOTS 7 AND 8 AND THE EAST 42 FEET OF THE NORTH 147 FEET OF LOT 9 OF "SUPERVISOR'S LIVONIA PLAT NO. 1", PART OF NORTHWEST 1/4 OF SECTION 33, TOWN 1 SOUTH, RANGE 9 EAST, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN, AS RECORDED IN LIBER 65 OF PLATS, ON PAGE 52, WAYNE COUNTY RECORDS.

LEGAL DESCRIPTION
(TAX ID: 46-130-01-0007-002)

LAND SITUATED IN THE CITY OF LIVONIA, COUNTY OF OAKLAND, STATE OF MICHIGAN IS DESCRIBED AS:

SOUTH 208.45 FEET OF LOTS 7 AND 8, ALSO THE SOUTH 208.45 FEET OF THE EAST 42 FEET OF LOT 9 OF "SUPERVISOR'S LIVONIA PLAT NO. 1", PART OF NORTHWEST 1/4 OF SECTION 33, TOWN 1 SOUTH, RANGE 9 EAST, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN, AS RECORDED IN LIBER 65 OF PLATS, ON PAGE 52, WAYNE COUNTY RECORDS.

LEGAL DESCRIPTION
(TAX ID: 46-130-01-0006-000)

LAND SITUATED IN THE CITY OF LIVONIA, COUNTY OF OAKLAND, STATE OF MICHIGAN IS DESCRIBED AS:

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LEGAL DESCRIPTION
(TAX ID: 46-130-01-0005-003)

LAND SITUATED IN THE CITY OF LIVONIA, COUNTY OF OAKLAND, STATE OF MICHIGAN IS DESCRIBED AS:

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SHEET INDEX

C0	Cover Sheet
C1	Boundary and Topographic Survey
C2	Demolition Plan
C3	Dimensional Site Plan
C4	Paving and Grading Plan
C5	Notes and Details
L1	Tree Preservation Plan
L2	Landscape Plan
SP1.1	Composite Plan
SP1.2	Composite Plan
A2.1	Exterior Elevations

Project Name

Hyundai Dealership

Know what's **below** **Call** before you dig. 811

N & F JOB #M932

STATE OF MICHIGAN
JASON R. LONGHURST
ENGINEER
NO. 54075
LICENSED PROFESSIONAL ENGINEER

NF ENGINEERS
CIVIL ENGINEERS
LAND SURVEYORS
LAND PLANNERS

NOWAK & FRAUS ENGINEERS
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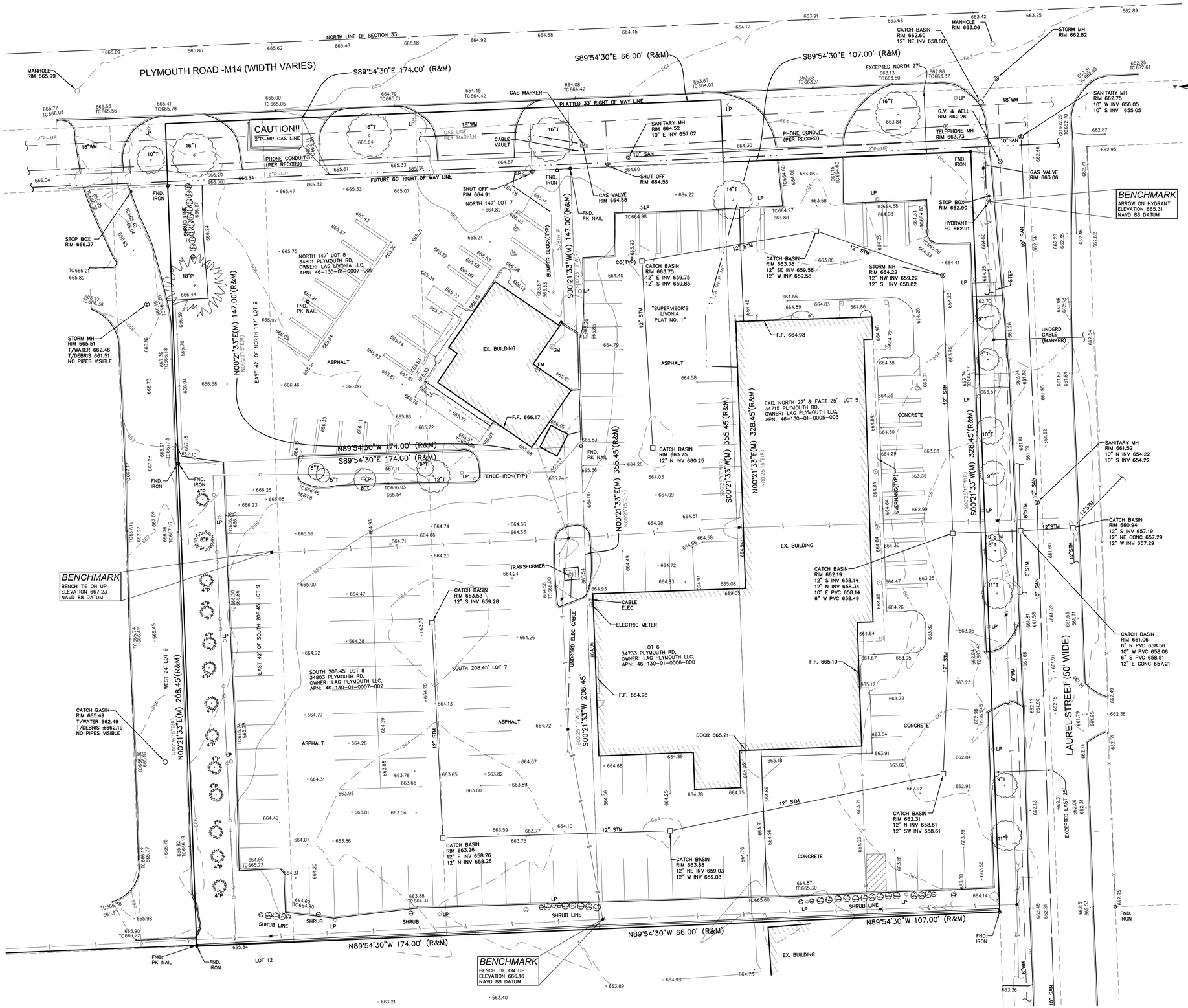

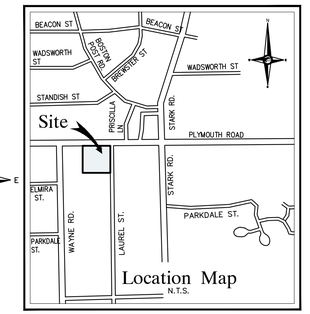

NF ENGINEERS
CIVIL ENGINEERS
LAND SURVEYORS
LAND PLANNERS

NOWAK & FRAUS ENGINEERS
46777 WOODWARD AVE.
PONTIAC, MI 48342-5032
TEL. (248) 332-7931
FAX. (248) 332-8257
WWW.NOWAKFRAUS.COM

CERTIFICATE OF SURVEY

WE HEREBY CERTIFY THAT WE HAVE SURVEYED THE PROPERTY HEREIN DESCRIBED.

04-20-2022

KEVIN NAVAROLI, P.S. NO. 4001053503 — DATE

LEGAL DESCRIPTION (TAX ID: 46-130-01-0007-001)

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BASIS OF BEARING

THE BASIS OF SURVEY FOR THIS SURVEY IS BASED ON THE "SUPERVISOR'S LIVONIA PLAT NO. 1", WAYNE COUNTY, MICHIGAN, AS RECORDED IN LIBER 65 OF PLATS, ON PAGE 52, WAYNE COUNTY RECORDS.

FLOOD HAZARD NOTE

THE PROPERTY DESCRIBED ON THIS SURVEY DOES NOT LIE WITHIN A SPECIAL FLOOD HAZARD AREA AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY. THE PROPERTY LIES WITHIN ZONE X OF THE CURRENT AVAILABLE FLOOD INSURANCE RATE MAP IDENTIFIED AS MAP NO. 26163C0210E BEARING AN EFFECTIVE DATE OF 02-02-2012.

MISS DIG / UTILITY DISCLAIMER NOTE

A MISS DIG TICKET NUMBER 2022040500646, PURSUANT TO MICHIGAN PUBLIC ACT 174 WAS ENTERED FOR THE SURVEYED PROPERTY. DUE TO THE EXTENDED REPORTING PERIOD FOR UNDERGROUND FACILITY OWNERS TO PROVIDE THEIR RECORDS, THE SURVEY MAY NOT REFLECT ALL THE UTILITIES AT THE TIME THE SURVEY WAS ISSUED ON 04-20-2022. THE SURVEY ONLY REFLECTS THOSE UTILITIES WHICH COULD BE OBSERVED BY THE SURVEYOR IN THE FIELD OR AS DEPICTED BY THE UTILITY COMPANY RECORDS FURNISH PRIOR TO THE DATE THIS SURVEY WAS ISSUED. THE CLIENT AND/OR THEIR AUTHORIZED AGENT SHALL VERIFY WITH THE FACILITY OWNERS AND/OR THEIR AUTHORIZED AGENTS, THE COMPLETENESS AND EXACTNESS OF THE UTILITIES LOCATION.

TOPOGRAPHIC SURVEY NOTES

ALL ELEVATIONS ARE EXISTING ELEVATIONS, UNLESS OTHERWISE NOTED.

UTILITY LOCATIONS WERE OBTAINED FROM MUNICIPAL OFFICIALS AND RECORDS OF UTILITY COMPANIES, AND NO GUARANTEE CAN BE MADE TO THE COMPLETENESS, OR EXACTNESS OF LOCATION.

THIS SURVEY MAY NOT SHOW ALL EASEMENTS OF RECORD UNLESS AN UPDATED TITLE POLICY IS FURNISHED TO THE SURVEYOR BY THE OWNER.

LEGEND

- MANHOLE — EXISTING SANITARY SEWER
- EXISTING SAN. CLEAN OUT
- HYDRANT — GATE VALVE — EXISTING WATER MAIN
- MANHOLE — CATCH BASIN — EXISTING STORM SEWER
- EX. R.Y. CATCH BASIN
- EXISTING BURIED CABLES
- UTILITY POLE — GUY POLE — GUY WIRE — OVERHEAD LINES
- LIGHT POLE
- SIGN
- EXISTING GAS MAIN

SEAL

STATE OF MICHIGAN — KEVIN CHRISTOPHER NAVAROLI License No. 4001053503 — PROFESSIONAL SURVEYOR

PROJECT
Hyundai Dealership

CLIENT
LaFontaine Automotive Group
4000 W. Highland Road
Highland, MI 48357
Contact:
Mr. Gary Laundroche
Phone: 248-714-1502
Email: glaundroche@lafontaine.com

PROJECT LOCATION
Part of the NW 1/4 of Section 33
T. 1S , R. 9E
City of Livonia,
Wayne, Michigan

SHEET
Boundary and Topographic Survey

811 Know what's below Call before you dig.

DATE	ISSUED/REVISED
05-26-2022	ISSUED FOR SITE PLAN REVIEW
06-15-2022	REVISED PER SITE PLAN REVIEW
06-28-2022	REVISED PER OWNER
07-22-2022	REVISED PER CITY REVIEW
08-05-2022	REVISED PER CITY REVIEW

DRAWN BY: S. Shenoy
DESIGNED BY: -
APPROVED BY: K. Navaroli
DATE: April 20, 2022
SCALE: 1" = 20'
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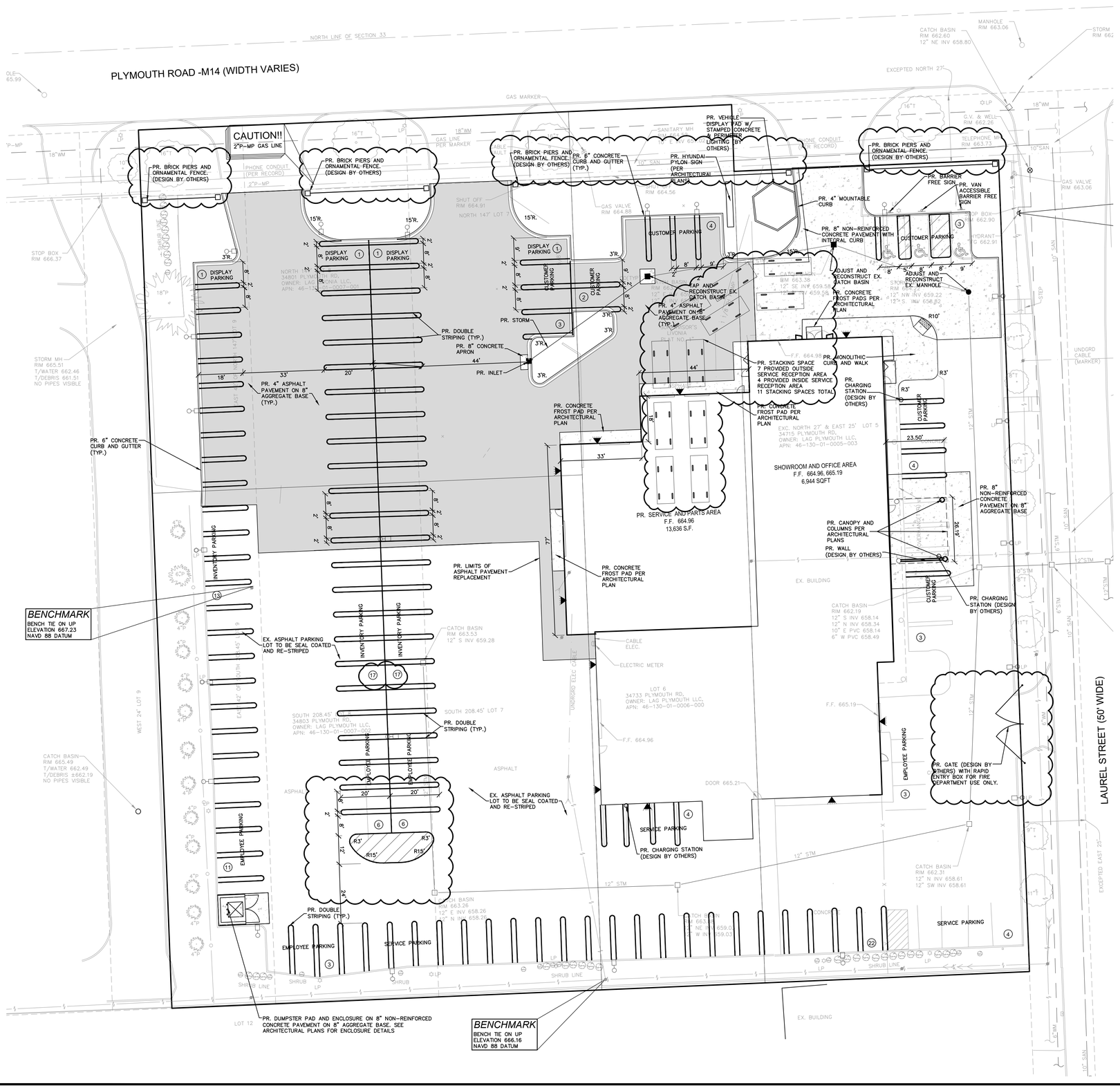
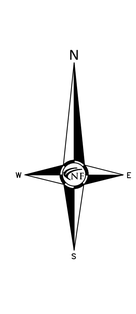
NFE JOB NO. M932
SHEET NO. C1





NF ENGINEERS

CIVIL ENGINEERS
LAND SURVEYORS
LAND PLANNERS

NOWAK & FRAUS ENGINEERS
46777 WOODWARD AVE.
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TEL. (248) 332-7931
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WWW.NOWAKFRAUS.COM

SEAL

STATE OF MICHIGAN
JASON R. LONGHURST
ENGINEER NO. 54075
LICENSED PROFESSIONAL ENGINEER

PROJECT
Hyundai Dealership

CLIENT
LaFontaine Automotive Group
4000 W. Highland Road
Highland, MI 48357
Contact:
Mr. Gary Laundroche
Phone: 248-714-1502
Email: glaundroche@lafontaine.com

PROJECT LOCATION
Part of the NW 1/4 of Section 33
T. 1S , R. 9E
City of Livonia,
Wayne, Michigan

SHEET
Dimensional Site Plan

Know what's below Call before you dig.

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06-28-2022	REVISED PER OWNER
07-22-2022	REVISED PER CITY REIVEW
08-05-2022	REVISED PER CITY REIVEW

PAVING LEGEND

- PROPOSED CONCRETE PAVEMENT
- PROPOSED ASPHALT PAVEMENT

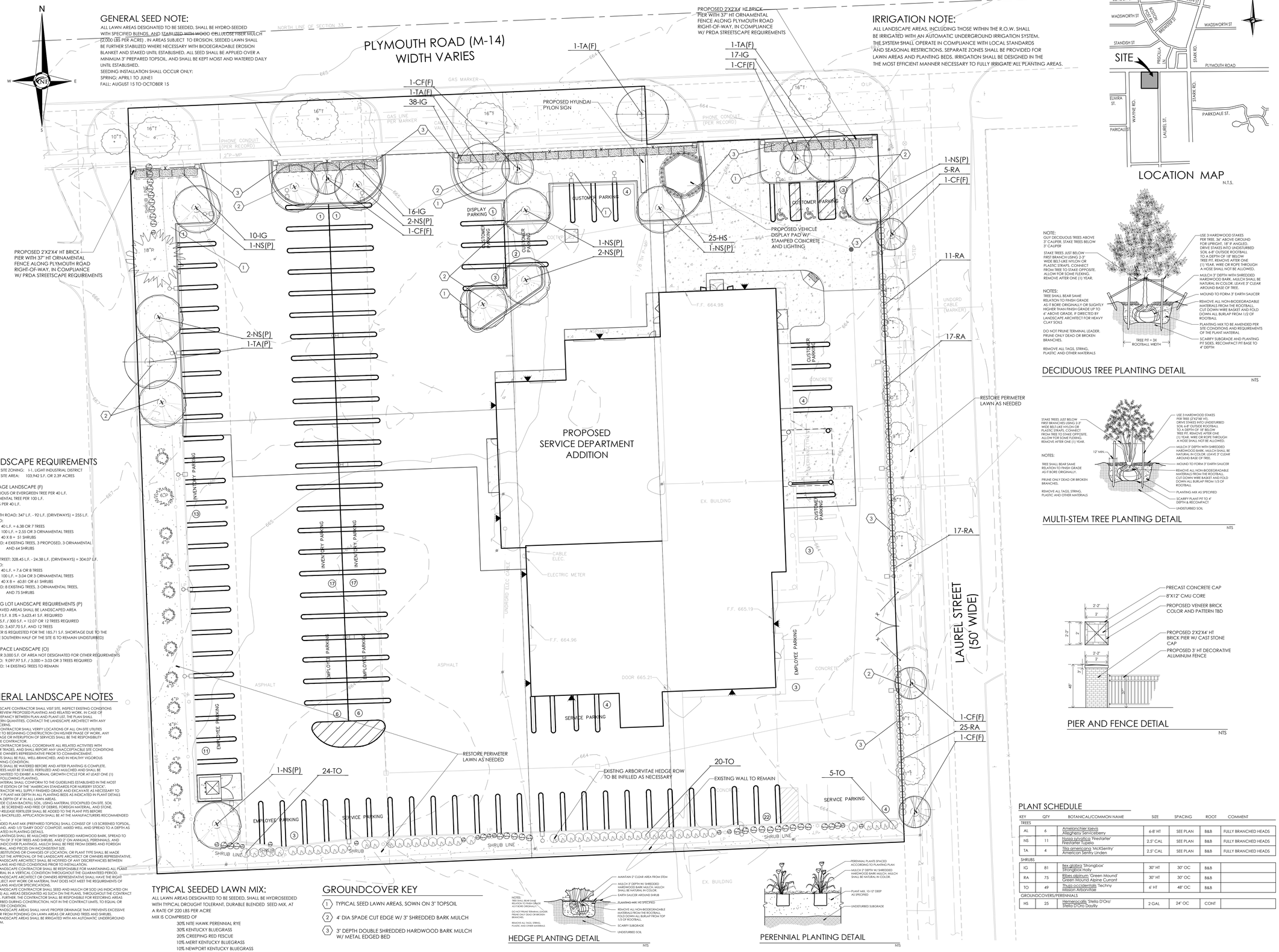
LEGEND

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

DRAWN BY: G. Viju
DESIGNED BY: G. Viju
APPROVED BY: J. Longhurst
DATE: May 26, 2022
SCALE: 1" = 20'

20 10 0 10 20 30

NFE JOB NO. M932
SHEET NO. C3



LOCATION MAP
N.T.S.

DECIDUOUS TREE PLANTING DETAIL
NTS

MULTI-STEM TREE PLANTING DETAIL
NTS

PIER AND FENCE DETIAL
NTS

PLANT SCHEDULE

KEY	QTY	BOTANICAL/COMMON NAME	SIZE	SPACING	ROOT	COMMENT
TREES						
AL	6	Amelanchier laevis 'Allegheny' Serviceberry	6-8' HT	SEE PLAN	B&B	FULLY BRANCHED HEADS
NS	11	Nyssa sylvatica 'Firestarter' Firestarter Tupelo	2.5" CAL	SEE PLAN	B&B	FULLY BRANCHED HEADS
TA	4	Tilia americana 'McKSentry' American Sentry Linden	2.5" CAL	SEE PLAN	B&B	FULLY BRANCHED HEADS
SHRUBS						
IG	81	Ilex glabra 'Strongbox' StrongBox Holly	30" HT	30" OC	B&B	
RA	75	Ribes alpinum 'Green Mound' Green Mound Alpine Currant	30" HT	30" OC	B&B	
TO	49	Thuja occidentalis 'Techny Mission' ArborVitae	6' HT	48" OC	B&B	
GROUNDCOVERS/PERENNIALS						
HS	25	Hemerocallis 'Stella D'Oro' Stella D'Oro Daylily	2 GAL	24" OC	CONT	

NF ENGINEERS
CIVIL ENGINEERS
LAND SURVEYORS
LAND PLANNERS
NOWAK & FRAUS ENGINEERS
46777 WOODWARD AVE.
PONTIAC, MI 48342-5032
TEL. (248) 332-7931
FAX. (248) 332-8257

SEAL



PROJECT
Hyundai Dealership

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Contact:
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Part of the NW 1/4 of Section 33
T. 1S , R. 9E
City of Livonia,
Wayne, Michigan

SHEET
LandscapePlan

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REVISIONS
05-26-2022 ISSUED FOR SITE PLAN REVIEW
06-15-2022 REVISED PER SITE PLAN REVIEW
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07-22-2022 REVISED PER CITY
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DRAWN BY:
G. Ostrowski
DESIGNED BY:
G. Ostrowski
APPROVED BY:
G. Ostrowski
DATE:
05-26-2022
SCALE: 1" = 20'
20 10 0 10 20 30

NFE JOB NO.
M932
SHEET NO.
L2

DEALERSHIP ZONES

- CUSTOMER AMENITIES
- NEW CAR DELIVERY
- NON-CUSTOMER TOUCHPOINT
- PARTS DEPARTMENT
- SALES AND ADMINISTRATION
- SERVICE DEPARTMENT
- SHOWROOM AND SALES

DEPARTMENT AREA BY FLOOR

DEPARTMENT	LEVEL	AREA (NSF)
CUSTOMER AMENITIES	FIRST FLOOR	1,789 SF
NEW CAR DELIVERY	FIRST FLOOR	510 SF
NON-CUSTOMER TOUCHPOINT	FIRST FLOOR	57 SF
PARTS DEPARTMENT	FIRST FLOOR	1,841 SF
SALES AND ADMINISTRATION	FIRST FLOOR	1,892 SF
SERVICE DEPARTMENT	FIRST FLOOR	11,931 SF
SHOWROOM AND SALES	FIRST FLOOR	2,783 SF
TOTAL (NSF)		20,804 SF

GROSS BUILDING AREA

EXISTING BUILDING FOOTPRINT	14,687 SF
SERVICE ADDITION	6,728 SF
TOTAL BUILDING AREA (GSF)	21,415 SF



N

FIRST FLOOR PLAN - COMPOSITE

1/8" = 1'-0"

STUDIO DETROIT ARCHITECTS
2040 PARK AVE. SUITE 200
DETROIT, MICHIGAN 48226
313.919.5886 - 313.909.3607
STUDIO-DETROIT.COM

DO NOT SCALE DRAWINGS

ISSUED

07.28.22	75% BRAND RESUBMITTAL
07.01.22	SITE PLAN APPROVAL

DRAWN BCG

CHECKED SMB

SEAL

STATE OF MICHIGAN
SHANE MICHAEL BURLEY
ARCHITECT
No. 1301058978
LICENSED ARCHITECT

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CLIENT

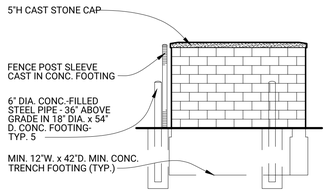
LAFONTAINE AUTOMOTIVE GROUP
4000 W. HIGHLAND RD
HIGHLAND, MI 48357

PROJECT 2175

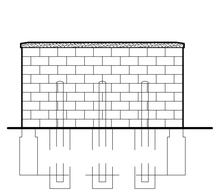
LAFONTAINE HYUNDAI
34715 PLYMOUTH RD
LIVONIA, MI 48150

COMPOSITE PLAN

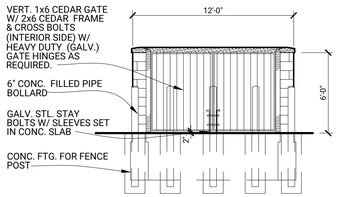
TS1.4



9 SP1.2 DUMPSTER ENCL. ELEVATION
SCALE: 3/16" = 1'-0" @SIDES

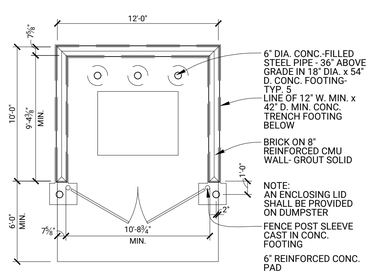


8 SP1.2 DUMPSTER ENCL. ELEVATION
SCALE: 3/16" = 1'-0" @REAR

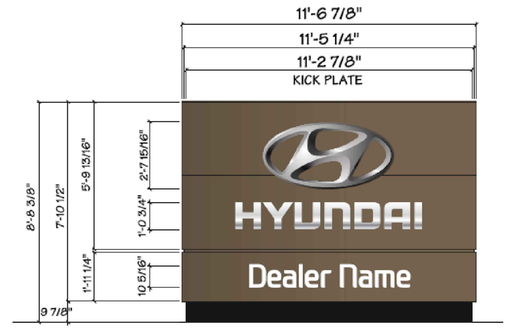


7 SP1.2 DUMPSTER ENCL. ELEVATION
SCALE: 3/16" = 1'-0" @FRONT

5 SP1.1 DUMPSTER ENCLOSURE SECTION
SCALE: 1/2" = 1'-0"

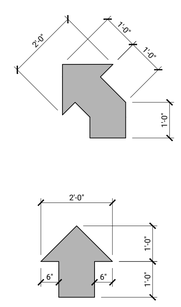


4 SP1.1 DUMPSTER ENCLOSURE PLAN
SCALE: 3/16" = 1'-0"

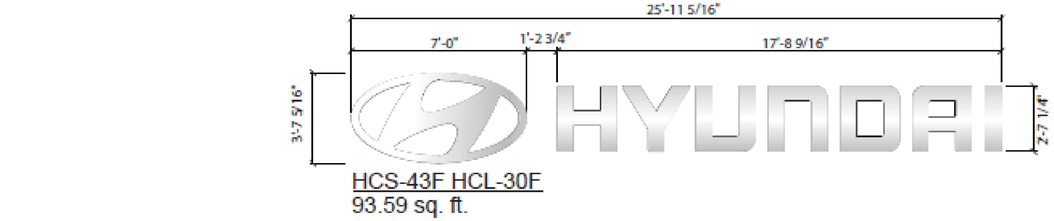


GDSI-32-M-9
32 sq ft

PROPOSED MONUMENT SIGN

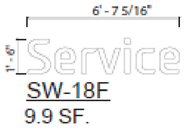


3 TYP ARROW DETAILS
SCALE: 1/2" = 1'-0"



HCS-43F HCL-30F
93.59 sq. ft.

PROPOSED HYUNDAI WALL SIGN



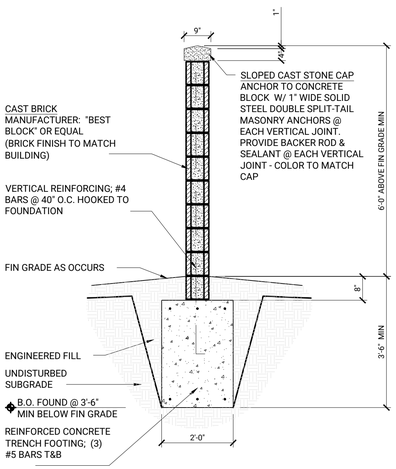
SW-18F
9.9 SF.

PROPOSED SERVICE WALL SIGN

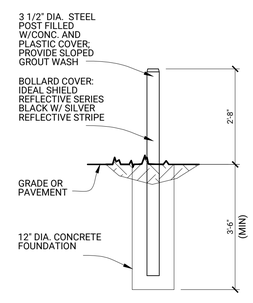


DNW-24F

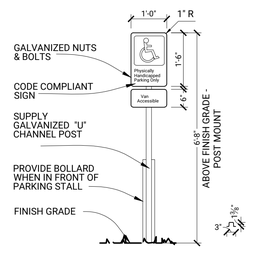
PROPOSED DEALER WALL SIGN



6 TYP TYPICAL SCREEN WALL
SCALE: 1/2 = 1'-0"



2 TYP BOLLARD DETAIL
SCALE: 1/2 = 1'-0"



1 TYP BARRIER FREE SIGNAGE
SCALE: 1/2 = 1'-0"

STUDIO DETROIT ARCHITECTS
2040 PARK AVE. STE 200
DETROIT, MICHIGAN 48226
313.919.5886 - 313.909.3607
STUDIO-DETROIT.COM

DO NOT SCALE DRAWINGS

ISSUED

07.28.22	75% BRAND RESUBMITTAL

DRAWN SHF
CHECKED SMB

SEAL

STATE OF MICHIGAN — SHANE MICHAEL BURKEY — ARCHITECT — No. 1301058978 — LICENSED ARCHITECT

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CLIENT

LAFONTAINE AUTOMOTIVE GROUP

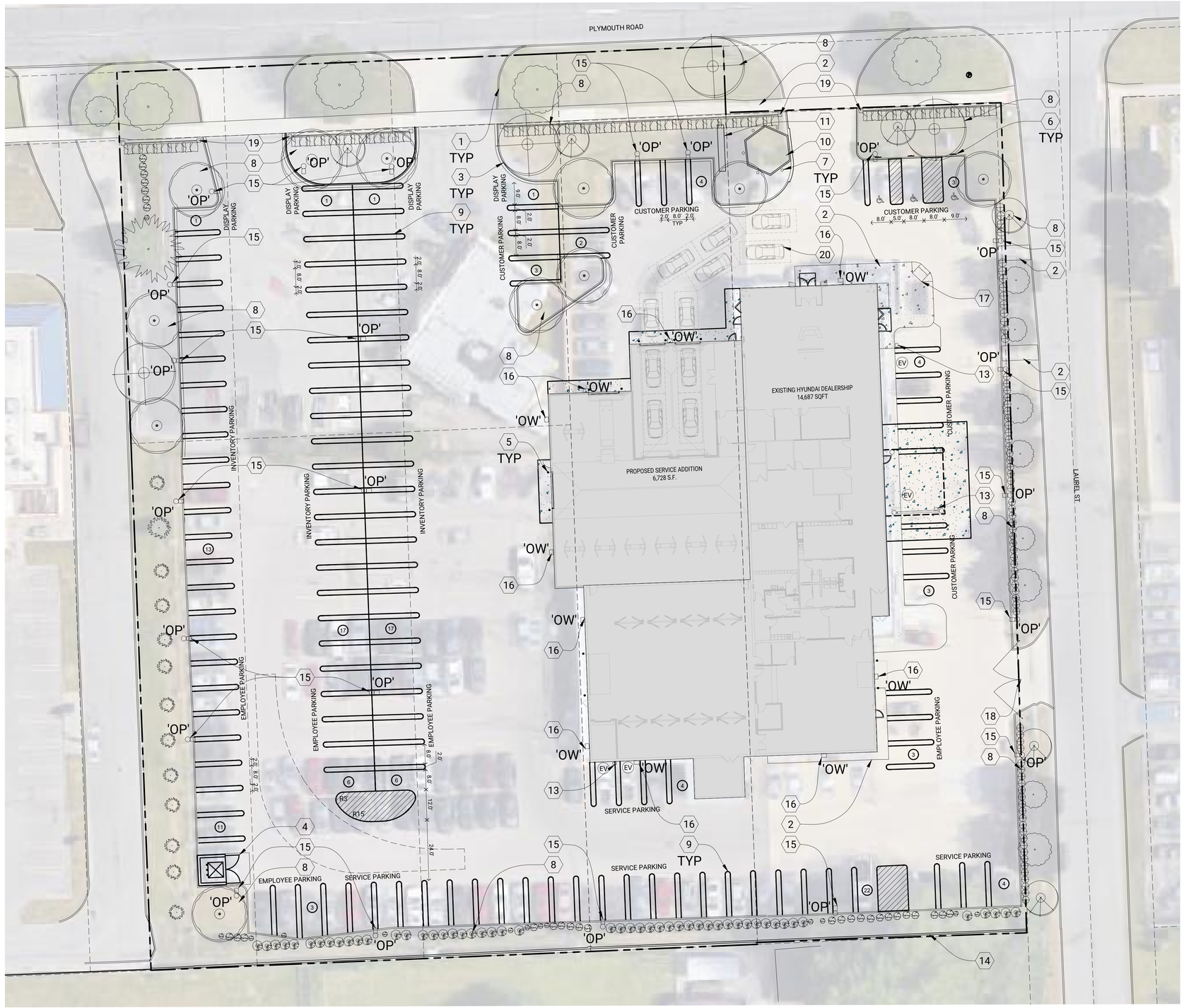
PROJECT 2175

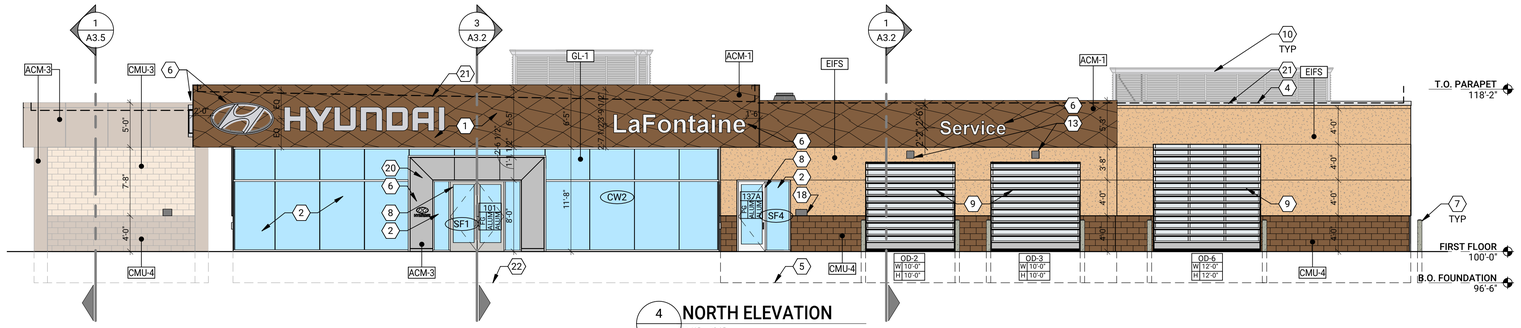
LAFONTAINE HYUNDAI
34715 PLYMOUTH RD
LIVONIA, MI 48150

SHEET

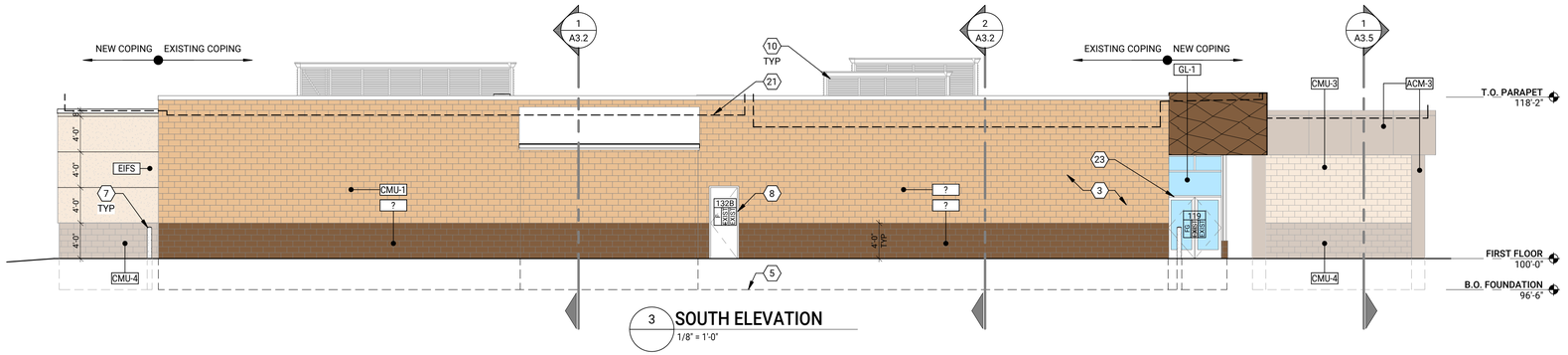
COMPOSITE PLAN

SP1.2

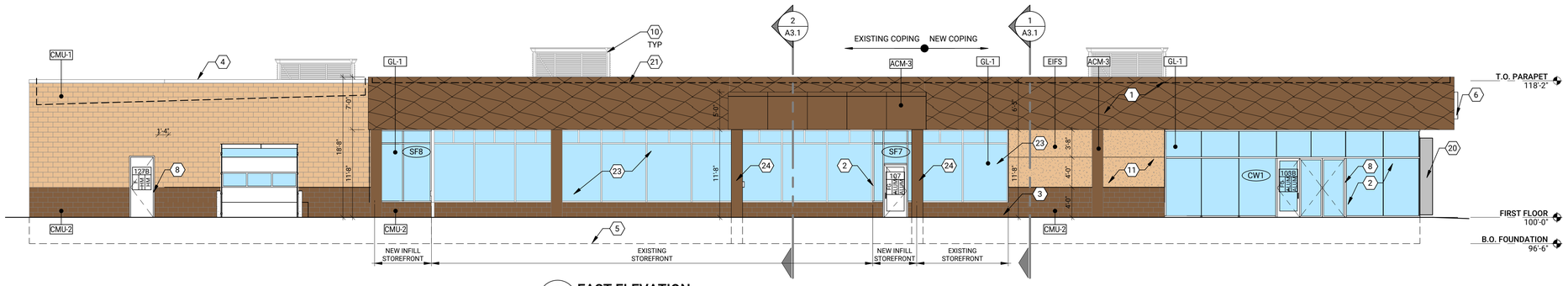

PLYMOUTH ROAD
LAUREL ST
EXISTING HYUNDAI DEALERSHIP
14,687 SQFT
PROPOSED SERVICE ADDITION
6,728 S.F.
CUSTOMER PARKING
DISPLAY PARKING
INVENTORY PARKING
EMPLOYEE PARKING
SERVICE PARKING
'OP'
'OW'
'OW'
'OP'
'OW'
'OP'
'OW'
'OP



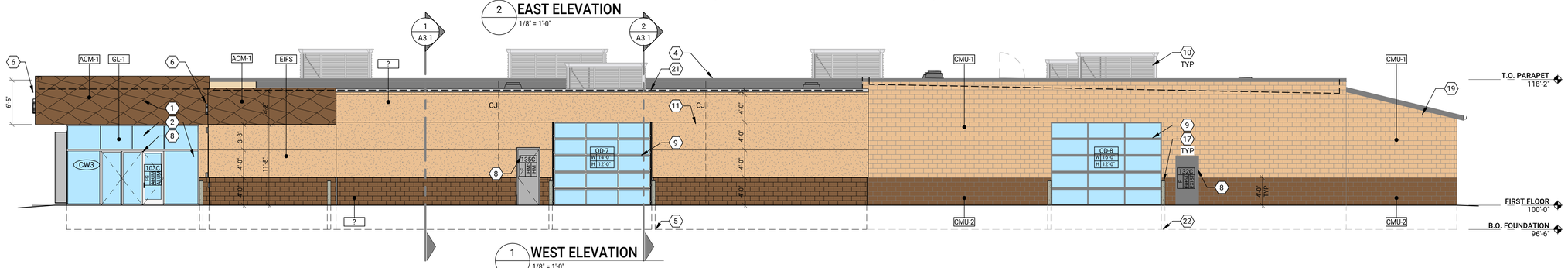
4 NORTH ELEVATION
1/8" = 1'-0"



3 SOUTH ELEVATION
1/8" = 1'-0"



2 EAST ELEVATION
1/8" = 1'-0"



1 WEST ELEVATION
1/8" = 1'-0"

EXTERIOR MATERIALS

		MATERIAL	FINISH
	ACM-1	ALUMINUM COMPOSITE PANEL	COMPLETE RAINSCREEN ACM SYSTEM, 4mm BRONZE 'SHAPED SKY' OVER BLACK ACM PANEL
	ACM-3	ALUMINUM COMPOSITE PANEL	ENTRY ELEMENT - COLOR: HYUNDAI NORTH AMERICA BRONZE
	EFIS	EXTERIOR INSULATION AND FINISH SYSTEM	EFIS WALL FINISH. COLOR TO MATCH P-1, SANDBLAST FINISH
	GL-1	EXTERIOR GLAZING	STRUCTURAL SILICONE GLAZED (SSG) CURTAIN WALL SYSTEM WITH CLEAR ANODIZED ALUMINUM INTERIOR MULLIONS
	CMU-1	CONCRETE MASONRY UNIT	COLOR: PRIME AND PAINT TO MATCH P-1, ANTLER VELVET #SW9111 - FINISH: SEMI-GLOSS
	CMU-2	CONCRETE MASONRY UNIT	COLOR: PRIME AND PAINT TO MATCH P-2, KAFFEE #SW6104 - FINISH: SEMI-GLOSS
	CMU-3	BURNISHED CONCRETE MASONRY UNIT	COLOR: STAINED TO MATCH MATCH P-1, ANTLER VELVET #SW9111 - FINISH: SEMI-GLOSS
	CMU-4	BURNISHED CONCRETE MASONRY UNIT	COLOR: STAINED TO MATCH P-2, KAFFEE #SW6104 - FINISH: SEMI-GLOSS
	CF-1	CAP FLASH	COLOR: PRIME AND PAINT TO MATCH P-1
	MB-1	EXISTING BRICK	PRIME AND PAINT TO MATCH P-2

EXTERIOR ELEVATION KEY NOTES: (TYPICAL THIS SHEET ONLY)

1. NEW 'SHAPED SKY' ALUMINUM COMPOSITE MATERIAL PANEL SYSTEM INSTALLED OVER BLACK ACM PANELS BY HMA APPROVED VENDOR; CONTRACTOR TO PROVIDE WEATHERPROOFING AND SHEATHING; TYP SEE FINISH SCHEDULE AND DETAILS
2. GLASS AND ALUMINUM STOREFRONT / CURTAIN WALL SYSTEM; SEE FRAME ELEVATIONS
3. EXISTING CMU WALL; PRIME & PAINT; SEE FINISH SCHEDULE
4. PRE-FINISHED METAL COPING; SEE FINISH SCHEDULE
5. INDICATES LINE OF NEW CONCRETE FOOTING. MIN. 42" BELOW GRADE; COORDINATE w/ CIVIL
6. BUILDING MOUNTED SIGNAGE; PROVIDE J-BOX WIRING THROUGH AND POWER PER APPROVED SIGNAGE DRAWINGS
7. 6" CONCRETE FILLED, GALV. STEEL BOLLARD; PRIME AND PAINT TO MATCH CMU-2
8. DOOR AND FRAME AS SCHEDULED
9. OVERHEAD DOOR AND FRAME AS SCHEDULED
10. ROOF TOP UNIT w/ PRE-FINISHED METAL SCREEN; SEE MECHANICAL
11. EIFS WALL FINISH; PROVIDE IMPACT RESISTANT EIFS TO 4'-0" ABOVE GRADE MIN.; SEE MATERIAL FINISH SCHEDULE. PROVIDE EIFS CONTROL JOINTS (30'-0" O.C. MAX) PER MANUFACTURER'S RECOMMENDATION, AND AT ALL MASONRY CONTROL JOINTS.
12. WALL MOUNTED EXTERIOR LIGHT FIXTURE; SEE SCHEDULE & ELECTRICAL
13. LANE INDICATOR w/ SENSOR; SEE ELECTRICAL
14. WALL MTD. EXT. LIGHT FIXTURE; SEE SCHEDULE & ELECTRICAL
15. KNOX BOX. CONTRACTOR TO COORDINATE w/ FIRE MASHALL
16. INDICATES WHITE VINYL LETTERS & NUMBERS PROVIDE BY OWNER - STORE INFORMATION & HOURS OF BUSINESS
17. INDICATES WHITE VINYL LETTERS & NUMBERS PROVIDE BY OWNER - ADDRESS
18. WALL MOUNTED KEY DROPBOX WITH PASS THROUGH; SEE EQUIPMENT PLAN. COORDINATE FINAL LOCATION w/ OWNER
19. PAINT EXISTING WALL CONDITION TO MATCH CMU-1
20. ENTRY ELEMENT; ACM AND FRAMING BY VENDOR; SEE DETAILS
21. INDICATES LINE OF ROOF BEYOND
22. EXISTING FOUNDATION/FOOTING (ASSUMED)
23. EXISTING STOREFRONT TO REMAIN
24. NEW COLUMN; PRIME & PAINT

STUDIO DETROIT ARCHITECTS
2040 PARK AVE. SUITE 200
DETROIT, MICHIGAN 48226
313.919.5886 - 313.909.3607
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DO NOT SCALE DRAWINGS

ISSUED	
07.28.22	75% BRAND RESUBMITTAL

DRAWN BCG
CHECKED SMB

SEAL

STATE OF MICHIGAN
SHANE MICHAEL BURLEY
ARCHITECT
No. 1301058978
LICENSED ARCHITECT

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CLIENT

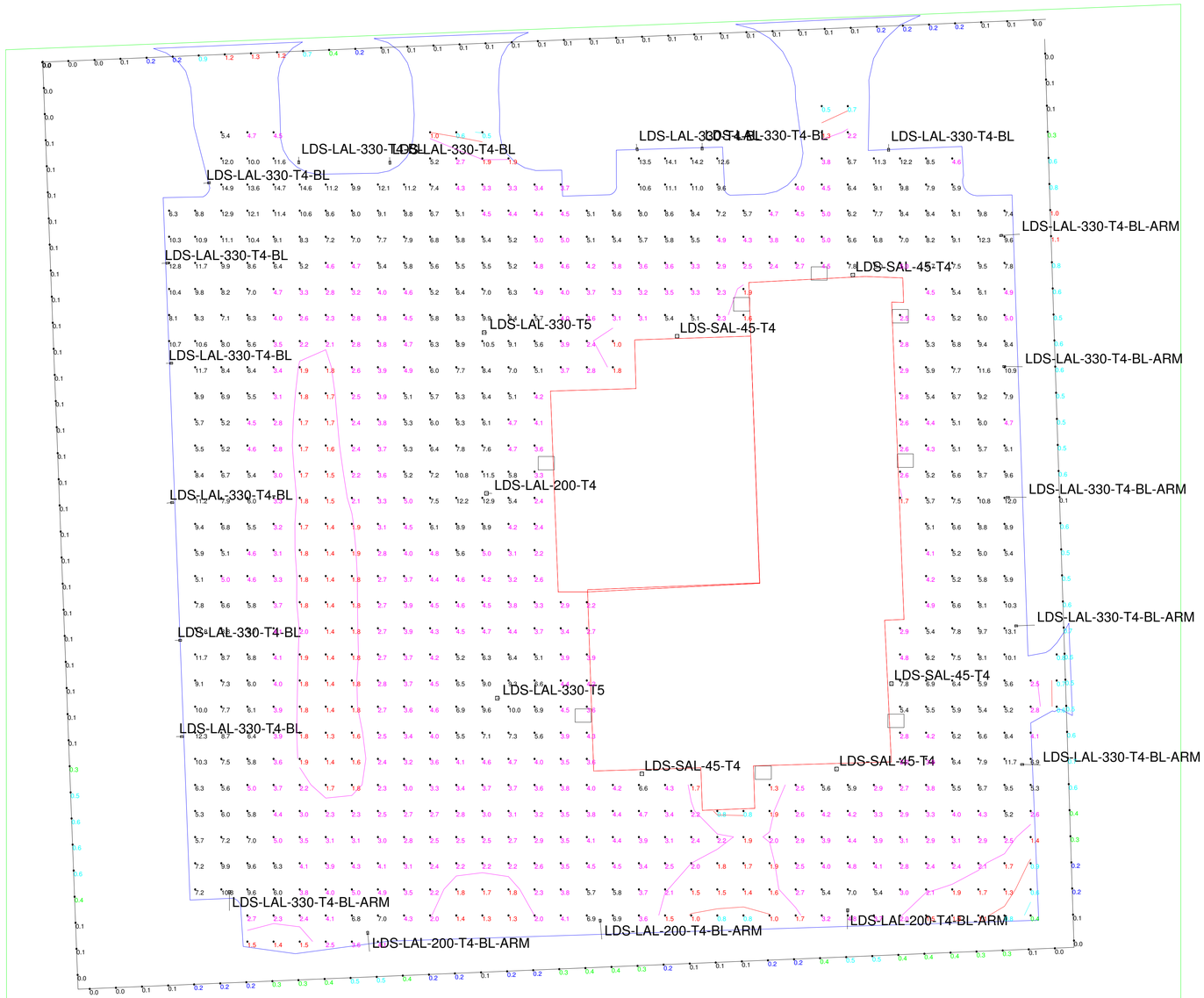
LAFONTAINE AUTOMOTIVE GROUP
4000 W. HIGHLAND RD
HIGHLAND, MI 48357

PROJECT 2175

LAFONTAINE HYUNDAI
34715 PLYMOUTH RD
LIVONIA, MI 48150

EXTERIOR ELEVATIONS

A2.1



THE ENGINEER AND/OR ARCHITECT MUST DETERMINE THE APPLICABILITY OF THE LAYOUT TO EXISTING / FUTURE FIELD CONDITIONS. THIS LIGHTING LAYOUT REPRESENTS ILLUMINATION LEVELS CALCULATED FROM LABORATORY DATA TAKEN UNDER CONTROLLED CONDITIONS IN ACCORDANCE WITH ILLUMINATING ENGINEERING SOCIETY APPROVED METHODS. ACTUAL PERFORMANCE OF ANY MANUFACTURER'S LUMINAIRE MAY VARY DUE TO VARIATION IN ELECTRICAL VOLTAGE. TOLERANCE IN LAMPS, AND OTHER VARIABLE FIELD CONDITIONS. MOUNTING HEIGHTS INDICATED ARE FROM GRADE AND/OR FLOOR UP. THESE LIGHTING CALCULATIONS ARE NOT A SUBSTITUTE FOR INDEPENDENT ENGINEERING ANALYSIS OF LIGHTING SYSTEM SUITABILITY AND SAFETY. THE ENGINEER AND/OR ARCHITECT IS RESPONSIBLE TO REVIEW FOR ENERGY CODE AND LIGHTING QUALITY COMPLIANCE.

Luminaire Schedule

Symbol	Qty	Label	LLF	Description	Mounting Height
	5	LDS-SAL-45-T4	0.890	LDS-SAL-45-DB-T4-1-40-MAS-X-X	14
	1	LDS-LAL-200-T4	0.890	LDS-LAL-200-DB-T4-1-40-MAS-X-X	20
	2	LDS-LAL-330-T5	0.890	LDS-LAL-330-DB-T5-1-40-MAS-X-X _ LDS-LFL-330-DB-WD-1-40-SF-X-X	20
	11	LDS-LAL-330-T4-BL	0.890	LDS-LAL-330-DB-T4-1-40-MAS-BS	20
	3	LDS-LAL-200-T4-BL-ARM	0.890	LDS-LAL-2000-DB-T4-1-40-MAS-BS	20
	6	LDS-LAL-330-T4-BL-ARM	0.890	LDS-LAL-330-DB-T4-1-40-MAS-BL	20

Calculation Summary

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
AsphaltLOT_Planar	Illuminance	Fc	5.02	14.9	0.4	12.55	37.25
PlymouthRdPropertyLine	Illuminance	Fc	0.24	1.3	0.0	N.A.	N.A.
PropertyLine	Illuminance	Fc	0.30	1.1	0.0	N.A.	N.A.

Illuminance Values

- 0.2 - 0.29 fc
- 0.3 - 0.49 fc
- 0.5 - 0.99 fc
- 1.0 - 1.99 fc
- 2.0 - 5.0 fc

Lumecon
LED Innovation Since 2006

#	Date	Comments

Revisions

Drawn By: M. Woznicki, LC
Checked By:
Date:6/8/2022
Scale:

LaFontaine Hyundai

2

DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

TODD J. ZILINCIK, P.E.
CITY ENGINEER

DAVID W. LEAR, P.E.
ASST. CITY ENGINEER

MAUREEN MILLER BROSNAN
MAYOR

DONALD R ROHRAFF
DIRECTOR OF PUBLIC WORKS

12973 FARMINGTON ROAD
LIVONIA, MICHIGAN 48150
(734) 466-2571
FAX: (734) 466-2195

July 13, 2022

Mr. Scott Miller
Planner IV
City of Livonia

Re: Petition 2022-07-02-16 – 34715 and 34801 Plymouth Road

Dear Mr. Miller:

In accordance with your request, the Engineering Division has reviewed the above referenced petition. We have no objections to the proposed project at this time. The subject parcels are assigned the addresses of **#34715 and #34801 Plymouth Road**. Should the project be approved, we would like to request that the owner combine the two existing parcels. Please contact the Assessing Department to begin the combination process once plan approval has been obtained.

The existing buildings are serviced by public water main, sanitary sewer and storm sewer. The submitted drawings do not show information regarding the removal of existing, or placement of new service leads, so we cannot comment on impacts to the existing systems at this time. Prior to demolition the developer will need to disconnect existing leads to the structure on the westerly parcel, which will require operations in the right-of-way to reach the mains.

It should be noted that the developer will need to meet current Engineering requirements for the proposed project, including storm water detention per the Wayne County Storm Water Ordinance for any areas of newly placed pavement/structures. Also, the developer will be required to obtain a permit from this office as well as the Michigan Department of Transportation for any work occurring within the Plymouth Road right-of-way.

This Department will be able to make a formal review of the proposed improvements, when detailed Engineering plans are submitted for permitting.

Should you have any additional questions on this matter, please feel free to contact myself at (734) 466-2608 or the City Engineer, Mr. Todd Zilincik at (734) 466-2561. If you would prefer, you can e-mail either of us at dlear@livonia.gov or tzilincik@livonia.gov.

Sincerely,

David W. Lear, P.E.
Assistant City Engineer

cc: 2022 Petition File

DEPARTMENT OF PUBLIC SAFETY
LIVONIA FIRE & RESCUE

DAVE HEAVENER
FIRE CHIEF

MAUREEN MILLER BROSNAN
MAYOR

14910 FARMINGTON ROAD
LIVONIA, MICHIGAN 48154-5419
734-466-2444
734-466-2082 fax

DATE: July 22, 2022

TO: Scott O. Miller, Planner IV

FROM: Livonia Fire Prevention Division

SUBJECT: **Petition #2022-07-02-16**

This office has reviewed the site plan submitted in connection with a request to construct a commercial building on property located at the above referenced address.

We have no objections to this proposal.

Chapter 18 shall be followed for required Fire Hydrant and Water Supply NFPA 1, 2015.

A further detailed plan review will take place when this division receives an official plan set.

Sincerely,

Brian R. Kukla

Brian R. Kukla
Fire Marshal

DEPARTMENT OF PUBLIC SAFETY
DIVISION OF POLICE

THOMAS GORALSKI
CHIEF OF POLICE

MAUREEN MILLER BROSNAN
MAYOR

15050 FARMINGTON ROAD
LIVONIA, MICHIGAN 48154-5499
(734) 466-2470
FAX: (734) 261-2265

RECEIVED
JUL 14 2022
CITY OF LIVONIA
PLANNING COMMISSION

July 13th, 2022

Mr. Scott Miller
City of Livonia Planning Dept
33000 Civic Center Drive
Livonia, MI 48154

Re: Petition 2022-07-02-16 - 34715 and 34801 Plymouth Road

Mr. Miller,
I have reviewed the plans in connection with the petition. I have no objections to the proposals.

Please feel free to contact me, should you have any questions.

Sincerely,

FOR THE CHIEF OF POLICE,

Sgt. Scott Sczepanski #543

Scott Sczepanski, Sergeant
Traffic Bureau
(734) 466-2107

INSPECTION DEPARTMENT

BUILDING
HEATING
PLUMBING
ELECTRICAL
ZONING
ENVIRONMENTAL PROTECTION
ORDINANCE ENFORCEMENT

MAUREEN MILLER BROSNAN
MAYOR

JEROME A. HANNA
DIRECTOR

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2580
FAX: (734) 466-2095

Date: July 21, 2022

To: Scott O. Miller

From: Jerome Hanna

RE: Petition 2022-07-02-16 – 34715 and 34801 Plymouth Road

Pursuant to your request, the above referenced Petition has been reviewed.

This Department has no objections to this Petition.

I trust this provides the requested information.

Jerome Hanna
Jerome Hanna
Director of Inspection

DEPARTMENT OF FINANCE

Michael T. Slater
DIRECTOR OF FINANCE

Connie Kumpula
CHIEF ACCOUNTANT

MAUREEN MILLER BROSNAN
MAYOR

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2260
FAX: (734) 421-1807

July 19, 2022

Mr. Scott O. Miller
Planning Commission
33000 Civic Center Drive
Livonia, MI 48154

Petition 2022-07-02-16 - 34715 and 34801 Plymouth Road

Dear Mr. Miller,

I have reviewed the address connected with the above noted petition. The following amounts are due to the City of Livonia:

Unpaid current false alarm charges (due upon receipt):	$	200.00
Unpaid water and sewer charges (due 8/10/22): ($453.00 and $85.86)	$	538.86
Total Due City of Livonia	$	738.86

Please contact me if you have any further questions.

Very truly yours,

Connie Kumpula
Chief Accountant

CK: jw

CITY OF LIVONIA

33000 Civic Center Drive
Livonia, Michigan 48154
(734) 466-2273

FEDERAL I.D.
386005820

Bill To:

LAG PLYMOUTH LLC
34715 PLYMOUTH
LIVONIA, MI 48150

Invoice # 83970
Account 508815
Date 07/01/2022

False Alarm Billing for: 34715 PLYMOUTH, LIVONIA, MI 48150

Terms: Payable on receipt of invoice

Date/Time	Type	Reference	Amount
Jun 2 2022 12:36AM	Fifth call in the calendar year	LI-220018969	$200.00
		Amount Due:	**$200.00**

Please tear off this section and return with payment

Account 508815
Invoice # 83970

Bill To:
LAG PLYMOUTH LLC
34715 PLYMOUTH
LIVONIA, MI 48150

Alarm Address
34715 PLYMOUTH, LIVONIA, MI 48150

Amount Due: $200.00

Make Check Payable and Mail to:
City of Livonia
Accounts Receivable
33000 Civic Center Drive
Livonia, MI 48154

Transaction Statement

Service Address
34715 PLYMOUTH
LIVONIA, MI 48150

Mailing Address

LAG LIVONIA LLC
4000 W HIGHLAND
HIGHLAND, MI 48357

Account Number	Amount Due
014206610-001	$453.00

Account Number	From - Through
014206610-001	01/19/2022 - 07/19/2022

Services
Water & Sewer - Metered

Service Address
34715 PLYMOUTH
LIVONIA, MI 48150

Beginning Balance
$1,150.14

Date	Type	Amount	Description
02/09/2022	Payment	($1,150.14)	Charge
04/14/2022	Bill	$437.77	Due Date 05/10/2022
04/27/2022	Payment	($437.77)	Charge
07/15/2022	Bill	$453.00	Due Date 08/10/2022

Total Due
$453.00

Transaction Statement

Account Number 014206610-001

Transaction Statement

Service Address
34801 PLYMOUTH
LIVONIA, MI 48150

Mailing Address

LAG LIVONIA LLC
4000 W HIGHLAND
HIGHLAND, MI 48357

Account Number	Amount Due
014206400-001	$85.86

Account Number	From - Through
014206400-001	01/19/2022 - 07/19/2022

Services
Water & Sewer - Metered

Service Address
34801 PLYMOUTH
LIVONIA, MI 48150

Beginning Balance
$179.93

Date	Type	Amount	Description
02/09/2022	Payment	($179.93)	Charge
03/31/2022	Out of Cycle Bill	$85.68	Due Date 05/01/2022
04/27/2022	Payment	($85.68)	Charge
07/15/2022	Bill	$85.86	Due Date 08/10/2022

Total Due
$85.86

Transaction Statement

Account Number 014206400-001

OFFICE OF THE TREASURER

LYNDA L. SCHEEL
CITY TREASURER

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3060
(734) 466-2245
FAX: (734) 421-7230

July 12 2022

Mr. Scott Miller – Planner IV
Planning Commission
City of Livonia

Re: Petition 2022-07-02-16 34715 and 34801 Plymouth Road

Lag Development

Dear Mr. Miller,

In accordance with your request, the Treasurer's Office has reviewed the name and addresses connected with the above noted petition. At this time, there are taxes due, but they are not delinquent, therefore I have no objections to the proposal.

Sincerely,

Lynda L. Scheel
Lynda L. Scheel
Treasurer, City of Livonia

OFFICE OF THE MAYOR

Maureen Miller Brosnan
MAYOR

Linda Gosselin
ASSESSOR

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2220
assessorforms@livonia.gov

July 14, 2022

To: Planning Department

Re: **Petition 2022-07-02-16 – 34715 and 34801 Plymouth Road**

LAG Development requesting approval of plans for the redevelopment of the Lafontaine Hyundai of Livonia dealership. Construction includes an addition and altering of the site's parking at 34715 and 34801 Plymouth Road. These are separate parcels, 34715 parcel 130-01-0005-004 and 34801 Plymouth, parcel 130-01-0007-001. Based on the site plan documents it appears these parcels should be combined. Please direct any questions to the Assessor's Office or Livonia.gov for the lot combination process. Also, just an observation the Site Plans indicate the City of Livonia being in "Oakland County".

Kindest Regards,

Kathie Siterlet

Kathie Siterlet
Residential Appraiser

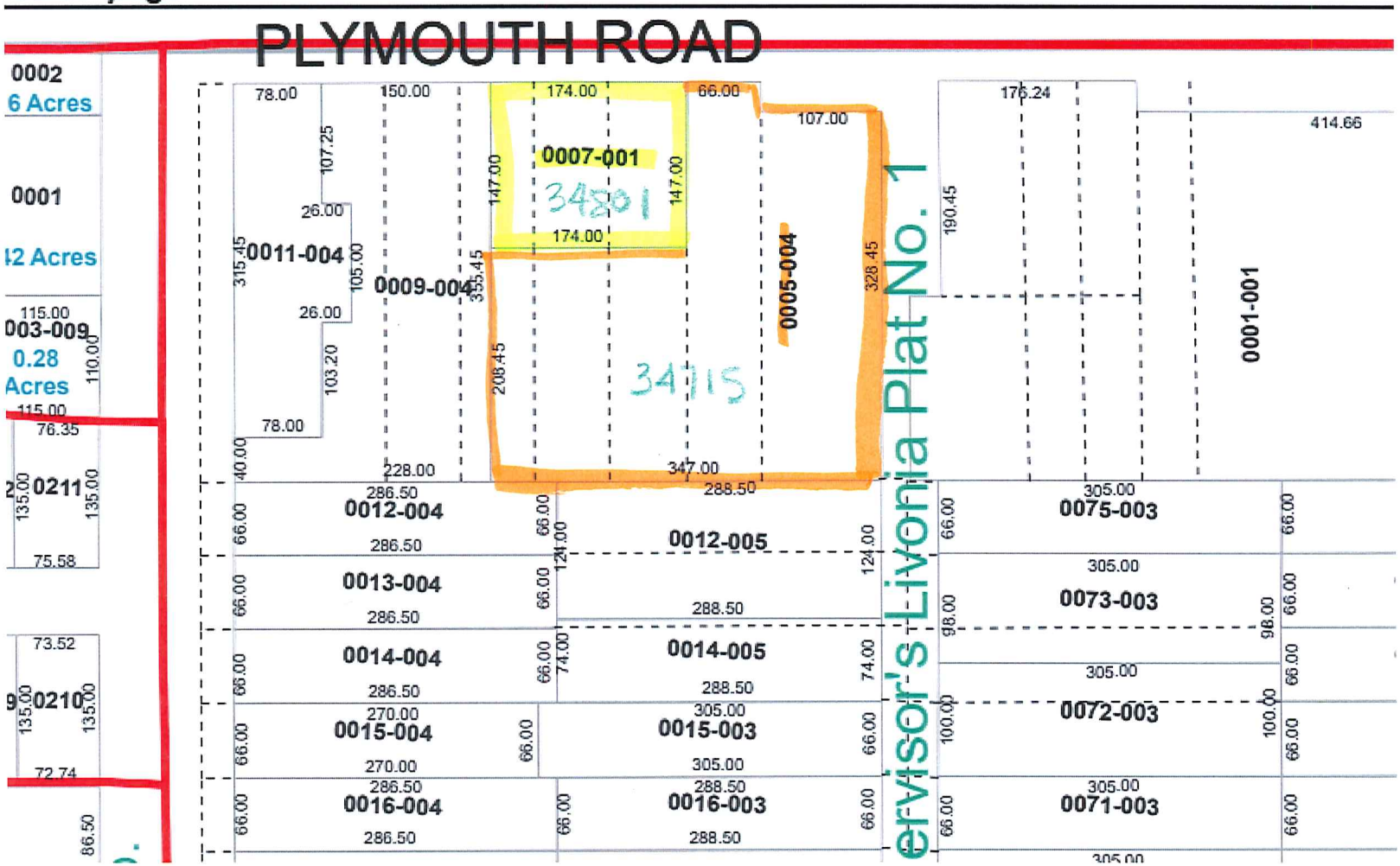


34801 Plymouth - 130-01-0007-001

34715 Plymouth - 130-01-0005-004

Page view | Read aloud | Add text | Draw | Highlight

ued on page 111



OTHER ITEMS RELATED TO THE PETITION

From:	Jim Dupuie
To:	Planning
Subject:	1 of 4 - Resident comments regarding Petition 2022-07-02-16 by LAG Development
Date:	Sunday, July 24, 2022 5:23:47 PM
Attachments:	Petition 2022-01-02-01 by LAG Development Feb 22-2022.docx

Livonia Planning Commission,

We submitted a letter to the Livonia Planning Commission on February 22, 2022 - attached as Word Doc.
Since that Planning meeting, LAG erected a sign facing Plymouth Road with an address for unloading haulers - picture attached. This is a good first step and very much appreciated by the residents, however, many haulers continue to ignore it.

While this sign is an indication that LAG recognizes our concern, it is clearly not sufficient to cease using Laurel Street to conduct business. Most of the larger carriers must exit the dealership property by driving south on Laurel. We are in no way suggesting any haulers back out onto Plymouth Road and cause disruption. Any suggestions you can offer to LAG during this August 9, 2022 meeting is appreciated.

There are 33 total pictures for your review. We are sending 4 emails to include these pictures. All pictures were taken AFTER the February 22nd meeting.

Thanks for your consideration.

James & Sunday Dupuie

11196 Laurel Street

Livonia, MI 48150

SUBMITTED PHOTOS BY RESIDENT ARE VIEWABLE AS A SEPARATE ATTACHMENT

Feb 22, 2022

Livonia Planning Commission,

I wish to offer the following input regarding this request by LAG.
I do not oppose the demolition of this building or the use for storage and display.
However, as 28+ year resident of Laurel Street, I have attended several meetings related to our neighboring businesses.
There is an existing CR 182-03 adopted by the Livonia City Council on April 23, 2003 with conditions that read in part:

2. "For safety purposes, the parking or standing of delivery trucks and car haulers on Laurel Avenue is strictly prohibited. All vehicle loading and unloading at this dealership shall be accomplished on the premises only, and not within 'any public rights-of-way, as shown on the "Truck Hauler Unload Area" plan marked Sheet 1a of 4, dated March 13, 2003 . . ."

We would appreciate that consideration be given to designate an area in this parcel for loading and unloading car haulers and tow trucks. I met with Mr. Matt Szabla in September of 2021 to discuss my concerns. He related that they have an offsite location for this practice but, I believe it is often ignored by hauling and towing companies. Car haulers continue to use Laurel for loading/unloading vehicles. Most often they drive south on Laurel Street when finished offloading. This continues to be the practice and as recent as yesterday (Feb 21, 2022), a car hauler drove south from the dealership.

Thanks for your consideration.

James Dupuie

11196 Laurel Street

Livonia, MI 48150

UNAPPROVED MINUTES

MINUTES OF THE 1,190th PUBLIC HEARINGS AND REGULAR MEETING HELD BY THE CITY PLANNING COMMISSION OF THE CITY OF LIVONIA

On Tuesday, August 9, 2022, the City Planning Commission of the City of Livonia held its 1,190th Public Hearing and Regular Meetings in the Livonia City Hall, 33000 Civic Center Drive, Livonia, Michigan.

Mr. Ian Wilshaw, Chairman, called the meeting to order at 7 p.m.

Members present:	David Bongero	Sam Caramagno	Glen Long
	Carol Smiley	Peter Ventura	Ian Wilshaw

Members absent: None

Mr. Mark Taormina, Planning Director, and Stephanie Reece, Program Supervisor, were also present.

Chairman Wilshaw informed the audience that if a petition on tonight's agenda involves a rezoning request, this Commission makes a recommendation to the City Council who, in turn, will hold its own public hearing and make the final determination as to whether a petition is approved or denied. The Planning Commission holds the only public hearing on a request for preliminary plat and/or vacating petition. The Commission's recommendation is forwarded to the City Council for the final determination as to whether a plat is accepted or rejected. If a petition requesting a waiver of use or site plan approval is denied tonight, the petitioner has ten days in which to appeal the decision, in writing, to the City Council. Resolutions adopted by the City Planning Commission become effective seven (7) days after the date of adoption. The Planning Commission and the professional staff have reviewed each of these petitions upon their filing. The staff has furnished the Commission with both approving and denying resolutions, which the Commission may, or may not, use depending on the outcome of the proceedings tonight.

ITEM #2 PETITION 2022-07-02-16 LAG Development

Mr. Caramagno, Secretary, announced the next item on the agenda, Petition 2022-07-02-16 submitted by LAG Development requesting approval of all plans required by Sections 3.11, 6.05 and 6.06 of the Livonia Vision 21 Zoning Ordinance, as amended, in connection with a proposal to redevelop the Lafontaine Hyundai of Livonia dealership, including constructing an addition, modifying both the interior and exterior of the building and altering the site's parking and landscaping, at 34715 and 34801 Plymouth Road, located on the south side of Plymouth Road

between Stark and Wayne Roads in the Northwest ¼ of Section 33.

Mr. Taormina: This is a request to expand and remodel the Hyundai dealership located at the southwest corner of Plymouth Road in Laurel Avenue. The subject site consists of two parcels with a total combined land area of 2.6 acres. The site has 348 feet of frontage on Plymouth Road and roughly 328 feet of frontage on Laurel. Included as part of the overall project is the former Doughboy donut site that was recently acquired by LAG Livonia L.L.C. and rezoned to C-2, General Business. The existing L-shaped dealership building is located on the east half of the site. This building contains a gross floor area of roughly 14,687 square feet. The expansion would be to the northwest corner of the building, and totals roughly 6,728 square feet, bringing the total floor area to about 21,415 feet upon completion. Of this, the service department would occupy roughly 55% of the total floor space, or approximately 11,932 square feet. Thus, a significant reason for the expansion is to accommodate a larger service area. The remaining areas of the floor space would be divided between the dealership's various other uses and operations. This includes the showroom and sales, parts, administration, and other customer amenities, such as the lounge areas. The new service department would contain 15 work bays. There would be three overhead doors located on the building's north side, which would provide drive-in access into the service area. There would also be two additional overhead doors located on the west side of the building. Significant changes would also take place to the site's circulation and parking pattern. Incorporating the former donut property will allow for full access around the building. The site's four access points would remain. This includes three driveways on Plymouth Road, two of which are on the former donut property, and the fourth driveway is located on Laurel Avenue, about 230 feet south of Plymouth Road. Instead of eliminating this drive approach, as was discussed at the study meeting, the latest plans show restricted access from Laurel Avenue via a private gate. The two westerly driveways on the former donut property would provide ingress and egress from Plymouth Road to the two main drive aisles that would run the full length of the property. These drive aisles would provide for two-way access. Access would wrap around to the east side of the building and would allow for continued circulation around the front or the north side of the building, as well. The new plans show 11 vehicle stacking spaces at the service entrance This includes seven spaces that would be outside of the service reception

area, and then an additional four spaces inside the reception area. In terms of parking, what's required is based on the number of service bays, the number of employees and the amount of showroom floor area. When you add all these together, a total of 72 parking spaces are required. The plans show 128 parking spaces, which would leave 56 spaces available for vehicle display purposes. A special requirement under Section 6.05 that applies to the parking of display vehicles is that there be at least 20 feet between the parking of these cars in the public right-of-way. The plans show that all the parking spaces along Plymouth Road would meet this requirement and would be at least 20 feet back from the right-of-way. On the exterior of the building, the plans show aluminum composite panels, E.I.F.S., as well as concrete masonry units. E.I.F.S. is shown extensively on the building, including the front and side elevations, but as requested, burnished block was added to the lower parts of the building where the previous plans showed E.I.F.S. If you look carefully at the revised plans, the aluminum composite panels are shown in the dark brown color along the top of the building. The E.I.F.S. material is this lighter color that is below the aluminum panels. And the base material has been modified to a burnished block which extends roughly four feet up from the grade and it's no longer E.I.F.S. Along the back of the building where there's already masonry, in order to keep the pattern consistent, the block material would be painted dark brown to match the burnished block along the lower four feet of the building. Back to the landscaping plan. Frontage along Plymouth Road requires seven full size trees, three ornamental trees and 51 shrubs. Along Laurel, required are eight full size trees, three ornamentals and 66 shrubs. The submitted landscape plan plantings added along both street frontages in order to comply with these requirements. In the case of Laurel Avenue, the trees and shrubs would be planted in the public right-of-way due to the fact that there is not enough green space the building and the property line. Thus, to accomplish the landscaping, the plantings would be located between the property line and the edge of the road which is within the public right-of-way. On the south side, there would be new Arborvitaes planted in the areas where there are gaps presently. On the west side of the property, additional trees would be added in order to meet the zoning ordinance requirements. We have more information on site lighting in the form of a photometric plan and details relative to the design of the light poles. The poles would be limited to a height of 20 feet and appear to meet all of the requirements of the ordinance relative to shielding and illumination levels. Lastly, we have a

single dumpster enclosure that is shown in the southwest corner of the parking lot. With that, Mr. Chairman, I can read out the departmental correspondence.

Mr. Wilshaw: Yes, please.

Mr. Taormina: The first item is from the Engineering Division, dated July 13, 2022, which reads as follows: *"In accordance with your request, the Engineering Division has reviewed the above referenced petition. We have no objections to the proposed project at this time. The subject parcels are assigned the addresses of #34715 and #34801 Plymouth Road. Should the project be approved, we would like to request that the owner combine the two existing parcels. Please contact the Assessing Department to begin the combination process once plan approval has been obtained. The existing buildings are serviced by public water main, sanitary sewer and storm sewer. The submitted drawings do not show information regarding the removal of existing, or placement of new service leads, so we cannot comment on impacts to the existing systems at this time. Prior to demolition the developer will need to disconnect existing leads to the structure on the westerly parcel, which will require operations in the right-of-way to reach the mains. It should be noted that the developer will need to meet current Engineering requirements for the proposed project, including storm water detention per the Wayne County Storm Water Ordinance for any areas of newly placed pavement/structures. Also, the developer will be required to obtain a permit from this office as well as the Michigan Department of Transportation for any work occurring within the Plymouth Road right-of-way. This Department will be able to make a formal review of the proposed improvements, when detailed Engineering plans are submitted for permitting."* The letter is signed by David W. Lear, P.E., Assistant City Engineer. The next letter is from the Livonia Fire & Rescue Division, dated July 22, 2022, which reads as follows: *"This office has reviewed the site plan submitted in connection with a request to construct a commercial building on property located at the above referenced address. We have no objections to this proposal. Chapter 18 shall be followed for required Fire Hydrant and Water Supply NFPA 1, 2015. A further detailed plan review will take place when this division receives an official plan set."* The letter is signed by Brian Kukla, Fire Marshal. The next letter is from the Division of Police, dated July 13, 2022, which reads as follows: *"I have reviewed the plans in connection with the petition. I have no objections to the proposal."* The letter is signed by Scott Sczepanski, Sergeant, Traffic Bureau. The next

letter is from the Inspection Department, dated July 21, 2022, which reads as follows: *"Pursuant to your request, the above-referenced petition has been reviewed. This Department has no objections to this petition."* The letter is signed by Jerome Hanna, Director of Inspection. The next letter is from the Finance Department, dated July 19, 2022, which reads as follows: "*I have reviewed the address connected with the above noted petition. The following amounts are due to the City of Livonia: Unpaid current false alarm charges (due upon receipt): $200.00 Unpaid water and sewer charges (due 8/10/22): $538.86 ($453.00 and $85.86) Total Due City of Livonia $738.86"* The letter is signed by Connie Kumpula, Chief Accountant. The next letter is from the Treasurer's Department, dated July 12, 2022, which reads as follows: *"In accordance with your request, the Treasurer's Office has reviewed the address connected with the above noted petition. At this time, there are no outstanding amounts receivable for taxes. Therefore, I have no objections to the proposal."* The letter is signed by Lynda Scheel, Treasurer. The last letter is from the Assessing Department, dated July 14,2022, and it reads: *"LAG Development requesting approval of plans for the redevelopment of the Lafontaine Hyundai of Livonia dealership. Construction includes an addition and altering of the site's parking at 34715 and 34801 Plymouth Road. These are separate parcels, 34715 parcel 130-01-0005-004 and 34801 Plymouth, parcel 130-01-0007-001. Based on the site plan documents it appears these parcels should be combined. Please direct any questions to the Assessor's Office or Livonia.gov for the lot combination process. Also, just an observation the Site Plans indicate the City of Livonia being in "Oakland County". The letter is signed by Kathie Siterlet, Residential Appraiser.* Next, we have a letter from a resident, James Dupie, 11196 Laurel Street, Livonia, MI, that dated February 21, 2022, and it reads: *"I wish to offer the following input regarding this request by LAG. I do not oppose the demolition of this building or the use for storage and display. However, as 28+ year resident of Laurel Street, I have attended several meetings related to our neighboring businesses. There is an existing CR 182-03 adopted by the Livonia City Council on April 23, 2003 with conditions that read in part: 2. "For safety purposes, the parking or standing of delivery trucks and car haulers on Laurel Avenue is strictly prohibited. All vehicle loading and unloading at this dealership shall be accomplished on the premises only, and not within 'any public rights-of-way, as shown on the "Truck Hauler Unload Area" plan marked Sheet 1a of 4, dated March 13, 2003." We would appreciate that*

consideration be given to designate an area in this parcel for loading and unloading car haulers and tow trucks. I met with Mr. Matt Szabla in September of 2021 to discuss my concerns. He related that they have an offsite location for this practice but, I believe it is often ignored by hauling and towing companies. Car haulers continue to use Laurel for loading/unloading vehicles. Most often they drive south on Laurel Street when finished offloading. This continues to be the practice and as recent as yesterday (Feb 21, 2022), a car hauler drove south from the dealership. Thanks for your consideration." That is the extent of the correspondence.

Mr. Wilshaw: Are there any questions of the Planning Director? Ms. Smiley.

Ms. Smiley: Yeah, why a gate at Laurel? A gate doesn't say no admission to the property, it says sometimes. Off Laurel.,

Mr. Taormina: I am going to "punt" that question back to the Petitioner.

Ms. Smiley: Okay.

Mr. Wilshaw: Fair enough. I think we will ask them what the thought process is there. Any other questions for our planning director? If not, we have our petitioner in the audience. They are welcome to come forward at this time. Good evening, ma'am.

Elizabeth Marquese, LAG Development, 9990 Highland Toad, Howell, Michigan

Mr. Wilshaw: Thank you. Good evening. Is there anything else that you'd like to tell us about your petition?

Ms. Marquese: To answer the question about the gate, it was discussed at the study meeting that we would close the entrance on Laurel. We talked about that with our site engineer and as well as some of our other consultants. They recommended putting the permanent gate up with a lockbox on it. The knock box that only the police department has access to, just because that will be the primary entrance for the service department from a fire department standpoint. They can get back around the building instead of having to come in off Plymouth Road. They can go from Laurel as well as Plymouth. We also want to put a large sign on there. Two large signs redirecting those third-party car haulers that we've been faced with since the pandemic, we no longer have the Teamsters and the union haulers bringing in the big car haulers. We have the small mom and pops that are coming in. We'd rather have a sign there that redirects them down the street to where our

lot is for unloading. We do also believe that having the two additional drive access on Plymouth Road where the donut shop used to be, would also allow for car haulers and people bringing tow trucks in, as well as picking up cars in and out of the site without having to access Laurel. But we just felt comfortable with that gate there for emergency access only. It would not be our cue be the fire department's knock box like they have on now the buildings.

Mr. Wilshaw: Okay. Ms. Smiley, does that satisfy?

Ms. Smiley: So, to clarify that, our city engineer said that fire department wanted that access?

Ms. Marquese: No, it's not your engineer, no. It would be our consultant. It was private to us that recommended a gate.

Ms. Smiley: Did you hear from our fire department saying they wanted to access that way?

Ms. Marquese: No, we did not. But we have on all commercial properties, we have a knock box, which is I guess kind of like a Kleenex version. It's an emergency box on the building, to get a key to the actual building that the fire departments have. We would have one on the gate as well.

Ms. Smiley: I'm unfamiliar with that. Is that common practice?

Mr. Taormina: It's common to see knox boxes for gated communities or private properties, including both commercial and industrial that require restricted access for security reasons. So yes, it is a common practice.

Mr. Wilshaw: It's basically a key box that the fire department has access to.

Ms. Smiley: I am familiar with them; I just didn't know why it had to be on Laurel.

Mr. Taormina: The Fire Department reviewed these plans at a time when the driveway was still shown as being open. So, they have not yet weighed-in on the plan to have the driveway closed-off, either permanently using landscaping or remain available via a knox box. So, we don't have their input relative to whether it’s ok to be closed permanently.

Ms. Smiley: Okay, thank you.

Mr. Wilshaw: All right. Thank you. Any other questions for our petitioner?

Mr. Long: I just want to make sure I heard you correctly. Did you say that you would not have a key to that gate at all? Is that correct?

Ms. Marquese: That's correct.

Mr. Long: I guess I don't necessarily see the wisdom of that. I don't…I wouldn't want you leaving it open or using it regularly, but it just would seem like you might need to open…

Ms. Marquese: If it's permanently closed, we still wouldn't have access to it. So, if we saw cut and put curbing and planting in, it will be essentially to us and our use just like putting a gate there without having access to it.

Mr. Long: No, I understand that, and I mean, I agree with that, but I guess if you make the decision to leave the gate there, I just think that you may want to have some kind of access to it. You know, I wouldn't want to see 20 keys for it, but you know, you might want one. If a car hauler, I mean, despite all your best efforts for the last 20 years, you can't keep them off Laurel all the time, and so, if you had somebody there, maybe you can direct them through there instead of having them go south down Laurel Street. It's just my opinion or my comment, and I'm not sure that that's the best way to handle that, but that's all that it is. It's just a comment. Thank you, Chairman.

Mr. Wilshaw: Thank you.

Gary Laundroche, 9990 E. Highland Road, Howell, MI. Good evening, Mr. Chairman. I would just like to interject. I guess what our thought was that we thought the fire department would prefer to have access if they tried to come up next to the building on Laurel, it's a single driveway there with the vehicles parked in there. It just seemed like a means of additional access for them in case they needed to get in there. We wouldn't have no use of that driveway because we don't have a key. Typically, in any community, the building owners don't have keys for the knox boxes. It's only the authorities that have that key. That would be a permanently locked gate that they could access only. So, we would still have no use of that drive, and to Elizabeth's point, she thought, well if we had a gate there, and we can even add a couple of signs to it to try to discourage it even further. We don't have an objection to putting the driveway or closing the driveway. You know, if that's

really what you guys prefer, we thought that the fire department would appreciate having a another means of egress in the back of the site, that's the only reason that we included it.

Mr. Wilshaw: I think I understand where you guys are coming from. You're trying to ausage our concerns or satisfy us that this isn't going to be a gate that's going to be swinging open all the time and having cars being delivered through there. I understand that, but you're also still giving us the option of fully closing that or making it a gate. That's really our choice, but you're giving us an alternative that may, you may think that we find more acceptable. I don't know. So, we'll see how things go, and which way we want to go on this. Is there any questions about anything other than the gate from anybody? I think we've talked that one through.

Mr. Long: I appreciate all the work that you put in. I've seen all the little changes that we talked about at the study meeting, you know, the rounded elimination of the two parking spaces and the rounding of the island there, and, you know, I mean, I like this project. I think we may have some people in the audience who want to speak to it. I think the petitioner did a good job addressing our concerns.

Mr. Wilshaw: Thank you, Mr. Long, for those comments. Any other questions or comments from any of our commissioners? Let's see if there's anyone else in the audience who wishes to speak on this item. Feel free to come forward. And again, we'll just ask that you start with your name and address sowe know who we're talking to this evening.

Jim Dupie, 11196 Laurel Street, Livonia, MI. Hi Mark. You read the first letter I sent. I sent you all an email. I'm assuming you had it with the pictures. Okay, I only attached so many because I didn't have much room. The only opinion I have on whether it's a gate, I actually liked the idea of having it closed off. The only reason the gate concerns me is intentions are great at the beginning. There's a gate on the east side of Laurel that haulers come and drop off and pick up from there too. So, it's not just the west side. This happens to be in my so many years there, this is the third owner of that dealership, and we've kind of gone around and around with the city many times on this. This is not just a Monday through Friday thing, folks. This is Saturdays, Sundays, Easter. I don't care what day it is, any time of the day or night. They don't care when they're dropping these cars off. It makes no difference to them. They're on the clock. So, it's not just…if it were just once in a while, that would be fine. The only reason I sent you those pictures after the last meeting was because one of the

representatives said there wasn't a truck there today. I was a little upset. They're there every day. I'm still working. So, I can't sit out there and take pictures of every truck, but they're all sizes, all shapes, all different configurations. In my comment about the signs, which I know they've made an attempt, it's tough to get it to work because every hauler, everyone has one of these, some have two of them. They get dispatched from all over. There's no reason they can't get a text which are free. Please don't go to the street call this number for directions. Until such time as a decision is made about the gate or closing it off. There has to be a remedy to this. This has been going on way too long. I'm just asking for your help. Otherwise, the new group LAG is…they're very…they watch things. It's very clean. I like what they've done already so far. So, I'm not against them making money and being there. It's great. I just need their help. Thank you.

Mr. Wilshaw: Thank you, Mr. Dupie. Appreciate your comments. Anyone else in the audience wishing to speak for or against this petition? One more gentleman coming forward. Good evening, sir.

James Arnold 11205. Laurel, Livonia, MI. I'm on the north side of the commercial wall. And I'd like to talk about maybe the eight feet of the commercial wall. There's 328 feet. I pay taxes on 288 feet of that. Basically, they've made other areas beautiful, but the eight feet that's on a commercial wall is not looking so good. It needs some help. It needs some attention. They have caps that are coming up that I've presented to them that there's a problem with. The cap is coming off the wall basically at like 180 feet. There's 150 feet that could use power washing. There's a big pile of brush. There are tree logs like right next to the commercial wall. There's a pile of mulch. There are weeds that are over six feet tall, that are taller than me, weeds. Now they've made other areas beautiful, but they've just forgotten about the commercial wall. There's a pile of blocks with woodchuck holes all around it. Tree stumps. They just put two nice dumpsters in but they're just full of debris all around them garbage around them. So, I ask if we could clean that area up, I don't oppose making things nicer, you know, it's all going to be nicer, but you know, let's clean our room, you know, and pick our closet up. Thank you for your time.

Mr. Wilshaw: Understood. Thank you, Mr. Arnold. Thank you, anyone else in our audience wishing to speak for or against this item? If not, I don't see anyone else. We will always go back to our petitioner and give them an opportunity to make any final comments.

Mr. Wilshaw: Welcome back.

Ms. Marquese: He said the north wall, I wanted to address it. We are in the process of going through and doing upgrades on all of our landscaping and our weeds. We've started at Volkswagen; we're heading towards Mazda. I'd be really curious as to where the eight feet is. So, if we can get together afterwards and address on the wall. Also, I believe Matt Szabla, who is the general manager is going to be here to address that, and I'll meet with the gentleman on that.

Mr. Wilshaw: Okay. We'll have you work separately with him. I appreciate that.

Ms. Marquese: Again, we have no problem with the gate or with closing off the right-of-way. Okay, we just wanted to offer something up for the police and the fire.

Mr. Wilshaw: And if there are areas of the wall that are in need of repair, are you willing to make those improvements or repairs?

Ms. Marquese: Yes, absolutely.

Mr. Wilshaw: Okay. All right. So, that's something that we can consider as we move forward. So, anything else that you would like to end with before we make our decision?

Ms. Marquese: No, I think we stated it all. We try to accommodate all of the neighbors, we do want to be a good neighbor, we put lights up that our motion sensors, we try to keep it clean. You met our new sales manager last time at the study meeting, Calvin. He's on his honeymoon. So, he wouldn't be here, but he is very, very adamant about trying to improve the site.

Mr. Wilshaw: Great, and we do appreciate as Mr. Long stated. We gave you sort of a laundry list of improvements or things that we thought, you know, could be made a little bit better than the plan. And we see that you've checked all those boxes. So, we do appreciate you working with us on those requests as well. In terms of building materials, things like that. Thank you. Is there any other questions or comments from any of our commissioners? Mr. Bongero.

Mr. Bongero: In lieu of Mr. Dupie's concern, like, do you send out texts and instructions so that nobody goes down Laurel? I think that's the biggest concern area. That's a great thing that you're doing…no one against that…they're in full support, it is just that, how do you stop these guys from going down there? When I drove by there

tonight, the sign that's up there is not real visible. Like I kind of went past and didn't really notice it. So, you know, if the text don't work, there's got to be something that…can we do a bigger sign? I don't know. You know I mean? Something. Another measure to take that hassle, you know, that worry from them, because what else can we do?

Mr. Laundroche: Yeah, Mr. Dupie, we, and again, I apologize. I understand that this has been an ongoing annoyance for you. It has been a struggle trying to get these guys reeled in. The problem is, when we order cars from the OEM, they go to their dispatch, and they're the ones who allocate what vehicle comes or…we don't. We don't like call somebody and say Hey, bring us the cars. We don't have the drivers' numbers. We can't just text them. We do have a standing rule with the manufacturers where we get it from that our cars are to be delivered down the road at the address designated. These guys Google Map it on the road and they see where Hyundai is, and they pull into the lot, right or whatever. We have to do a better job policing that. We understand that. it's something that we're trying to ingrain. It's part of a new system that needs to be incorporated to all of our functions. The guys are typically out chasing customers looking to sell cars, right? So, we've tried to ingrain this in our managers. That has to be something that's addressed and policed by us, and we need to do a better job of that. I realize that we have had a challenge with, as Elizabeth mentioned, the manufacturers aren't really using the union Teamster car haulers and the regular guys that we used to get who know a site typically will have two or three regular drivers who come in and know the routine once they learn it. Because of the vehicle shortages and the chip shortages, they're not shipping full truckloads of cars, they're using a bunch of these independent contractors who are really just a vehicle for hire. They go to any dealership, any brand, anybody who ha cars to haul, and so what happens is, we'll get new people in there, we'll get guys that don't follow our protocols. We've talked to Calvin, who's our new manager who just started at that store, and again, it's our responsibility to convey this to all management and to make sure it gets passed on because we do change hands and do get different managers in there. Matt Szabla is also manager at our Dearborn complex. So, he's not on site all the time. Calvin, manages the store, he needs to be there. And he's completely aware, you know, more so now than ever of the importance of him having to police that. Hhave a designated guy to watch for it, do something. If, if we catch a car hauler out there, they need to go in there and stop them, to get out of there and go down the road where it belongs,

Mr. Bongero: Is there a time like so you're expecting deliveries at a time, right? They're saying they're gonna come there at nine o'clock in the morning?

Mr. Laundroche: They give us give us a window.

Mr. Bongero: So, then maybe a spotter, you know, and it's gotta be watching for these guys, and they're running out there. Whoa,

Mr. Laundroche: That's what we talked about. Having him have a porter who is responsible to keep your eye on the road. It's just a sacrifice we have to make, right, to do this. We understand Mr. Dupie's concern 100%. We are taking measures to try to correct that. Minimize it. To get them to go down the street. To Elizabeth's point, we're not encouraging car haulers to come in off of the driveways through the old donut shop, but I would almost think that would be where they would try to go when even if they're not supposed to, as opposed to Laurel. So, that could actually help this to some degree. We don't want the congestion, and any concern with traffic or right away. So, we'll continue to police that, and we'll work a little harder on that. And again, we'll ingrain that into our corporate culture. It's what these guys have to do with all the stores there. We have major renovations coming up on the other two dealerships as well that you haven't seen in front of you yet. But all the manufacturers are mandating these. And again, I apologize and Mr. Arnold, to you as well, we have, you know, we've taken on quite a task when we purchased these stores. They were completely rundown and neglected. They hadn't gotten any attention. All the systems were failing in there. The lots were in shambles. It's been a pretty big undertaking to get it where it is currently. And then we're doing these major renovations to the stores as well. So, we're really…our objective here is to create a very well received showplace that's, that's going to be up to the standards of this community. What it should be, and that includes the back wall. We'll fix that cap at 180 feet, and power wash it and get rid of the weeds. That's part of this. We're doing landscaping as part of this plan on that south side as well. So, like I said, no excuses. We've not done a good enough job at policing those car haulers, but it is something that we're ingraining into our management.

Mr. Bongero: I appreciate you taking ownership of that, but you guys have done a great job and you're showing them that you're workable. And it's not something you're gonna ignore. So, it's not only going forward is going to improve.

Mr. Laundroche: We know we have improvements still to make.

Mr. Bongero: Yeah. Okay. Thank you.

Mr. Wilshaw: Thank you Mr. Bongero. Any other questions or comments before we make our decision? I don't see anything else. So, with that, I'll close the public hearing and a motion would be an order.

On a motion by Long, seconded by Bongero, and unanimously adopted, it was

#08-44-2022 ***RESOLVED***, That pursuant to a Public Hearing having been held by the City Planning Commission on August 9, 2022, on Petition 2022-07-02-16 submitted by LAG Development requesting approval of all plans required by Sections 3.11, 6.05 and 6.06 of the Livonia Vision 21 Zoning Ordinance, as amended, in connection with a proposal to redevelop the Lafontaine Hyundai of Livonia dealership, including constructing an addition, modifying both the interior and exterior of the building and altering the site's parking and landscaping, at 34715 and 34801 Plymouth Road, located on the south side of Plymouth Road between Stark and Wayne Roads in the Northwest ¼ of Section 33, the Planning Commission does hereby recommend to the City Council that Petition 2022-07-02-16 be approved subject to the following conditions:

1. That the Dimensional Site Plan identified as Sheet No. C3, dated August 5, 2022, as revised, prepared by NF Engineers, is hereby approved and shall be adhered to.

2. That no vehicles for sale or lease shall be displayed closer than twenty feet (20') to the public right-of-way.

3. That all parking spaces shall be doubled striped at ten feet (10') wide by twenty feet (20') in length.

4. That the display of any vehicles on car lifts is strictly prohibited.

5. That the Landscape Plan identified as Sheet No. L2, dated August 5, 2022, as revised, prepared by NF Engineers, is hereby approved and shall be adhered to.

6. That all disturbed lawn areas shall be sodded in lieu of hydroseeding.

7. That underground sprinklers are to be provided for all landscaped and sodded areas and all planted materials shall be installed to the satisfaction of the Inspection Department and thereafter permanently maintained in a healthy condition.

8. That the Elevations Plan identified as A2.1, dated July 28, 2022, as revised, prepared by Studio Detroit Architects, is hereby approved and shall be adhered to.

9. That all rooftop mechanical equipment shall be concealed from public view on all sides by screening that shall be of a compatible character, material, and color to other exterior materials on the building.

10. That the three walls of the trash dumpster area(s) shall be constructed out of building materials that shall complement that of the building. The enclosure gates shall be of solid panel steel construction or durable, long-lasting solid panel fiberglass.

11. That all new pole-mounted light fixtures shall not exceed a height of twenty feet (20') and shall be aimed and shielded to minimize stray light trespassing across property lines and glaring into adjacent roadways.

12. That only conforming wall signage is approved with this petition, and any additional signage shall be separately submitted for review and approval by the Zoning Board of Appeals.

13. That no LED light band or exposed neon shall be permitted on this site including, but not limited to, the building or around the windows.

14. That unless approved by the proper local authority, any type of exterior advertising, such as promotional flags, streamers or sponsor vehicles designed to attract the attention of passing motorists, shall be prohibited.

15. That the specific plans referenced in this approving resolution shall be submitted to the Inspection Department at the time the building permits are applied for; and

16. That for the access drive on Laurel Avenue, the Planning and Inspection Departments will consult with the Public Safety Departments regarding the use of either a gate with a knox box or complete closure of the driveway using landscaping, and if a gate with a knox box is preferred, access shall be restricted to the Livonia Police and Fire Departments only, and a sign shall be placed on the gate indicating “Emergency Access Only.”

17. Pursuant to Section 13.13 of the Livonia Vision 21 Zoning Ordinance as amended, this approval is valid for a period of one year only from the date of approval by City Council, and unless a building permit is obtained, this approval shall be null and void at the expiration of said period.

FURTHER RESOLVED, That notice of the above hearing was given in accordance with the provisions of Section 13.13 of Livonia Vision 21 Zoning Ordinance, as amended.

Mr. Wilshaw: Is there any discussion?

Mr. Wilshaw, Chairman, declared the motion is carried and the foregoing resolution adopted. It will go on to City Council with an approving resolution.

CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD SEPTEMBER 7, 2022

Meeting was called to order at 8:05 p.m. by Council Vice President Jim Jolly. Present: Vice President Laura Toy, Kathleen McIntyre, Scott Bahr, Rob Donovic, Scott Morgan. Absent: Brandon McCullough.

Elected and appointed officials present: Leo Neville, Assistant City Attorney, Lori Miller, Deputy Clerk Mark Taormina, Director of Planning and Economic Development, David Lear, Assistant City Engineer, Toni LaPorte, Library Director, LaShawn Thomas, Director of Governmental Affairs, Jeannine Laible, Human Resources Director.

Councilmember Kathleen McIntyre led the Pledge of Allegiance.

6. SITE PLAN PETITION: Planning Commission, re: Petition 2022-08-08-03 submitted by N.C. Designs & Contracting Inc., requesting approval to remodel the interior and exterior of the existing gas station (Sunoco) at 27417 Five Mile Road, located on the southwest corner of Five Mile and Inkster Roads in the Northeast ¼ of Section 24.

   Nassar Choucair, 3241 S. Telegraph, Dearborn, introduced himself and was available at the podium to answer any questions.

   Mark Taormina, Director of Planning and Economic Development presented the request to Council.

   Councilmember Scott Morgan noted this project is long overdue and offered an approving resolution on the Consent agenda.

   Councilmember Scott Bahr asked about offering free air, as he did not see that offered as part of the resolution. Mark Taormina replied that it should be in there, stating that it is condition number 8.

   Council Vice President Laura Toy commended the petitioner for helping the seniors to pump their gas for them.

   DIRECTION: APPROVING CONSENT

LETTER TO THE LIVONIA CITY COUNCIL

6.

Planning
August 25, 2022

MEETING DATE	PREPARED BY
S090722/R092622	Stephanie Reece, Program Supervisor,

AGENDA ITEM

SITE PLAN PETITION: Planning Commission, re: Petition 2022-08-08-03 submitted by N.C. Designs & Contracting Inc., requesting approval to remodel the interior and exterior of the existing gas station (Sunoco) at 27417 Five Mile Road, located on the southwest corner of Five Mile and Inkster Roads in the Northeast ¼ of Section 24.

BACKGROUND

August 25,2022

Honorable Members of the City Council
City of Livonia, Michigan

Re: Petition 2022-08-08-03 - Sunoco

Dear Council Members:

At the 1,191st Public Hearings and Regular Meeting held by the City Planning Commission on August 23, 2022, the following resolution was unanimously adopted:

RECOMMENDATION

#08-48-2022 RESOLVED, That City Planning Commission does hereby recommend to City Council that Petition 2022-08-08-03 submitted by N.C. Designs & Contracting Inc., requesting approval of all plans required by Sections 3.11 and 13.13 of the Livonia Vision 21 Zoning Ordinance, as amended, in connection with a proposal to remodel the interior and exterior of the existing gas station (Sunoco) at 27417 Five Mile Road, located on the southwest corner of Five Mile and Inkster Roads in the Northeast ¼ of Section 24, be approved subject to the following conditions:

1. The Proposed Landscape Plan/Site Plan identified as sheet SP.101 dated August 5, 2022, as revised, prepared by N.C. Designers & Contracting Inc., is hereby approved and shall be adhered to.

2. That all landscape areas shall be fully irrigated with an underground system and any disturbed turf areas restored with sod in lieu of hydroseeding.

3. All parking spaces, except the required barrier free parking, shall be doubled striped at ten feet (10') wide by twenty feet (20') in length as required, and the number and location of the barrier free

parking space(s) shall be provided at the direction of the Inspection Department.

1. The Exterior Building Elevation Plan identified as sheet A.202 dated August 5, 2022, as revised, prepared by N.C. Designers & Contracting Inc., is hereby approved and shall be adhered to.

4. That all rooftop mechanical equipment shall be concealed from public view on all sides by screening that shall be of a compatible character, material and color to other exterior materials on the building.

5. That the three walls of the trash dumpster area shall be constructed out of the same brick used in the construction of the building or in the event a poured wall is substituted, the wall's design, texture and color shall match that of the building. The enclosure gates shall be of solid panel steel construction or durable, long-lasting solid panel fiberglass.

6. Any new light fixtures shall not exceed a height of twenty feet (20') from grade at the base of the light and shall be aimed and shielded to minimize stray light trespassing across property lines or on adjacent roadways.

7. No outside storage, placement or display of merchandise shall be permitted.

8. Pursuant to Section 6.26(11), free air shall be provided and dispensed at the point of service without having to enter the station or perform any extra action to obtain the air without charge.

9. Vacuum equipment or the outdoor placement/storage of propane cylinder storage units is not allowed.

10. The sale of ice shall be restricted to the inside of the building.

11. Only conforming signs are approved as part of this petition, and any additional signs shall be separately submitted for review and approval by the Zoning Board of Appeals.

12. No part of the pump island canopy fascia, except for signage, shall be illuminated, and no LED lightband or exposed neon is allowed on any part of the building, including around the windows or on the overhead canopies.

13. Unless approved by the proper local authority, any type of exterior advertising, such as promotional flags, streamers or sponsor vehicles designed to attract the attention of passing motorists, shall be prohibited.

14. The specific plans referenced in this approving resolution shall be submitted to the Inspection Department at the time the building permits are applied for; and,

15. Pursuant to Section 13.13 of the Livonia Vision 21 Zoning Ordinance, this approval is valid for a period of one year only from the date of approval by City Council, and unless a building permit is obtained, this approval shall be null and void at the expiration of said period.

FISCAL CONSIDERATION

ATTACHMENTS

1. 2022-08-08-03_E-COUNCIL Pkt

APPROVED BY



Date: August 25, 2022

Mark Taormina, Planning and Economic Development Director



Date: August 25, 2022

Maureen Miller Brosnan, Mayor

Petition 2022-08-08-03 submitted by N.C. Designs & Contracting Inc. requesting approval of all plans required by Sections 3.11 and 13.13 of the Livonia Vision 21 Zoning Ordinance, as amended, in connection with a proposal to remodel the interior and exterior of the existing gas station (Sunoco) at 27417 Five Mile Road, located on the southwest corner of Five Mile and Inkster Roads in the Northeast ¼ of Section 24.

CITY OF LIVONIA, MICHIGAN
APPLICATION FOR SITE PLAN REVIEW & APPROVAL

All petitions for Site Plan Approval shall be filed with the City Planning Commission, 33000 Civic Center Drive, Livonia, MI 48154-3097.

For filing fee see computation below

Date Filed: 7/14/2022 Petition N.C. Designers 2022-08-08-03

Site Address: 27417 Five Mile Rd Sidwell _____

Requesting Approval to remodle interior and exterior

Applicant: Nasser Chaocair Business/Company: N.C. Designers & Contracting

Applicant's Address: 3241 S. Telegraph Rd City: Dearborn State: MI Zip Code: 48124

Applicant's Phone # (313) 986-8381 Applicant's Email ncdesigners@yahoo.com

Contact Person: Nasser Chaocair Business/Company: N.C. Designers & Contracting

Contact's Address: 3241 S. Telegraph Rd City: Dearborn State: MI Zip Code: 48124

Contact's Phone # (313) 986-8581 Contact's Email ncdesigners@yahoo.com

Please provide the following information:

1) **Site Plan** showing:
   - property dimensions, including road right-of-way & building setback lines
   - foot print of building(s), including dimensions & square footage
   - all easements, protective walls, sidewalks & existing trees
   - any significant topographic features (existing or proposed)
   - parking layout, including type of surface material, sizes of spaces & aisles
   - method used in calculating parking requirement
   - location of light standards servicing parking lot & cutout showing type & height
   - location of trash receptacle, including description of screening
   - location of signs (if proposed must submit separate sign application)
2) **Detailed Landscape Plan** including:
   - listing or labeling of all planted materials as to type and size
   - areas to be fully irrigated
   - percentage of landscaping provided (15% of total site required)
3) **Building Elevation Plan** depicting:
   - architectural quality
   - wall section & detail plan - exterior building materials must be labeled (i.e. brick, thin brick, E.F.I.S.)
   - all visible rooftop mechanical equipment and how they will be screened
4) **General Floor Plan** showing:
   - floor layout
   - entrances & exits
   - restaurants are required to illustrate seating arrangement & capacity
5) **One (1) set of reduced plans** (i.e. site, landscape, elevation, floor), **a maximum 11" x 17" in size, or digital file in a .pdf format either on CD or emailed to:** planning@livonia.gov
6) **Legal Description** of the property to be considered (Clearly Printed)
7) One (1) completed application form & **three (3)** sets of full-size drawings

RECEIVED
JUL 27 2022
CITY OF LIVONIA
PLANNING COMMISSION

RECEIVED
AUG 03 2022
CITY OF LIVONIA
PLANNING COMMISSION

You are invited and encouraged to review your proposal with the Planning Department staff. Only one set of preliminary drawings will be necessary for this analysis.

FEE COMPUTATION $600.00

1,894 sq. ft. of new construction x $20.00 per 1,000 sq. ft.

(**NOTE**: Round off to nearest 1,000) + 40.00

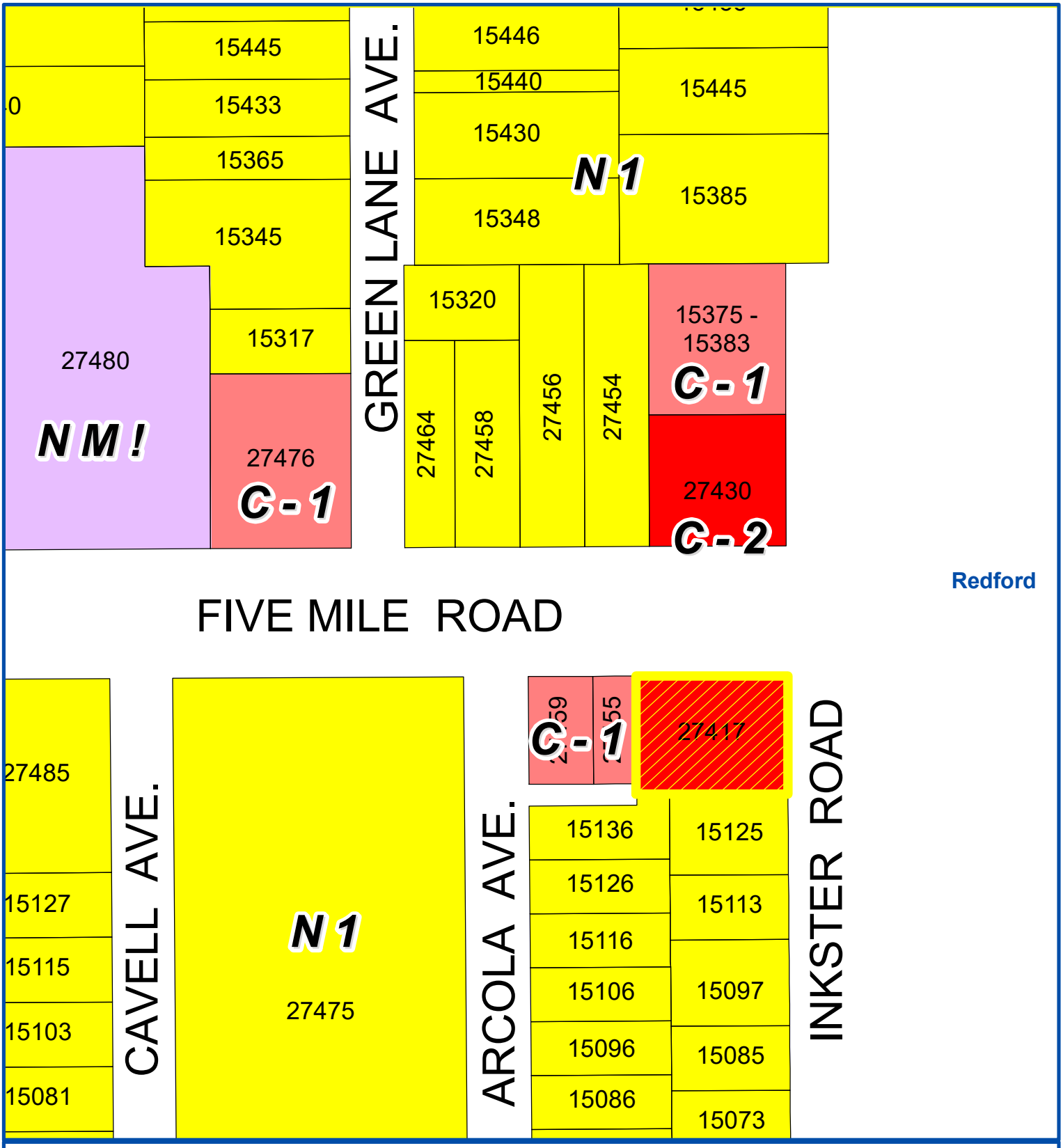
Total Amount Due $ 640.00

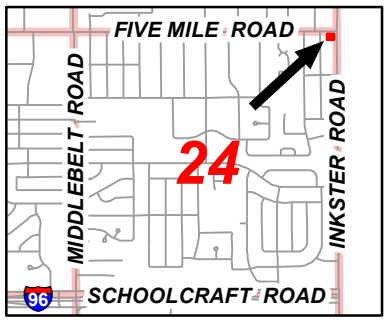
Owner of Property: Bph LLC

Owner's Address: 30825 26 Mile Rd City: New haven State: MI Zip Code: 48048

Owner's Phone # (586) 749-7444 Owner's Email _____

Signature of Owner: Ali Print Name: Ali Bazzi





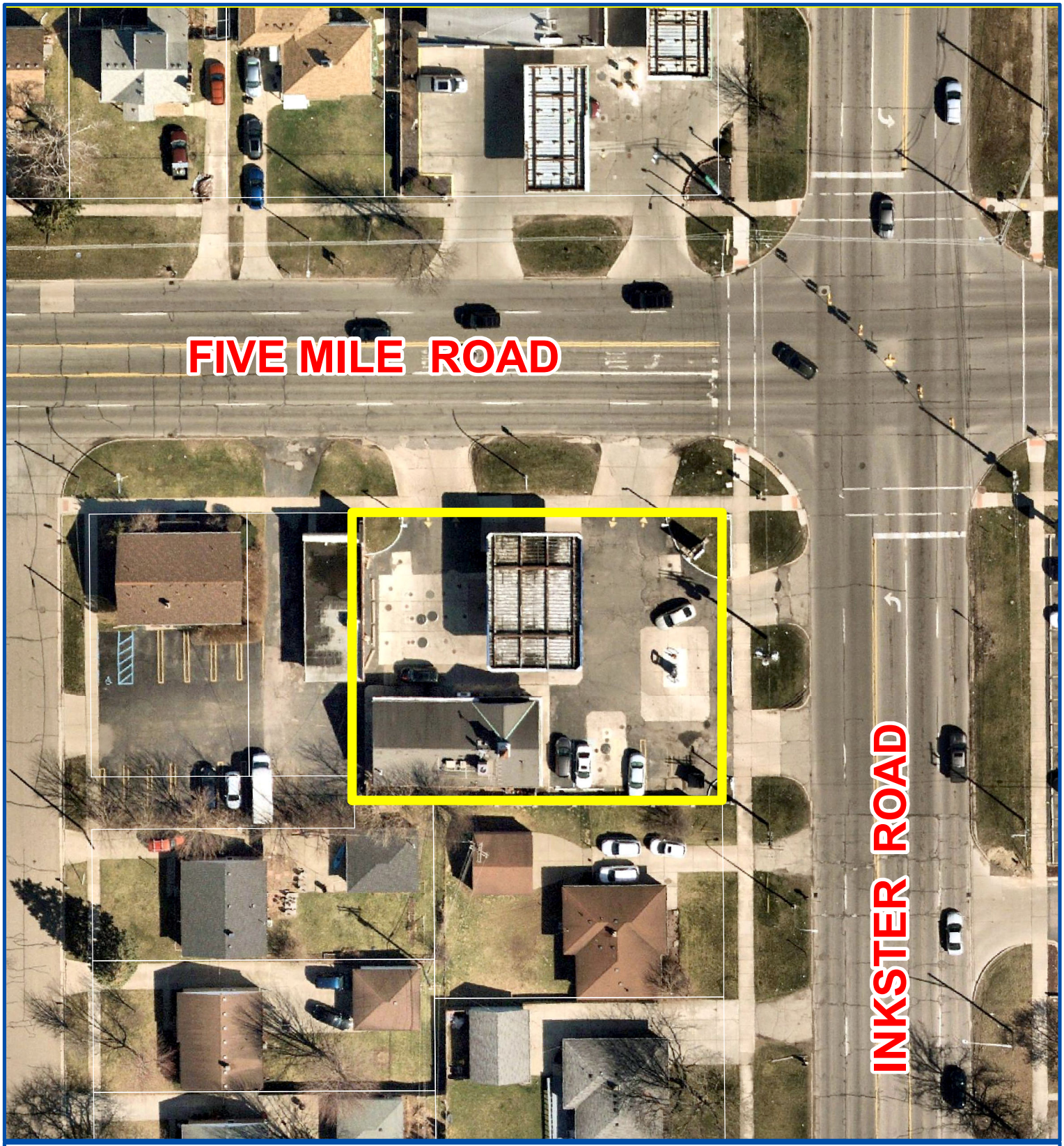
Address & Zoning Map

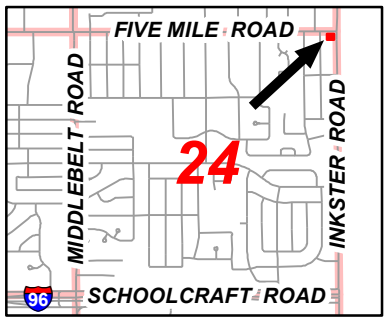
Petition 2022-08-08-03
Sunoco Gas Station
27417 Five Mile Road
Interior & Exterior Remodel

N

Not to Scale

City of Livonia
Planning Department





Aerial Map

Petition 2022-08-08-03
Sunoco Gas Station
27417 Five Mile Road
Interior & Exterior Remodel

N

Not to Scale

City of Livonia
Planning Department

PLANNING COMMISSION STAFF NOTES

MISCELLANEOUS

ITEM 2

Petition 2022-08-08-03 submitted by N.C. Designs & Contracting Inc., requesting approval of all plans required by Sections 3.11 and 13.13 of the Livonia Vision 21 Zoning Ordinance, as amended, in connection with a proposal to remodel the interior and exterior of the existing gas station (Sunoco) at 27417 Five Mile Road, located on the southwest corner of Five Mile and Inkster Roads in the Northeast ¼ of Section 24.

August 16, 2022: Study Meeting:

This petition involves changes to the Sunoco gas station located at the southwest corner of Five Mile and Inkster Roads. This site is zoned C-2, General Business. According to City building and inspection records, a gas station has existed at this location since at least the early 1950's. In 1971, the City granted waiver use approval for the redevelopment of the property into its current configuration, including construction of what was referred to as a "modern colonial-type station." Along with the sale of gasoline, the facility currently operates an auto repair business. Two (2) service bays occupy the westerly part of the building.

The subject site measures 140 feet along Five Mile Road by 110 feet along Inkster Road for a total lot area of 15,400 square feet. The existing one-story building contains approximately 1,891 square feet of floor area and is positioned in the southwest corner of the property. There are two (2) separate groups of fuel pumps. Four (4) pumps that can accommodate eight (8) vehicles, one on each side, are located between the building and Five Mile Road, and a single pump that can accommodate two (2) vehicles is located between the building and Inkster Road. Only the sets of gas pumps on the Five Mile Road frontage have an overhead island canopy. The site is sparsely landscaped in three (3) small areas, including one at each corner and a greenbelt along the back of the building. Four (4) driveways provide ingress and egress to the site, including two (2) on Five Mile Road and two (2) on Inkster Road. The submitted plans show that the site currently has eight (8) parking spaces, including five (5) spaces along the site's west property line and three (3) spaces along the south property line.

The plans propose to eliminate the existing auto service bays on the west side of the building and convert the space for general retail purposes to enlarge the convenience store operations. The floor plan shows that the new "C-store" would contain a larger retail sales and display area with a walk-in cooler and freezer, coffee bar, utility room, unisex restroom, office, and cashier counter.

On the exterior, the existing one-story building is mostly brick with an asphalt shingled, peaked roof. On the top left side of the roof is a cupola and weathervane. The proposed remodel would replace the peaked roof and cupola with a flat roof. The façade would consist of new dimensional parapet walls at varying heights and projections. The new building materials would include brick, EFIS and Hardie panels. The top edge of the roofline would be finished with a decorative crown molding. New storefront windows would be installed along the north and east elevations of the building. The entrance into

the building would be shifted and relocated to a more central location. The finished structure would have a maximum height, as measured from the finished grade to the top edge of the parapet walls, of twenty-seven (27') feet. The height limit of buildings in a C-2 zoning district is thirty-five feet (35'). A concern with the current design is that the projecting parapets along the front and sides of the building are partial and would expose the back sides of these features, which can sometimes look unfinished. And, depending on the finish material and color selection, the visible parts of the backsides of the parapet walls will oftentimes mismatch the other materials on the building. (An example of this is the Tim Hortons at Five Mile and Merriman Roads.)

The submission includes a proposed landscape plan. Pursuant to Section 10.03 of the Zoning Ordinance, the frontage along Five Mile Road requires a total three (3) full-size trees (deciduous or evergreen), one (1) ornamental tree and twenty-two (22) shrubs. Along Inkster Road, the requirement is two (2) full-size trees, one (1) ornamental and thirteen (13) shrubs. The submitted landscape plan shows added plantings along both street frontages, mostly within the public road rights-of-way. Along Five Mile Road, the plan shows the addition of an American Sweetgum and Rose of Sharon. On Inkster, the plan shows a Black Maple and Rose of Sharon. Note that the Rose of Sharon does not qualify as a full-size tree and should be substituted with a proper species. The rest of the proposed landscaping along the street frontages consists of bushes and shrubs (daylily, dwarf burning bush and arborvitae). Behind the building are two (2) existing trees and the plan shows three (3) additional daylily plants. In staff's opinion, the final approved landscape plan should be prepared by a qualified landscape designer.

Required parking for gas stations is based on a ratio of one (1) space for each fueling pump. Based on the number of fuel pumps (6), this station would require six (6) parking spaces. The site plan shows eight (8) parking spaces.

Other than the proposed remodeling and landscape improvements, no other site improvements are planned with this proposal. The parking layout, number of driveways, and canopy setup would all remain as is. Currently, there is an open dumpster in the southeast corner of the site. The submitted plans do not show an enclosed dumpster, so is not clear how refuse will be handled upon completion of the remodeling project. The existing pavement appears to be poor condition and should be repaired or replaced.

Gas stations are allowed one (1) ground sign not to exceed forty (40) square feet in area, twelve feet (12') in height, and a minimum setback of five feet (5') from any right-of-way line. Also allowed are signs attached either to the wall of the building or the canopy fascia, based on two (2) square feet for each one (1) lineal foot of building frontage, with the maximum sign area not to exceed one hundred (100) square feet. The plans do not indicate any type of proposed signage for the site or building; therefore, signage was not reviewed as part of this petition.

August 23, 2022 Public Hearing:

Discussion at the Study Meeting focused on the following items: 1) exterior materials used on the lower parts of the building, 2) final design, placement and orientation of the dumpster enclosure, 3) final design and appearance of the roof, and 4) site landscaping. For the building materials, the architect indicated that the quoins along the front elevation would be masonry and not EIFS. Regarding the dumpster, the recommendation was to rotate it slightly in a counterclockwise direction so as not to interfere with the single gas pump. To correct some misunderstanding on the design of the roof, the architect provided examples of similar projects. Additionally, it was suggested that the back side of any exposed parapet walls be finished with materials used in the design of the façade. Lastly, with respect to site landscaping, the architect agreed to furnish revised plans that will comply with the zoning regulations.

Approving Resolution: That the request to remodel the interior and exterior of the existing gas station (Sunoco) at 27417 Five Mile Road, is hereby approved, subject to City Council approval and the following conditions:

1. The Proposed Landscape Plan/Site Plan identified as sheet SP.101 dated August 5, 2022, as revised, prepared by N.C. Designers & Contracting Inc., is hereby approved and shall be adhered to, except that:
   a. The dumpster enclosure shall be reoriented to better facilitate servicing; and
   b. The plan shall be revised to show the required number of full size trees, ornamental trees, and trees pursuant to Section 10.03 of the Livonia Vision Zoning Ordinance, as amended.

2. That all landscape areas shall be fully irrigated with an underground system and any disturbed turf areas restored with sod in lieu of hydroseeding.

3. All parking spaces, except the required barrier free parking, shall be doubled striped at ten feet (10') wide by twenty feet (20') in length as required, and the number and location of the barrier free parking space(s) shall be provided at the direction of the Inspection Department.

4. The Exterior Building Elevation Plan identified as sheet A.202 dated August 5, 2022, as revised, prepared by N.C. Designers & Contracting Inc., is hereby approved and shall be adhered to, except that:

   a. That the four (4) columns shown along the north side of the building between the window panels shall consist of masonry; and
   b. The roof shall be concealed from view by the parapet walls and the backsides of the parapet walls shall be finished with the same Hardie panels t on the exterior of the building.

5. That all rooftop mechanical equipment shall be concealed from public view on all sides by screening that shall be of a compatible character, material and color to other exterior materials on the building.

6. That the three walls of the trash dumpster area shall be constructed out of the same brick used in the construction of the building or in the event a poured wall is substituted, the wall's design, texture and color shall match that of the building. The enclosure gates shall be of solid panel steel construction or durable, long-lasting solid panel fiberglass.

7. Any new light fixtures shall not exceed a height of twenty feet (20') from grade at the base of the light and shall be aimed and shielded to minimize stray light trespassing across property lines or on adjacent roadways.

8. No outside storage, placement or display of merchandise shall be permitted.

9. Pursuant to Section 6.26(11), free air shall be provided and dispensed at the point of service without having to enter the station or perform any extra action to obtain the air without charge.

10. Vacuum equipment or the outdoor placement/storage of propane cylinder storage units is not allowed.

11. The sale of ice shall be restricted to the inside of the building.

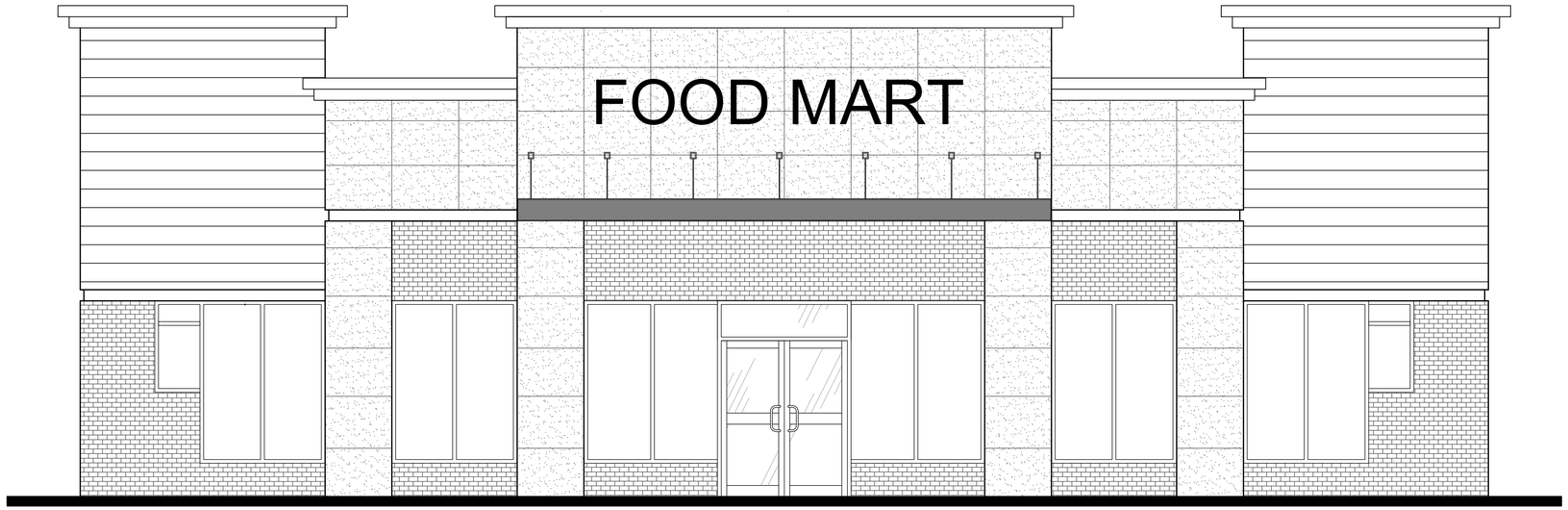
12. Only conforming signs are approved as part of this petition, and any additional signs shall be separately submitted for review and approval by the Zoning Board of Appeals.

13. No part of the pump island canopy fascia, except for signage, shall be illuminated, and no LED lightband or exposed neon is allowed on any part of the building, including around the windows or on the overhead canopies.

14. Unless approved by the proper local authority, any type of exterior advertising, such as promotional flags, streamers or sponsor vehicles designed to attract the attention of passing motorists, shall be prohibited.

15. The specific plans referenced in this approving resolution shall be submitted to the Inspection Department at the time the building permits are applied for; and,

16. Pursuant to Section 13.13 of the Livonia Vision 21 Zoning Ordinance, this approval is valid for a period of one year only from the date of approval by City Council, and unless a building permit is obtained, this approval shall be null and void at the expiration of said period.



PROPOSED NEW BUILD OUT FOR:

GAS - STATION

27417 FIVE MILE ROAD
LIVONIA, MICHIGAN

PROJECT INFORMATION

PROJECT NUMBER: 122–2022

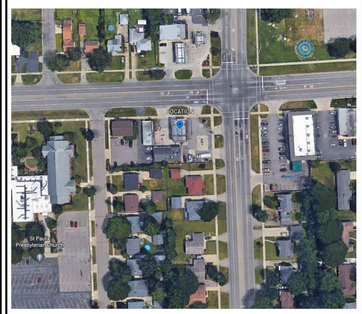
PROJECT LOCATION: 27417 FIVE MILE ROAD
LIVONIA, MICHIGAN

DESIGN FIRM: N.C DESIGNERS & CONTRACTING, INC.
3241 S. TELEGRAPH
DEARBORN, MI 48124
PHONE: (313) 986–8381

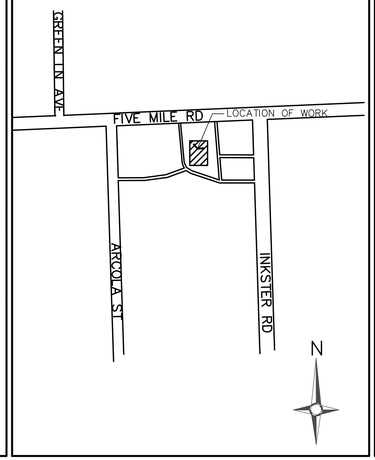
1. THESE CONSTRUCTION DOCUMENTS WERE PREPARED FOR COMPLIANCE WITH THE MICHIGAN CONSTRUCTION CODES IN EFFECT AT THE TIME OF SITE PLAN APPROVALL. ALL ENGINEERS, CONTRACTORS AND SUPPLIERS INVOLVED WITH THIS PROJECT SHALL COMPLY WITH THE SAME CODES, ISSUED AND APPROVED CODE MODIFICATIONS AND/OR CITY OF HAMTRAMCK CONSTRUCTION BOARDS OF APPEALS RULINGS AND WHENEVER REQUIRED SHALL PROVIDE SHOP DRAWINGS AND SUBMITTALS CLEARLY DESCRIBING COMPLIANCE TO THE REGISTERED DESIGN PROFESSIONAL IN RESPONSIBLE CHARGE FOR REVIEW AND APPROVAL.

N.C. DESIGNERS
& CONTRACTING INC.
3241 S. TELEGRAPH
DEARBORN, MI 48124
P:(313) 986–8381
ncdesigners@yahoo.com

LOCATION MAP



LOCATION MAP



SHEET INDEX

COVER

T.001 TITLE SHEET & PROJECT INFORMATION

ARCHITECTURAL

SP.101 EXISTING SITE PLAN
SP.101.1 SITE PLAN DETAILS
A.101 DEMOLITION PLAN
A.102 EXISTING FLOOR PLAN
A.103 PROPOSED FLOOR PLAN
A.201 EXISTING ELEVATIONS
A.202 PROPOSED ELEVATIONS
A.301 PROPOSED ELEVATIONS

CODE INFORMATION:

THE BUILDING IS EXISTING, PLANS ARE BEING SUBMITTED FOR THE PROPOSED NEW BUILD OUT FOR SITE PLAN APPROVAL.

GENERAL CONTR. TO COMPLY W/ ALL FEDERAL, STATE, CITY AND LOCAL CODES WHERE APPLICABLE

- MICHIGAN BUILDING CODE 2015
- ICC/ANSI A117.1. 2009 & MICHIGAN BARRIER FREE DESIGN LAW OF PUBLIC ACT 1 OF 1966 AS AMENDED.
- MICHIGAN MECHANICAL CODE 2015 (M.M.C.)
- MICHIGAN PLUMBING CODE 2018 (M.P.C.)
- INTERNATIONAL FUEL GAS CODE 2015 (I.F.G.C)
- FIRE CODE: IFC 2015 (INTERNATIONAL FIRE CODE 2015), AS REFERENCED IN THE 2015 MICHIGAN BUILDING CODE
- ENERGY CODE: MBC 2015 (MICHIGAN BUILDING CODE 2015) – CHAPTER 13 &

  MEC 2015 (MICHIGAN ENERGY CODE 2015) – CHAPTER 4 & MICHIGAN ENERGY CODE PART 10a. RULES (ANSI/ ASHRAE 90.1–2013)
- MICHIGAN ELECTRICAL CODE BASED ON 2014 N.E.C. W/ PART 8 AMENDMENTS
- PROJECT SHALL COMPLY W/ MBC 2015 CHP. 35
- REFERENCE STANDARDS

USE GROUP: M PER SECTION 309
CONST. CLASSIFICATION: IIB

FLOOR AREA:
TENANT SPACE G.S.F.: +/–1894 S.F.

ABBREVIATIONS/NOTES

AFF	– ABOVE FINISH FLOOR	F.D.	– FLOOR DRAIN
ALUM	– ALUMINUM	F.F.	– FINISHED FLOOR
AT	– ACOUSTICAL TILE	FND.	– FOUNDATION
BRD	– BOARD	FTG	– FOOTING
BFF	– BELOW FINISH FLOOR	GALV	– GALVANIZED
BLK	– BLOCK	G.C.	– GENERAL CONTRACTOR
BM	– BEAM	GL	– GLASS
B.O.	– BY OWNER	G.B.	– GRAB BAR
B.U.	– BUILT UP	GYP	– GYPSUM
CAB	– CABINET	H.M.	– HOLLOWED METAL
C.B.	– CATCH BASINS	HVAC	– HEATING & VENT.
C	– COLD	INSUL.	– INSULATION
CER	– CERAMIC	L.L.	– LIVE LOAD
C.J.	– CONTROL JOINT	MECH.	– MECHANICAL
C.L.	– CENTER LINE	MTL.	– METAL
CLG	– CEILING	O.C.	– ON CENTER
CLOS	– CLOSET	PT	– PAINT
C.O.	– CLEAN OUT	RA	– RETURN AIR
COL	– COLUMN	RD	– ROOF DRAIN
CONC	– CONCRETE	REINF	– REINFORCING
CONT	– CONTINUOUS	REQ	– REQUIRED
DET	– DETAIL	SA	– SUPPLY AIR
DIM	– DIMENSION	SIM	– SIMILAR
DL	– DEAD LOAD	STOR.	– STORAGE
DN	– DOWN	T.B.	– TOWEL BAR
DS	– DOWN SPOUT	T.O.F.	– TOP OF FOOTING
EA	– EACH	T.O.S.	– TOP OF TOP OF STEEL
E.C.	– ELEC. CONTRACTOR	T.O.P.	– TOP OF PIER
E.J.	– EXPANSION JOINT	T.O.W.	– TOP OF WALL
ELEC	– ELECTRICAL	U.N.O.	– UNLESS NOTED OTHERWISE
ELEV	– ELEVATION	V.I.F.	– VERIFY IN FIELD
EXH	– EXHAUST	W/	– WITH
EX	– EXISTING	WD	– WOOD
EXT	– EXTERIOR		
F&I	– FURNISH AND INSTALL		

ISSUED FOR

SITE PLAN APPROVAL	5–12–2022
REVISIONS	8–5–2022

SEAL



LANDSCAPE NOTES:

1. ALL CORNER LOT PLANT BEDS TO HAVE 4" OF WOOD MULCH BEDDING PLACED ON GEOTEXTILE WEED BLOCK FABRIC

2. ALL NEW LAWN TREES SHALL HAVE A 5' DIAMETER CIRCLE OF 4" WOOD MULCH BEDDING PLACED ON GEOTEXTILE WEED BLOCK FABRIC BOUNDED BY COMMERCIAL GRADE PLASTIC EDGING.

3. ALL LAWN AREAS SHALL BE ESTABLISHED WITH 4" TOPSOIL SURFACE, FERTILIZER, SEED AND MULCH.

4. NO ON-SITE IRRIGATION IS PROPOSED FOR THIS PROJECT.

5. ALL UTILITY STRUCTURES AND TRANSFORMERS MUST BE SCREENED WITH LANDSCAPING, YET STILL REMAIN ACCESSIBLE.

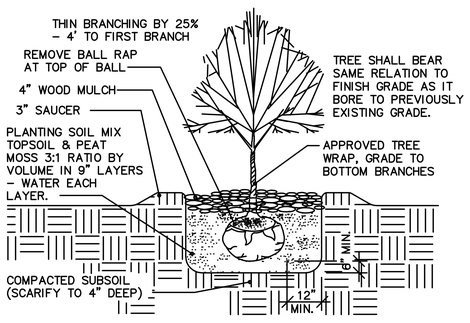
6. ALL SHRUBS AND BUSHES SHALL BE TRIMMED AND HEIGHTS MAINTAINED TO NO MORE THAN 36 INCHES, EXCEPT FOR THE ARBORVITAE BUSHES.

SITE LANDSCAPING PLAN

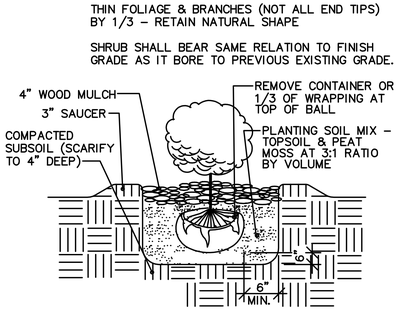
L E G E N D

- PROP HEDGE ROW
- PROP BUSHES OR SHRUBS
- PROP CONIFEROUS TREES
- PROP DECIDUOUS TREES
- 4 / C — AMOUNT OF TREES/SHRUBS / TYPE OF TREE/SHRUB

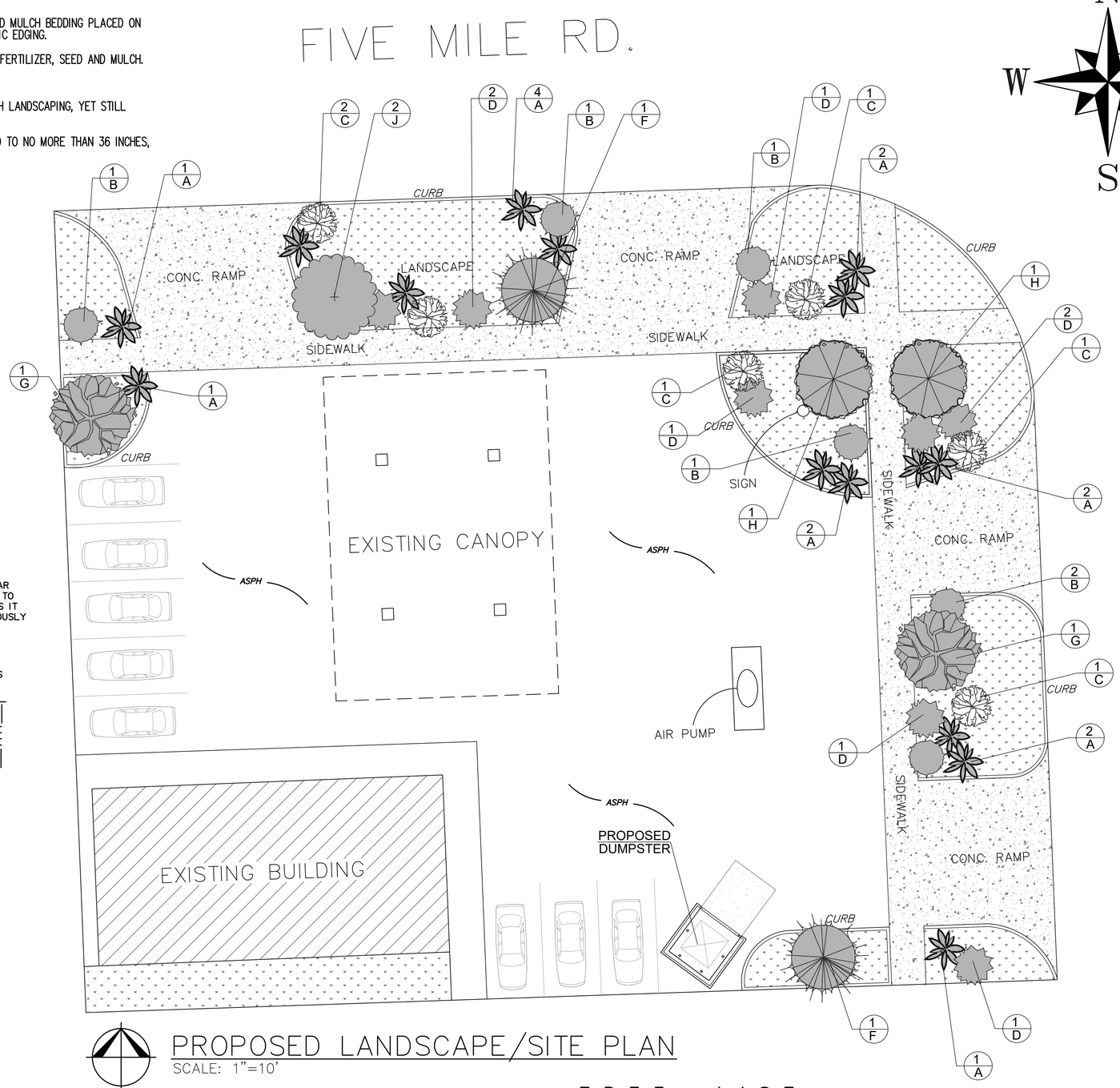
- CONCRETE AREAS
- BUILDING AREA
- HEAVY DUTY ASPHALT PAVEMENT
- ASPHALT PARKING PAVEMENT



TREE PLANTING DETAIL

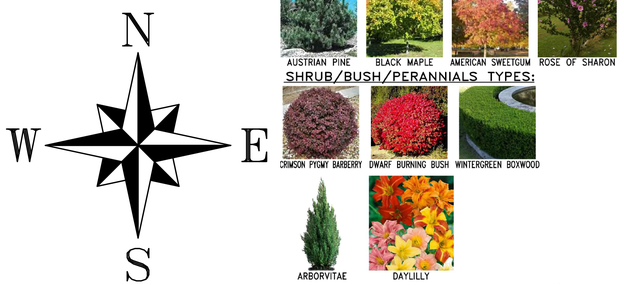


SHRUB PLANTING DETAIL



PROPOSED LANDSCAPE/SITE PLAN
SCALE: 1"=10'

NORTH

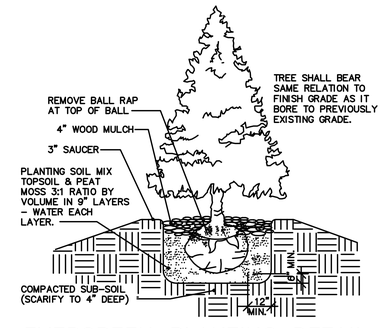


B U S H / S H R U B L I S T

QTY	KEY	COMMON NAME	BOTANICAL NAME	SIZE
15	A	DAYLILLY	HEMEROCALLIS HAPPY RETURNS	BULBS
6	B	CRIMSON PYGMY BAYBERRY	ATROPURPUREA NANA	24" HGT
6	C	DWARF BURNING BUSH	EUONYMUS ALATUS 'COMPACTUS'	24" HGT
8	D	ARBORVITAE	THUJA OCCIDENTIALS	5' HGT

T R E E L I S T

QTY	KEY	COMMON NAME	BOTANICAL NAME	SIZE
2	F	AUSTRIAN PINE	PINUS NIGRA	6' HGT
2	G	BLACK MAPLE	ACER NIGRUM	4' TO 1ST BRANCH
2	H	AMERICAN SWEETGUM	LIQUIDAMBAR STYRACIFLUA	4' TO 1ST BRANCH
1	J	ROSE OF SHARON	HIBISCUS SYRIACUS	6' HGT 2" MIN CAL



EVERGREEN PLANTING DETAIL

PROJECT:
GAS STATION

LOCATION:
27417
5 MILE RD
LIVONIA,
MI. 48154

N.C. DESIGNERS & CONTRACTING INC.
3241 S. TELEGRAPH
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ncdesigners@yahoo.com

DRAWN BY: N.C.
DESIGNED BY: N.C.
APPROVED BY:

SUBMITTALS

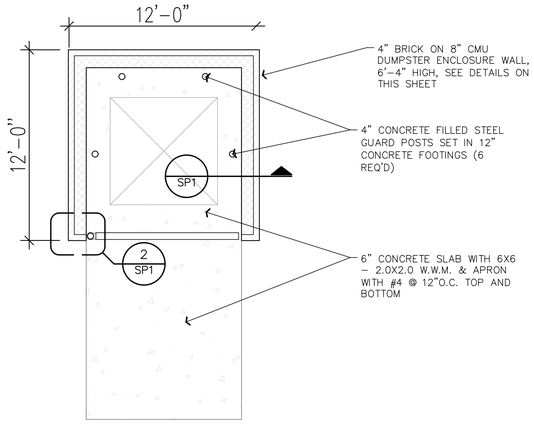
REVISIONS:
8-5-2022

PROJECT NO
122-2022
DATE
5-12-2022
SCALE
NOTED
SHEET TITLE
SITE PLAN

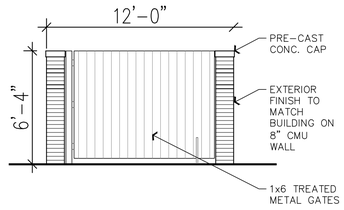
SP.101

SEAL

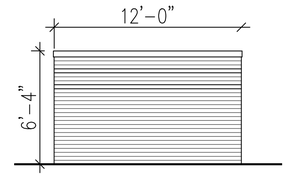
STATE OF MICHIGAN
ADNAN H. ALSAATI
ENGINEER
No.



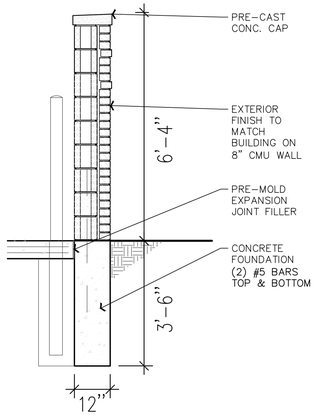
PROPOSED DUMPSTER ENCLOSURE PLAN
SCALE: 1/4"=1'-0"



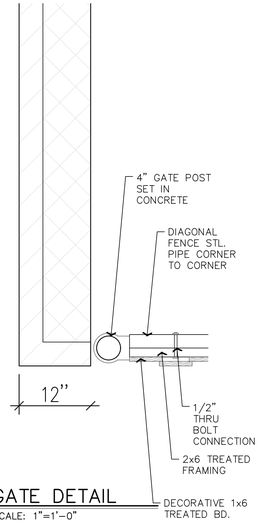
PROPOSED DUMPSTER ENCLOSURE GATE ELEVATION
SCALE: 1/4"=1'-0"



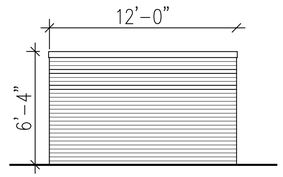
PROPOSED DUMPSTER ENCLOSURE REAR ELEVATION
SCALE: 1/4"=1'-0"



1 / SP.1 GATE DETAIL
SCALE: 1/2"=1'-0"



2 / SP.1 GATE DETAIL
SCALE: 1"=1'-0"



PROPOSED DUMPSTER ENCLOSURE SIDE ELEVATION
SCALE: 1/4"=1'-0"

PROJECT:
GAS STATION

LOCATION:
27417 5 MILE RD
LIVONIA, MI. 48154

N.C. DESIGNERS & CONTRACTING INC.
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N.C.
DESIGNED BY:
N.C.
APPROVED BY:

SUBMITTALS

REVISIONS:
5-12-2022

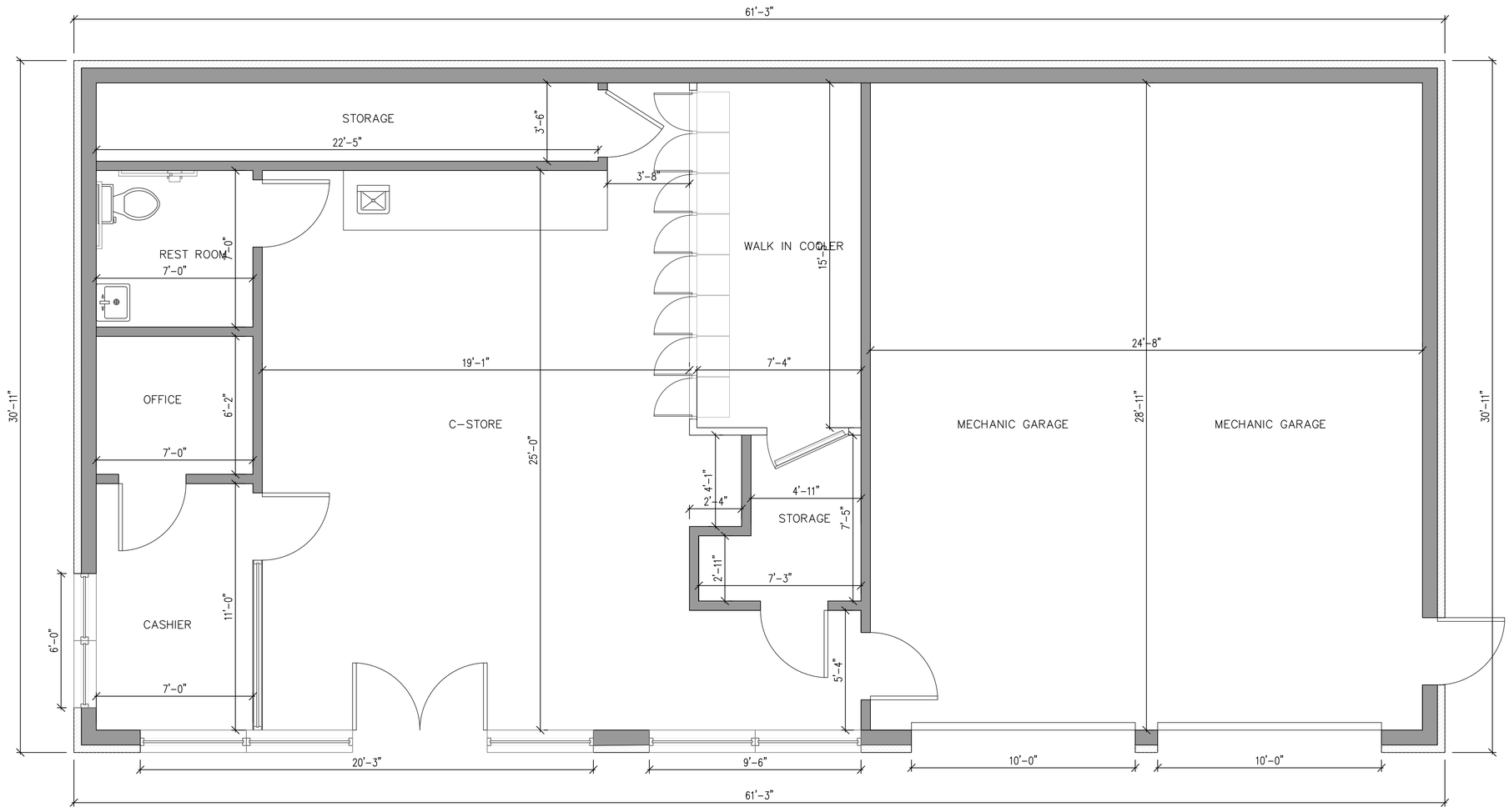
PROJECT NO
106-2021
DATE
6-6-2022
SCALE
NOTED

SHEET TITLE
SITE PLAN
DETAILS

SP.101.1

SEAL

STATE OF MICHIGAN
ADNAN H. AL-QAATI
ENGINEER
No. 2012



NORTH

EXISTING FLOOR PLAN

SCALE: 3/8" = 1'

PROJECT:

GAS STATION

LOCATION:
27417
5 MILE RD
LIVONIA,
MI. 48154

N.C. DESIGNERS & CONTRACTING INC.

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DRAWN BY:
N.C.

DESIGNED BY:
N.C.

APPROVED BY:

SUBMITTALS

REVISIONS:

PROJECT NO
122-2022

DATE
5-12-2022

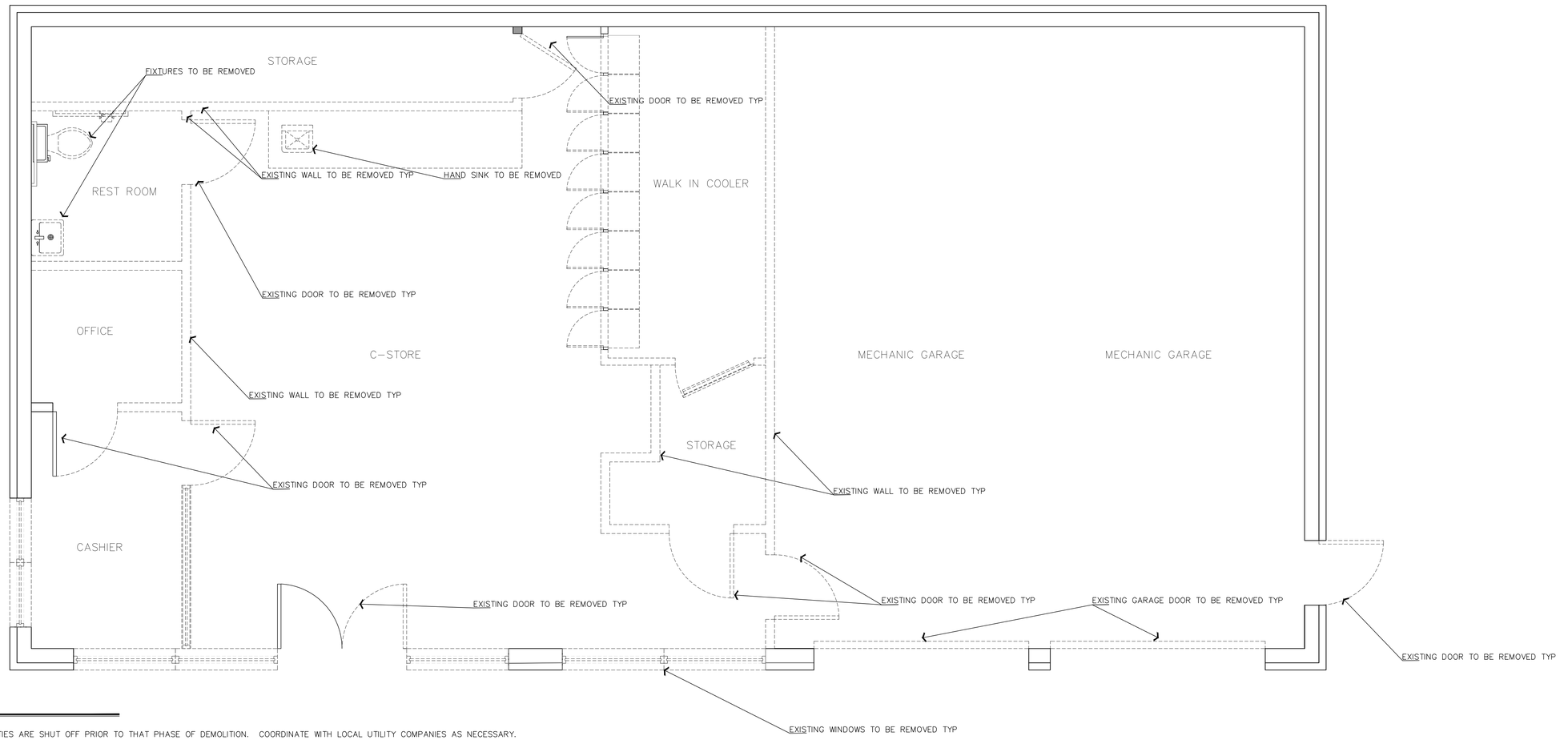
SCALE
NOTED

SHEET TITLE
EXISTING FLOOR PLAN

A.101

SEAL

STATE OF MICHIGAN
ADNAN H. ALGAATI
ENGINEER
No. 61



NORTH

PROPOSED DEMOLITION PLAN

SCALE: 3/8" = 1'

DEMOLITION NOTES

1. CONTRACTOR TO VERIFY THAT ALL EXISTING UTILITIES ARE SHUT OFF PRIOR TO THAT PHASE OF DEMOLITION. COORDINATE WITH LOCAL UTILITY COMPANIES AS NECESSARY.
2. A PORTABLE FIRE EXTINGUISHER MUST BE PRESENT DURING CONSTRUCTION. PERMANENT PORTABLE FIRE EXTINGUISHER LOCATIONS TO BE DETERMINED PER I.F.C. AND FIELD BUILDING INSPECTOR.
3. ALL TRADES ARE TO USE GFCI FOR ELECTRICAL USE DURING DEMOLITION WORK.
4. CONTRACTORS SHALL VERIFY ALL EXISTING CONDITIONS AND DIMENSIONS PRIOR TO START OF CONSTRUCTION.
5. EXISTING FIELD CONDITIONS MAY VARY FROM ARCHITECTURAL DRAWINGS. IF THERE ARE DISCREPANCIES BETWEEN THE DRAWINGS AND THE EXISTING CONDITIONS, CONTRACTOR SHALL CONTACT ARCHITECT IMMEDIATELY.
6. REMOVE EXISTING CONSTRUCTION AS INDICATED. TYPICAL WALL REMOVAL INCLUDES MECHANICAL, PLUMBING, COMMUNICATIONS, INFORMATION SYSTEMS, AND ELECTRICAL SYSTEMS CONTAINED THERE IN. REMOVE DOORS, FRAMES, FINISHED AND OTHER FIXTURES AS REQUIRED. AFTER REMOVAL OF PIPE CHASES, PATCH HOLES IN EXISTING FLOORS OR WALLS TO REMAIN TO MEET ORIGINAL STRUCTURAL REQUIREMENTS. PATCH ADJOINING WALLS, FLOOR AND DECK. PREPARE SURFACES TO RECEIVE NEW FINISH.
7. THE EXISTING BUILDING ENVELOPE SHALL BE MAINTAINED IN WATER TIGHT CONDITION AT ALL TIMES THROUGHOUT ALL PHASES OF CONSTRUCTION.
8. REMOVE ALL EXISTING INTERIOR PARTITIONS AS SHOWN AS DASHED LINES.
9. DEMOLITION WORK SHALL BE EXECUTED IN CONFORMANCE WITH ALL CODES AND ORDINANCES AS SET FORTH BY ALL GOVERNING AUTHORITIES.
10. REMOVE ALL ITEMS, ELEMENTS OF CONSTRUCTION AND EQUIPMENT INDICATED, NOTED OR SHOWN AND AS REQUIRED TO FACILITATE INSTALLATION OF THE NEW WORK. REMOVE FROM BUILDING SITE DEBRIS, RUBBISH, AND OTHER MATERIALS RESULTING FROM DEMOLITION OPERATION. TRANSPORT AND LEGALLY DISPOSE OF OFF SITE. CONT. TO VERIFY ACCEPTABLE LOCATION OF DUMPSTER WITH CITY.
11. REMOVE ALL ABANDONED DUCTWORK, PIPING, CONDUITS, HANGERS, SUPPORTS, FASTENERS, ETC.
12. ALL EXISTING CONSTRUCTION INDICATED TO REMAIN THAT IS DISTURBED BY CONTRACT WORK (ALL TRADES) SHALL BE RESTORED AND PATCHED. PATCHING WORK SHALL MATCH EXISTING WORK, INCLUDING MATERIAL, COURSING (WHERE APPLICABLE), FINISH, AND CHARACTER.
13. ANY DAMAGE TO EXISTING STRUCTURE SHALL BE REPAIRED TO MATCH EXISTING.
14. ALL EXISTING WALLS, WHERE APPLICABLE, TO BE SCRAPED, SANDED, TUCK-POINTED & PREPARED FOR PAINTING, PARGING, OR NOTED FINISH, FIELD VERIFY EXACT LOCATIONS.
15. CAP ALL EXISTING PLUMBING LINES NOT REQUIRED FOR NEW INSTALLATIONS.
16. TERMINATE ALL EXISTING ELECTRICAL LINES NOT REQUIRED FOR NEW INSTALLATIONS.
17. PATCH AND REPAIR EXISTING ROOF IF NECESSARY DUE TO THE REMOVAL OF ANY ITEMS (INCLUDING EXHAUST FANS & ETC) WHICH CAUSE A ROOF PENETRATION.
18. CONTRACTOR TO VERIFY ALL STRUCTURE AND CONTACT ARCHITECT IN CASE OF DISCREPANCY.
19. EXISTING SOFFITS TO BE REMOVED.
20. EXISTING ACT CEILING (8'-9" A.F.F.) TO BE REMOVED – ALL AREAS.
21. CONTRACTOR TO CONFIRM LINTEL (LOCATION AND SIZE) AT WEST WALL OF TENANT BUILD-OUT FOR NEW STOREFRONT GLAZING.

PROJECT:

GAS STATION

LOCATION:
27417
5 MILE RD
LIVONIA,
MI. 48154

N.C. DESIGNERS & CONTRACTING INC.

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DRAWN BY:
N.C.

DESIGNED BY:
N.C.

APPROVED BY:

SUBMITTALS

REVISIONS:

PROJECT NO
122-2022

DATE
5-12-2022

SCALE
NOTED

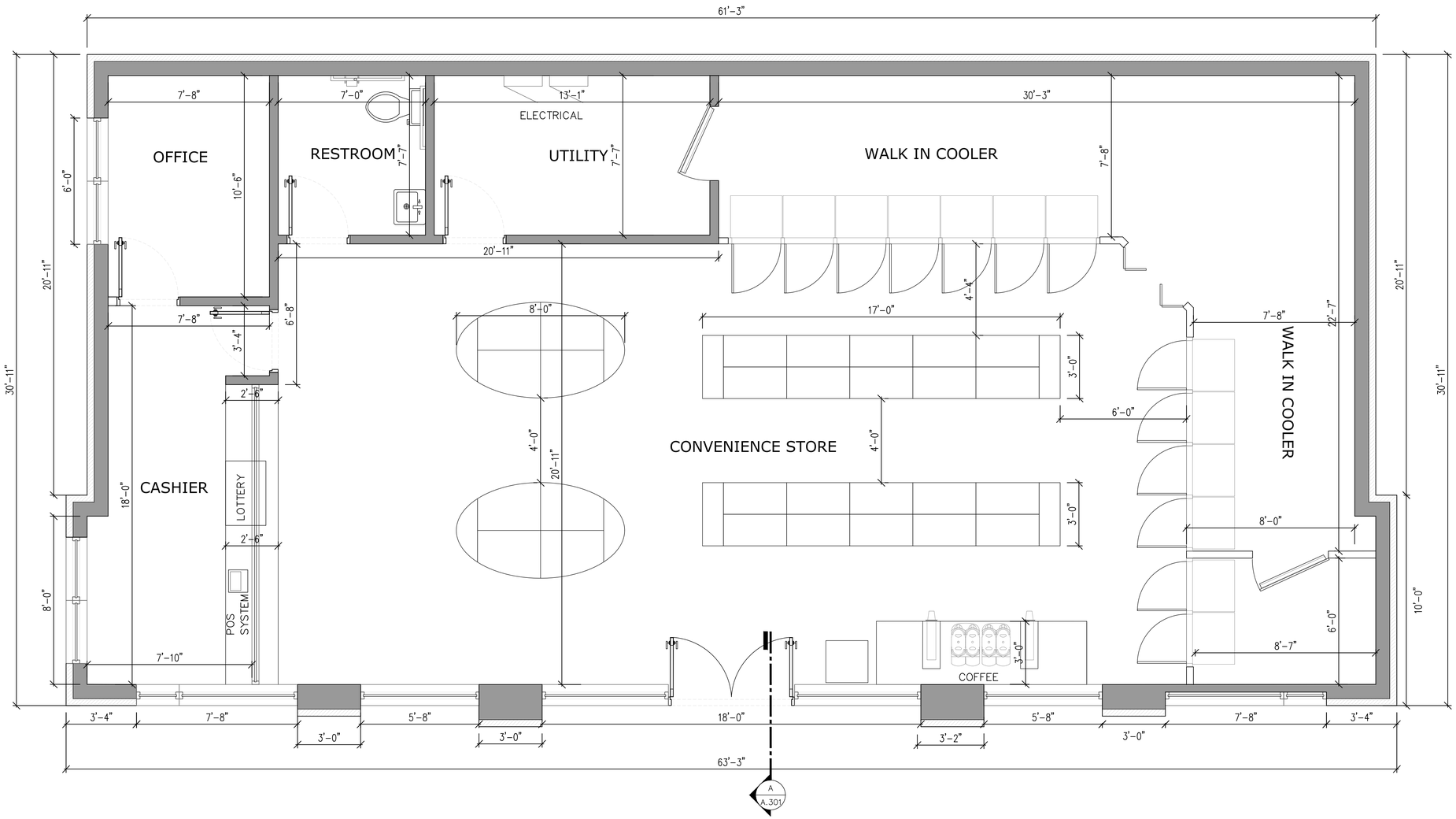
SHEET TITLE

DEMOLITION FLOOR PLAN

A.100

SEAL

STATE OF MICHIGAN
ADNAN H. AL-SAATI
ENGINEER
No. 47...



NORTH

PROPOSED FLOOR PLAN

SCALE: 3/8" = 1'

PROJECT:

GAS STATION

LOCATION:
27417
5 MILE RD
LIVONIA,
MI. 48154

N.C. DESIGNERS & CONTRACTING INC.

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N.C.

APPROVED BY:

SUBMITTALS

REVISIONS:

PROJECT NO
122-2021

DATE
5-12-2022

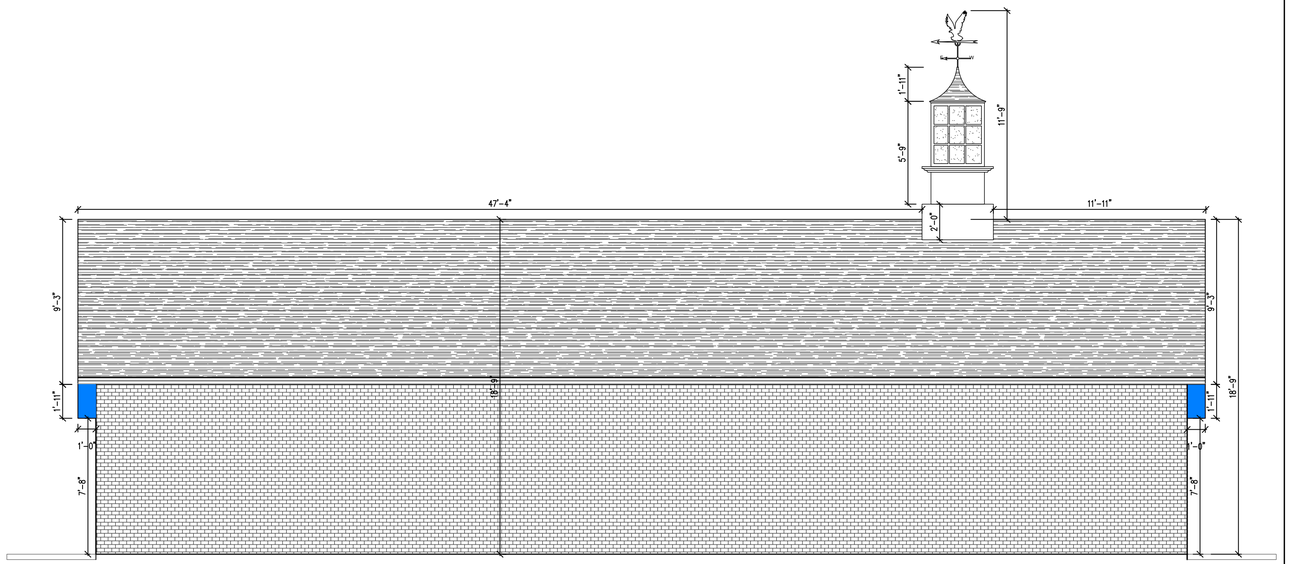
SCALE
NOTED

SHEET TITLE
PROPOSED FLOOR PLAN

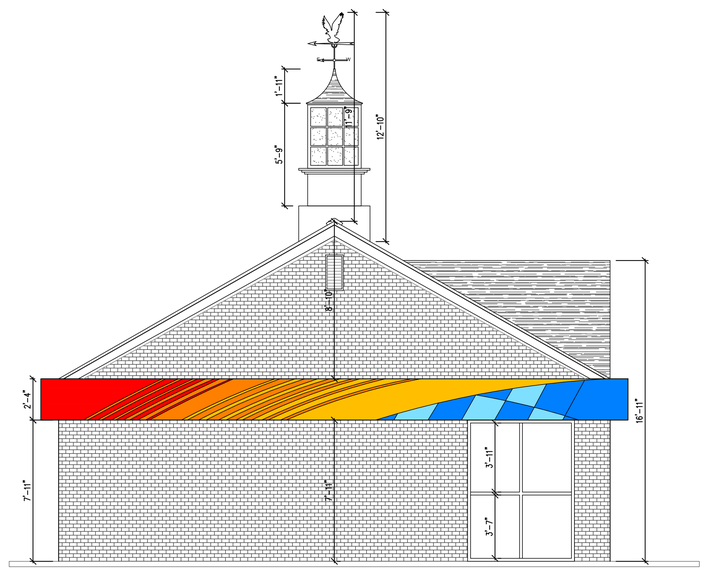
A.102

SEAL

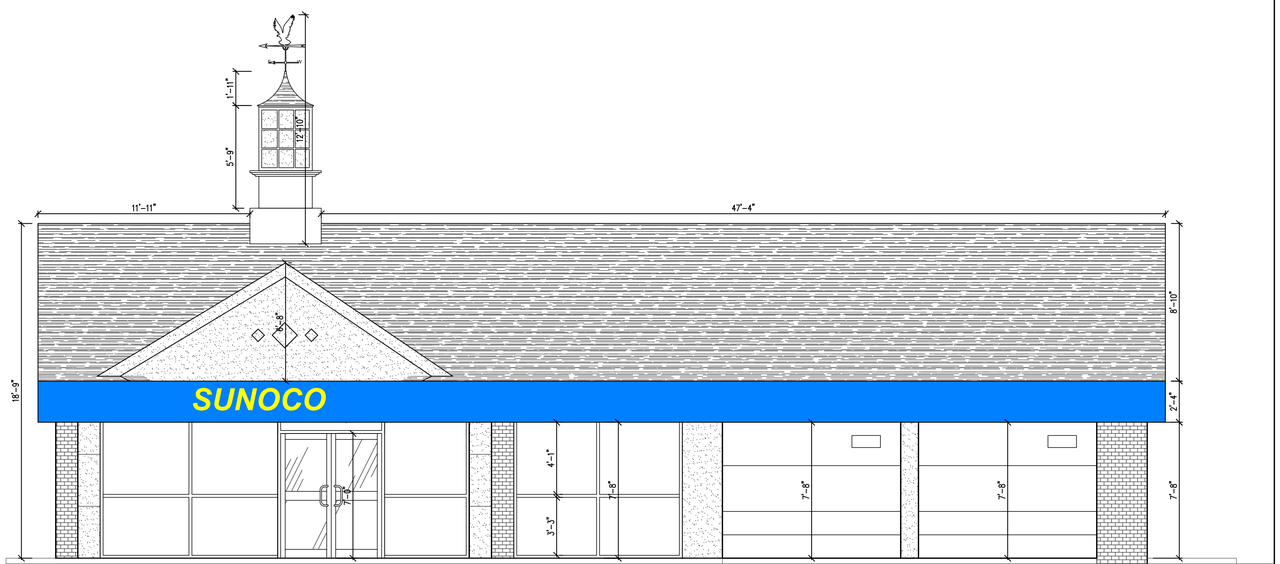
STATE OF MICHIGAN
ADNAN H. AL-QAATI
ENGINEER
No.



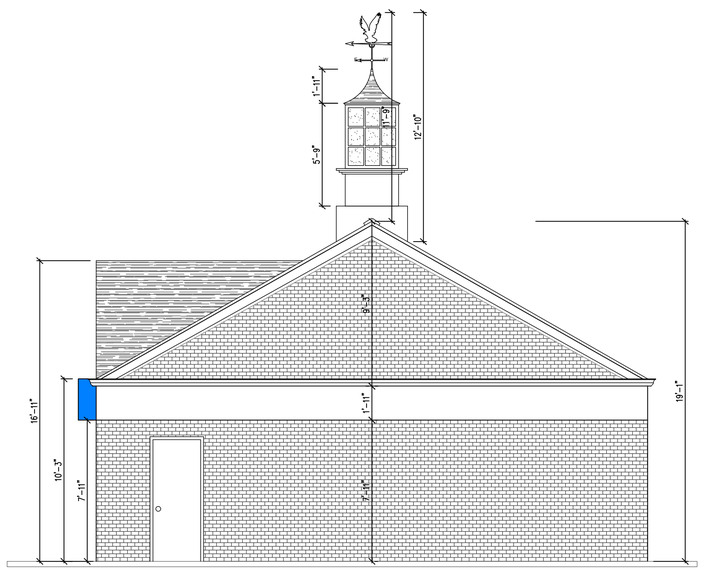
EXISTING SOUTH ELEVATION



EXISTING EAST ELEVATION



EXISTING NORTH ELEVATION



EXISTING WEST ELEVATION

NORTH

EXISTING ELEVATIONS

SCALE: 1/4" = 1'

PROJECT:

GAS STATION

LOCATION:
27417
5 MILE RD
LIVONIA,
MI. 48154

N.C. DESIGNERS & CONTRACTING INC.

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DRAWN BY:
N.C.

DESIGNED BY:
N.C.

APPROVED BY:

SUBMITTALS

REVISIONS:

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122-2022

DATE
5-12-2022

SCALE
NOTED

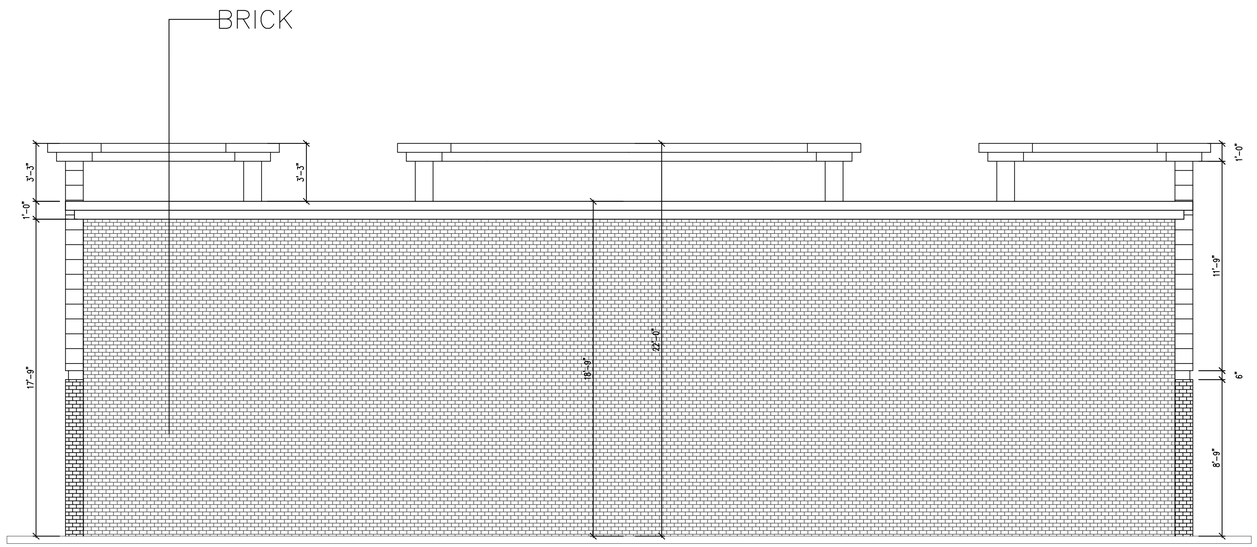
SHEET TITLE

EXISTING ELEVATIONS

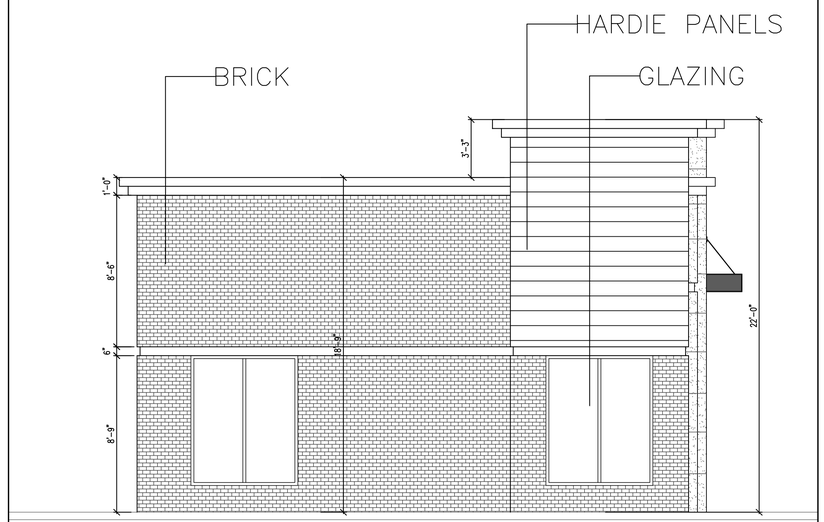
A.201

SEAL

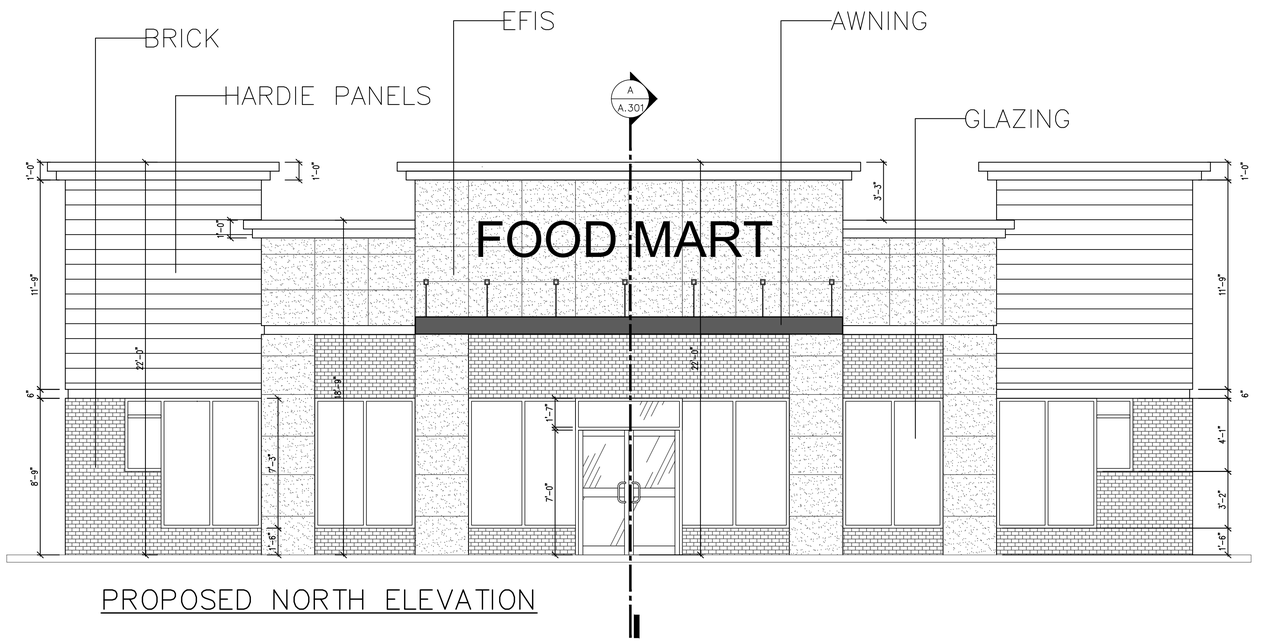
STATE OF MICHIGAN
ADNAN H. AL-SAATI
ENGINEER
No. 70



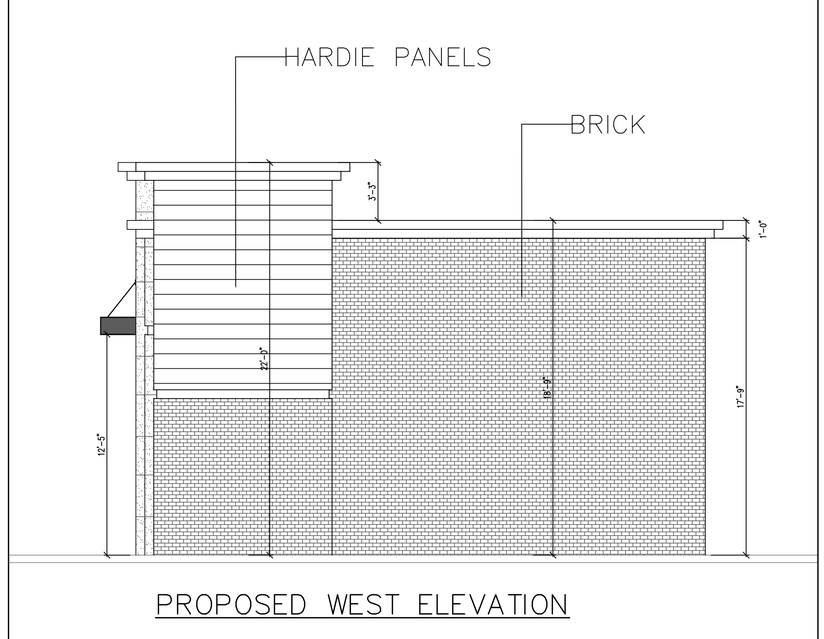
PROPOSED SOUTH ELEVATION



PROPOSED EAST ELEVATION



PROPOSED NORTH ELEVATION



PROPOSED WEST ELEVATION

NORTH

PROPOSED ELEVATIONS

SCALE: 1/4" = 1'

PROJECT:

GAS STATION

LOCATION:
27417
5 MILE RD
LIVONIA,
MI. 48154

N.C. DESIGNERS & CONTRACTING INC.

3241 S. TELEGRAPH
DEARBORN, MI 48124

P:(313) 986-8381
ncdesigners@yahoo.com

DRAWN BY:
N.C.

DESIGNED BY:
N.C.

APPROVED BY:

SUBMITTALS

REVISIONS:
8-5-2022

PROJECT NO
122-2022

DATE
5-12-2022

SCALE
NOTED

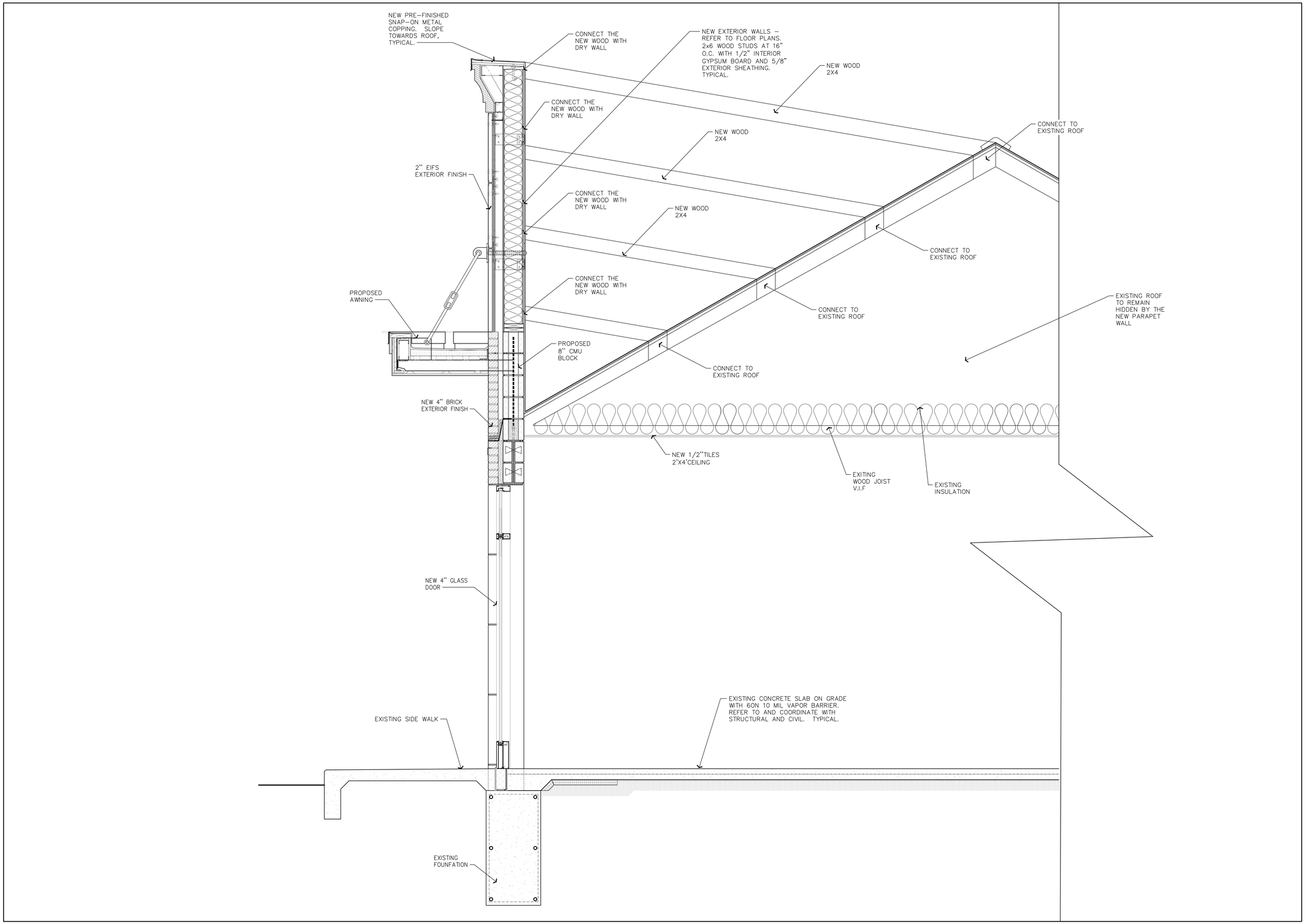
SHEET TITLE

PROPOSED ELEVATIONS

A.202

SEAL

STATE OF MICHIGAN
ADNAN H. AL-SAATI
ENGINEER
No. 39



PROPOSED SECTION A

SCALE: 3/4" = 1'

PROJECT:

GAS STATION

LOCATION:
27417
5 MILE RD
LIVONIA,
MI. 48154

N.C. DESIGNERS & CONTRACTING INC.

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SUBMITTALS

REVISIONS:
8-5-2022

PROJECT NO
122-2022

DATE
5-12-2022

SCALE
NOTED

SHEET TITLE

PROPOSED SECTION

A.301

SEAL

STATE OF MICHIGAN
ADNAN H. AL-SAATI
ENGINEER
No.








FAMILY DINING
Manna
Tim Hortons
CAFE & BAKE SHOP


VICTORY INN
Bob Evans
RESTAURANT
OPEN FOR DINE IN
CARRYOUT & DELIVERY


VICTORY INN
Bob Evans
RESTAURANT
OPEN FOR DINE IN
CARRYOUT & DELIVERY



PROPOSED NEW BUILD OUT FOR:

GAS - STATION

27417 FIVE MILE ROAD
LIVONIA, MICHIGAN

PROJECT INFORMATION

PROJECT NUMBER: 122–2022

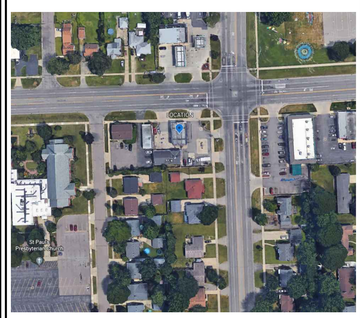
PROJECT LOCATION: 27417 FIVE MILE ROAD
LIVONIA, MICHIGAN

DESIGN FIRM: N.C DESIGNERS & CONTRACTING, INC.
3241 S. TELEGRAPH
DEARBORN, MI 48124
PHONE: (313) 986–8381

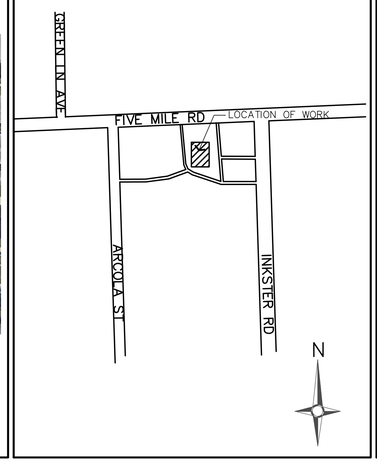
1. THESE CONSTRUCTION DOCUMENTS WERE PREPARED FOR COMPLIANCE WITH THE MICHIGAN CONSTRUCTION CODES IN EFFECT AT THE TIME OF SITE PLAN APPROVALL. ALL ENGINEERS, CONTRACTORS AND SUPPLIERS INVOLVED WITH THIS PROJECT SHALL COMPLY WITH THE SAME CODES, ISSUED AND APPROVED CODE MODIFICATIONS AND/OR CITY OF HAMTRAMCK CONSTRUCTION BOARDS OF APPEALS RULINGS AND WHENEVER REQUIRED SHALL PROVIDE SHOP DRAWINGS AND SUBMITTALS CLEARLY DESCRIBING COMPLIANCE TO THE REGISTERED DESIGN PROFESSIONAL IN RESPONSIBLE CHARGE FOR REVIEW AND APPROVAL.

N.C. DESIGNERS
& CONTRACTING INC.
3241 S. TELEGRAPH
DEARBORN, MI 48124
P:(313) 986–8381
ncdesigners@yahoo.com

LOCATION MAP



LOCATION MAP



SHEET INDEX

COVER

T.001 TITLE SHEET & PROJECT INFORMATION

ARCHITECTURAL

SP.101 EXISTING SITE PLAN
A.101 DEMOLITION PLAN
A.102 EXISTING FLOOR PLAN
A.103 PROPOSED FLOOR PLAN
A.104 EXISTING ELEVATIONS
A.105 PROPOSED ELEVATIONS

CODE INFORMATION:

THE BUILDING IS EXISTING, PLANS ARE BEING SUBMITTED FOR THE PROPOSED NEW BUILD OUT FOR SITE PLAN APPROVAL.

GENERAL CONTR. TO COMPLY W/ ALL FEDERAL, STATE, CITY AND LOCAL CODES WHERE APPLICABLE

* MICHIGAN BUILDING CODE 2015
* ICC/ANSI A117.1. 2009 & MICHIGAN BARRIER FREE DESIGN LAW OF PUBLIC ACT 1 OF 1966 AS AMENDED.
* MICHIGAN MECHANICAL CODE 2015 (M.M.C.)
* MICHIGAN PLUMBING CODE 2018 (M.P.C.)
* INTERNATIONAL FUEL GAS CODE 2015 (I.F.G.C)
* FIRE CODE: IFC 2015 (INTERNATIONAL FIRE CODE 2015), AS REFERENCED IN THE 2015 MICHIGAN BUILDING CODE
* ENERGY CODE: MBC 2015 (MICHIGAN BUILDING CODE 2015) – CHAPTER 13 &

  MEC 2015 (MICHIGAN ENERGY CODE 2015) – CHAPTER 4 & MICHIGAN ENERGY CODE PART 10a. RULES (ANSI/ ASHRAE 90.1–2013)
* MICHIGAN ELECTRICAL CODE BASED ON 2014 N.E.C. W/ PART 8 AMENDMENTS
* PROJECT SHALL COMPLY W/ MBC 2015 CHP. 35
* REFERENCE STANDARDS

USE GROUP:	M PER SECTION 309
CONST. CLASSIFICATION:	IIB
FLOOR AREA:	
TENANT SPACE G.S.F.:	+/–1894 S.F.

ABBREVIATIONS/NOTES

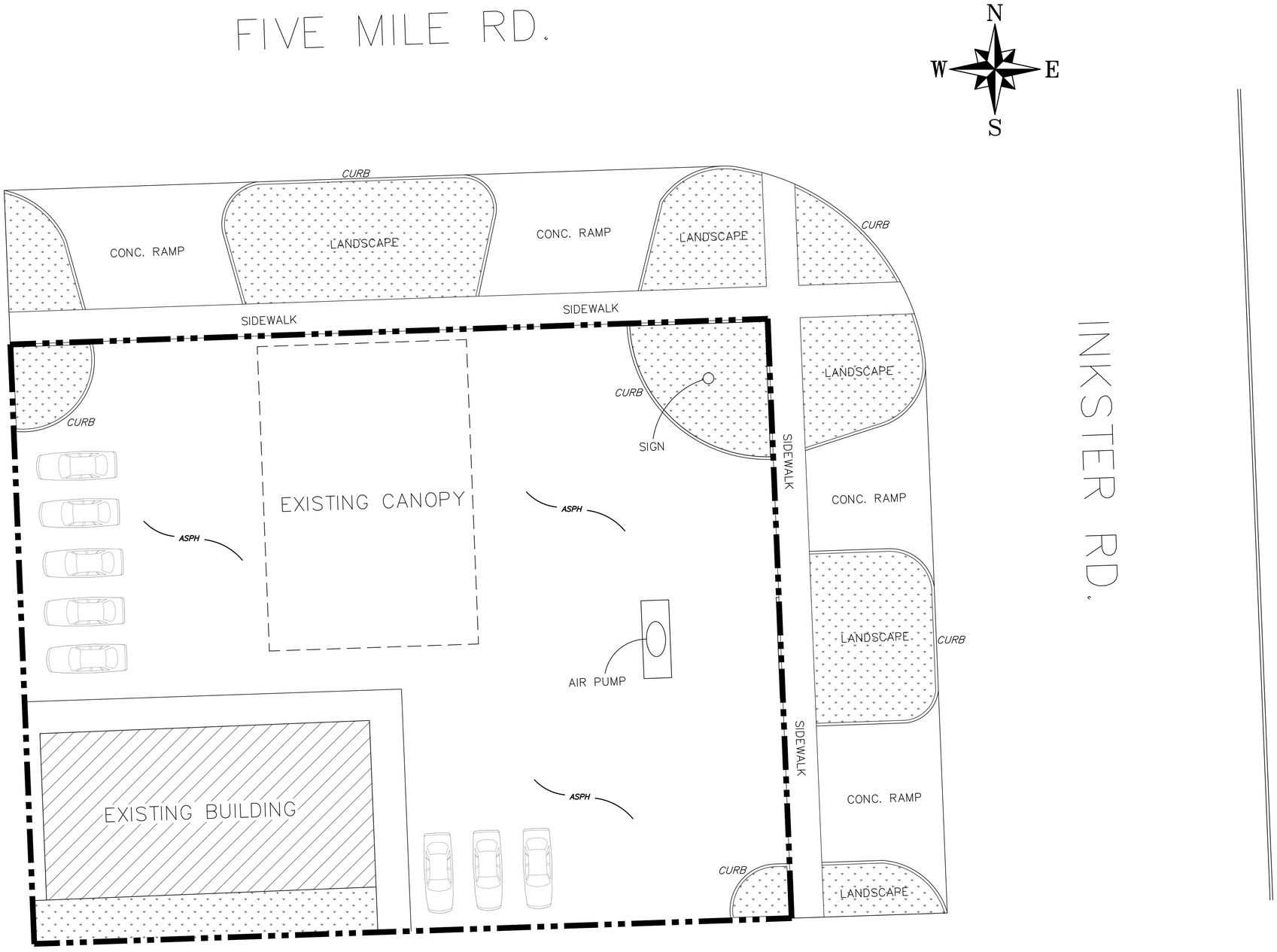
AFF	– ABOVE FINISH FLOOR	F.D.	– FLOOR DRAIN
ALUM	– ALUMINUM	F.F.	– FINISHED FLOOR
AT	– ACOUSTICAL TILE	FND.	– FOUNDATION
BRD	– BOARD	FTG	– FOOTING
BFF	– BELOW FINISH FLOOR	GALV	– GALVANIZED
BLK	– BLOCK	G.C.	– GENERAL CONTRACTOR
BM	– BEAM	GL	– GLASS
B.O.	– BY OWNER	G.B.	– GRAB BAR
B.U.	– BUILT UP	GYP	– GYPSUM
CAB	– CABINET	H.M.	– HOLLOWED METAL
C.B.	– CATCH BASINS	HVAC	– HEATING & VENT.
C	– COLD	INSUL.	– INSULATION
CER	– CERAMIC	L.L.	– LIVE LOAD
C.J.	– CONTROL JOINT	MECH.	– MECHANICAL
C.L.	– CENTER LINE	MTL.	– METAL
CLG	– CEILING	O.C.	– ON CENTER
CLOS	– CLOSET	PT	– PAINT
C.O.	– CLEAN OUT	RA	– RETURN AIR
COL	– COLUMN	RD	– ROOF DRAIN
CONC	– CONCRETE	REINF	– REINFORCING
CONT	– CONTINUOUS	REQ	– REQUIRED
DET	– DETAIL	SA	– SUPPLY AIR
DIM	– DIMENSION	SIM	– SIMILAR
DL	– DEAD LOAD	STOR.	– STORAGE
DN	– DOWN	T.B.	– TOWEL BAR
DS	– DOWN SPOUT	T.O.F.	– TOP OF FOOTING
EA	– EACH	T.O.S.	– TOP OF TOP OF STEEL
E.C.	– ELEC. CONTRACTOR	T.O.P.	– TOP OF PIER
E.J.	– EXPANSION JOINT	T.O.W.	– TOP OF WALL
ELEC	– ELECTRICAL	U.N.O.	– UNLESS NOTED OTHERWISE
ELEV	– ELEVATION	V.I.F.	VERIFY IN FIELD
EXH	– EXHAUST	W/	– WITH
EX	– EXISTING	WD	– WOOD
EXT	– EXTERIOR		
F&I	– FURNISH AND INSTALL		

ISSUED FOR

SITE PLAN APPROVAL 6–21–2022

SEAL

STATE OF MICHIGAN
ADNAN H. AL-SAATI
ENGINEER
No. 36128
REGISTERED PROFESSIONAL



NORTH

EXISTING SITE PLAN

SCALE: 1"=10'

PROJECT:

GAS STATION

LOCATION:
27417
5 MILE RD
LIVONIA,
MI. 48154

N.C. DESIGNERS & CONTRACTING INC.

3241 S. TELEGRAPH
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ncdesigners@yahoo.com

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N.C.

DESIGNED BY:
N.C.

APPROVED BY:

SUBMITTALS

REVISIONS:

PROJECT NO
122-2022

DATE
6-21-2022

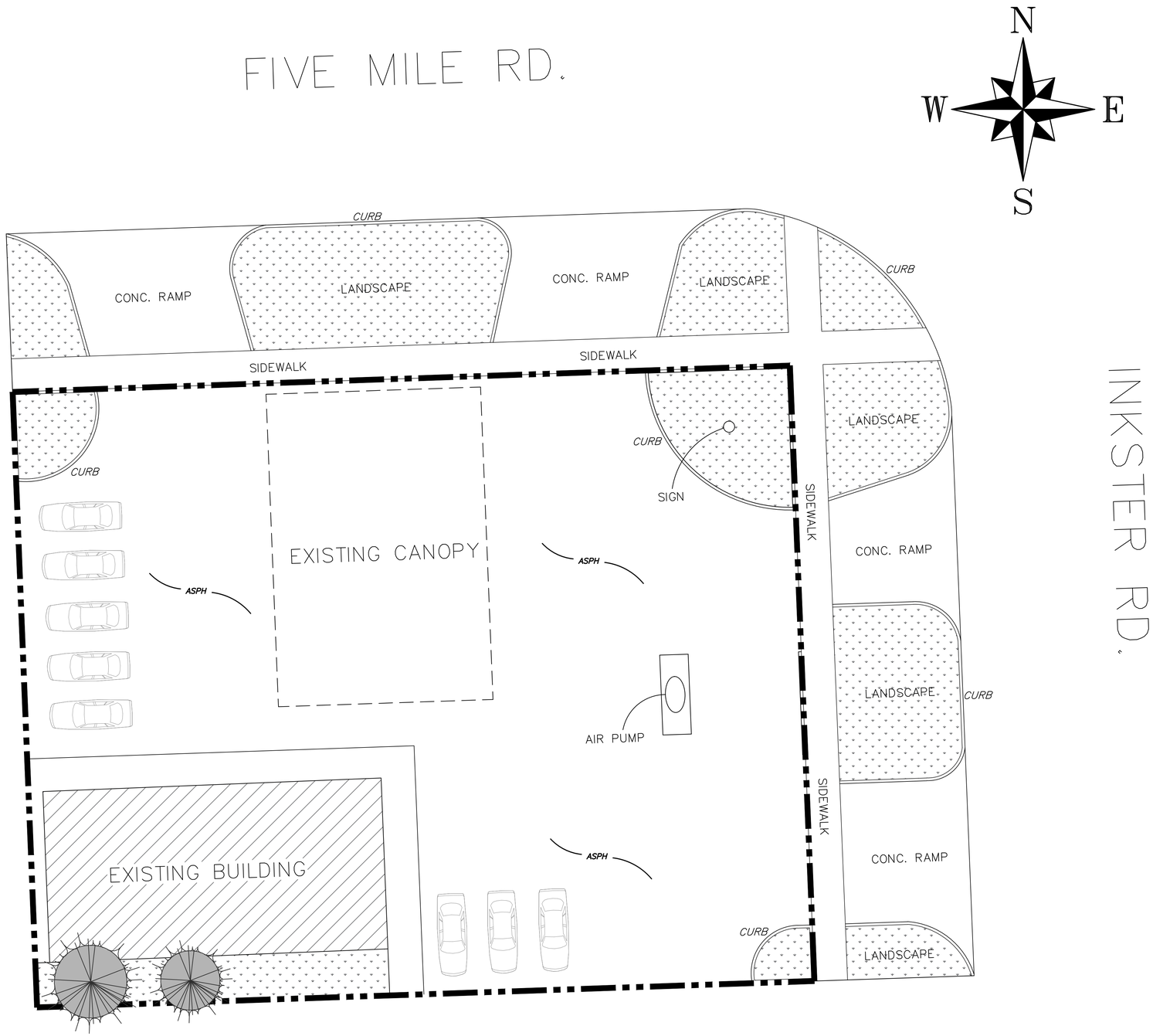
SCALE
NOTED

SHEET TITLE
EXISTING
SITE PLAN

SP.101

SEAL

STATE OF MICHIGAN
ADNAN H. AL-SAATI
ENGINEER
No. 58182



NORTH

EXISTING LANDSCAPE PLAN

SCALE: 1"=10'

PROJECT:

GAS STATION

LOCATION:
27417
5 MILE RD
LIVONIA,
MI. 48154

N.C. DESIGNERS & CONTRACTING INC.

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REVISIONS:

PROJECT NO
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DATE
6-21-2022

SCALE
NOTED

SHEET TITLE
EXISTING
LANDSCAPE PLAN

SP.102

SEAL

STATE OF MICHIGAN
ADNAN H. AL-SAATI
ENGINEER
No.

LANDSCAPE NOTES:

1. ALL CORNER LOT PLANT BEDS TO HAVE 4" OF WOOD MULCH BEDDING PLACED ON GEOTEXTILE WEED BLOCK FABRIC

2. ALL NEW LAWN TREES SHALL HAVE A 5' DIAMETER CIRCLE OF 4" WOOD MULCH BEDDING PLACED ON GEOTEXTILE WEED BLOCK FABRIC BOUNDED BY COMMERCIAL GRADE PLASTIC EDGING.

3. ALL LAWN AREAS SHALL BE ESTABLISHED WITH 4" TOPSOIL SURFACE, FERTILIZER, SEED AND MULCH.

4. NO ON-SITE IRRIGATION IS PROPOSED FOR THIS PROJECT.

5. ALL UTILITY STRUCTURES AND TRANSFORMERS MUST BE SCREENED WITH LANDSCAPING, YET STILL REMAIN ACCESSIBLE.

6. ALL SHRUBS AND BUSHES SHALL BE TRIMMED AND HEIGHTS MAINTAINED TO NO MORE THAN 36 INCHES, EXCEPT FOR THE ARBORVITAE BUSHES.


AUSTRIAN PINE | BLACK MAPLE | AMERICAN SWEETGUM | ROSE OF SHARON

SHRUB/BUSH/PERANNIALS TYPES:


CRIMSON PYGMY BARBERRY | DWARF BURNING BUSH | WINTERGREEN BOXWOOD

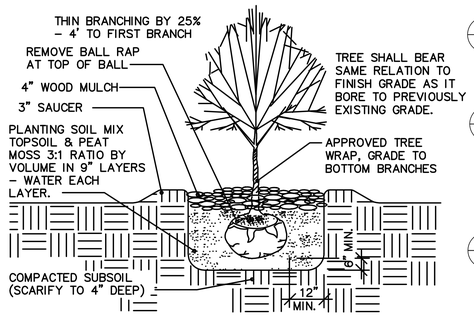

ARBORVITAE

DAYLILLY

SITE LANDSCAPING PLAN

L E G E N D

- PROP HEDGE ROW
- PROP BUSHES OR SHRUBS
- PROP CONIFEROUS TREES
- PROP DECIDUOUS TREES
- 4 C — AMOUNT OF TREES/SHRUBS; TYPE OF TREE/SHRUB
- 7 — PROP PARKING SPACE NO.
- PROP BARRIER FREE (ADA) PARKING
- PROP PAINTED TRAFFIC FLOW ARROW
- PROP LIGHT POLE
- PROP WALL PACK LIGHT
- PROP CONCRETE AREAS
- PROP BUILDING AREA
- PROP HEAVY DUTY ASPHALT PAVEMENT
- PROP ASPHALT PARKING PAVEMENT



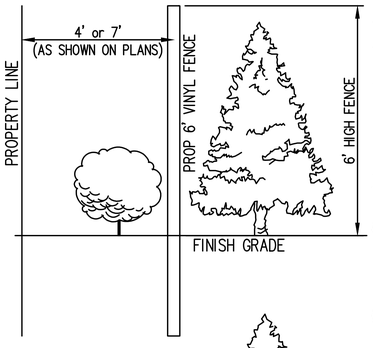
TREE PLANTING DETAIL

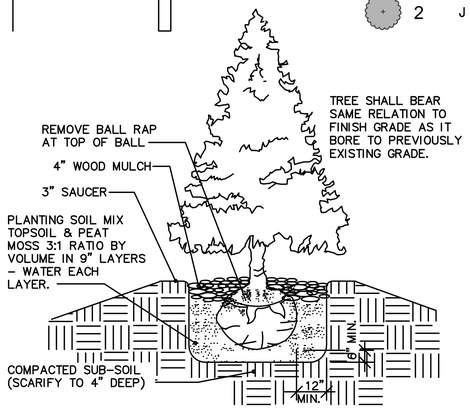
B U S H / S H R U B L I S T

QTY	KEY	COMMON NAME	BOTANICAL NAME	SIZE
29	A	DAYLILLY	HEMEROCALLIS HAPPY RETURNS	BULBS
10	C	DWARF BURNING BUSH	EUONYMUS ALATUS 'COMPACTUS'	24" HGT
21	E	ARBORVITAE	THUJA OCCIDENTIALS	5' HGT

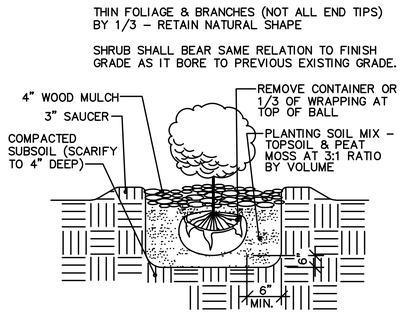
T R E E L I S T

QTY	KEY	COMMON NAME	BOTANICAL NAME	SIZE
2 (EXISTING)				
1	G	BLACK MAPLE	ACER NIGRUM	4' TO 1ST BRANCH
1	H	AMERICAN SWEETGUM	LIQUIDAMBAR STYRACIFLUA	4' TO 1ST BRANCH
2	J	ROSE OF SHARON	HIBISCUS SYRIACUS	6' HGT 2" MIN CAL

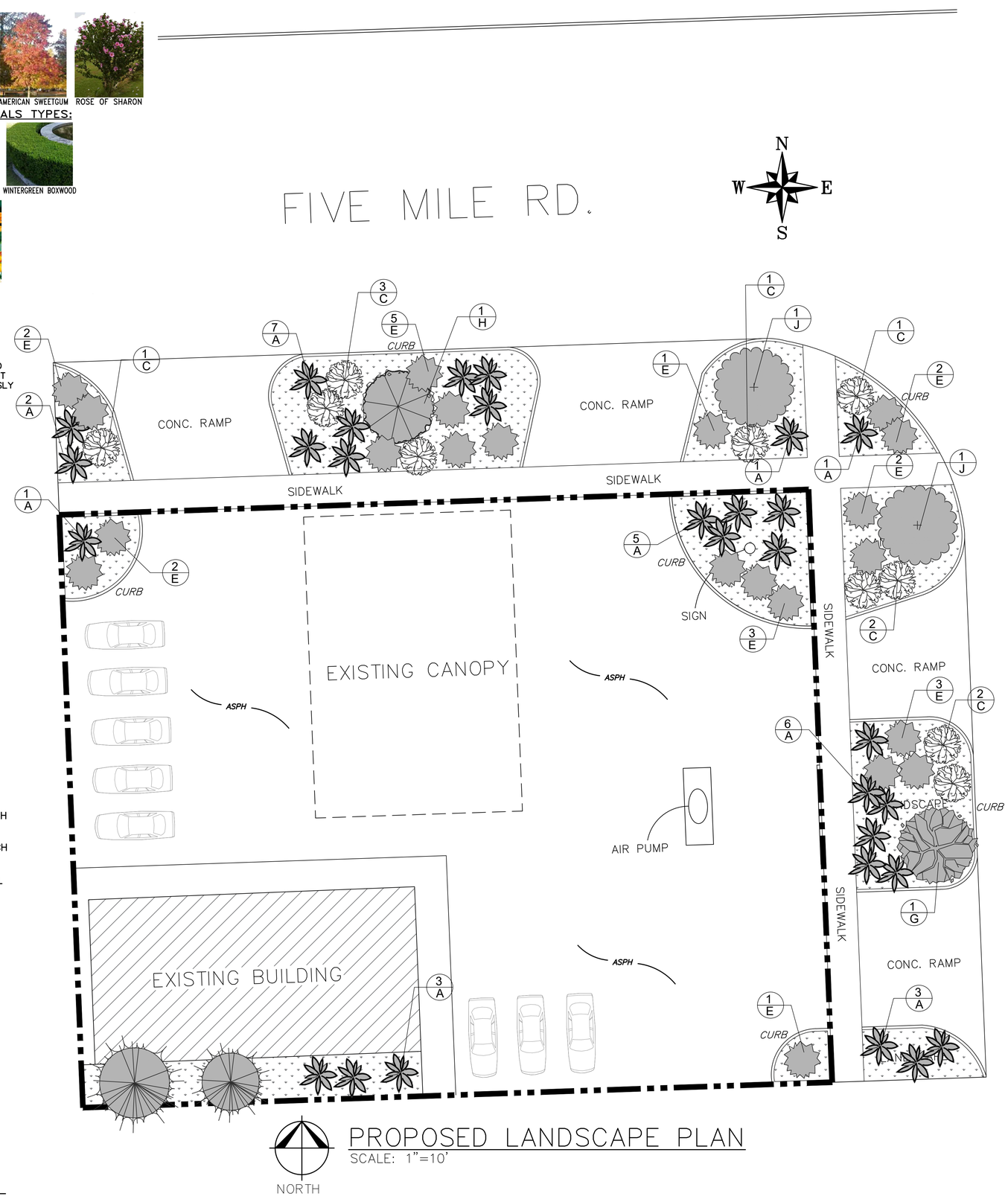




EVERGREEN PLANTING DETAIL



SHRUB PLANTING DETAIL



PROPOSED LANDSCAPE PLAN

SCALE: 1"=10'

PROJECT:

GAS STATION

LOCATION:
27417
5 MILE RD
LIVONIA,
MI. 48154

N.C. DESIGNERS & CONTRACTING INC.

3241 S. TELEGRAPH
DEARBORN, MI 48124

P:(313) 986-8381
ncdesigners@yahoo.com

DRAWN BY: N.C.

DESIGNED BY: N.C.

APPROVED BY:

SUBMITTALS

REVISIONS:

PROJECT NO # 122-2022

DATE 6-21-2022

SCALE NOTED

SHEET TITLE
PROPOSED LANDSCAPE PLAN

SP.103

SEAL

STATE OF MICHIGAN ADNAN H. AL-SAATI ENGINEER No.



LUMINAIRE LOCATIONS

No.	Label	Location X	Location Y	Location Z	MH	Orientation	Tilt	Aim X	Aim Y	Aim Z
1	A	262.0	165.0	14.0	14.0	19.4	0.0	262.0	165.0	0.0
2	A	270.3	188.2	14.0	14.0	19.4	0.0	270.3	188.2	0.0
3	A	279.7	184.4	14.0	14.0	19.4	0.0	279.7	184.4	0.0
4	A	292.1	179.9	14.0	14.0	19.4	0.0	292.1	179.9	0.0
5	A	301.4	176.7	14.0	14.0	19.4	0.0	301.4	176.7	0.0
6	A	293.6	153.3	14.0	14.0	19.4	0.0	293.6	153.3	0.0
7	A	285.2	156.6	14.0	14.0	19.4	0.0	285.2	156.6	0.0
8	A	270.7	161.8	14.0	14.0	19.4	0.0	270.7	161.8	0.0
9	B	153.7	123.6	16.0	16.0	84.7	0.0	155.2	123.7	0.0
10	B	197.3	162.5	16.0	16.0	182.5	0.0	197.2	161.0	0.0
11	B	134.2	72.1	16.0	16.0	63.3	0.0	135.5	72.8	0.0

STATISTICS

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #1	+	2.0 fc	8.2 fc	0.1 fc	82.0:1	20.0:1
Canopy	+	5.4 fc	8.9 fc	1.9 fc	4.7:1	2.8:1

LUMINAIRE SCHEDULE

Symbol	Label	Qty	Catalog Number	Description	Lamp	File	Lumens	LLF	Watts
⊗	A	8	VRC LED 1 50K	LED CANOPY/CEILING LUMINAIRE	LED	VRC_LED_1_50K.ies	Absolute	0.81	41
○	B	8	KSF2 250M R4SC (PROBE)	Specification Area Luminaire, 250W Metal Halide, R4SC Sharp Cutoff Reflector, Full Cutoff MEETS THE 'NIGHTTIME FRIENDLY' CRITERIA	ONE 250-WATT CLEAR BT-28 METAL HALIDE, HORIZONTAL POSITION.	KSF2_250M_R4SC_(PROBE)(1).ies	20000	0.75	297



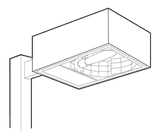
VRC LED

LED Canopy/Ceiling Luminaire

Specifications

Width:	12-3/8" (31.5 cm)
Height:	8-3/4" (22.3 cm)
Depth:	12-3/8" (31.5 cm)
Weight:	7.5 lbs (3.4kg)





Area Lighting

KSF2

METAL HALIDE: 250-400W

15' to 25' Mounting

Specifications

EPA: 2.0 ft² (.28 m²) (includes arm)

Length: 24-19/32 (62.5)

Width: 17-25/32 (62.5)

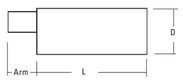
Depth: 8-5/16 (21.1)

Arm: 4 (10.2)

*Weight: 52 lbs (23.6 kg)

*Weight as configured in example below.

All dimensions are inches (centimeters) unless otherwise specified.



Mounting option	Drilling template
SPxx, RPxx, DA12P	5
WBxx, DA12WB	6
WWxx	7



PHOTOMETRIC PLAN

SCALE: 1"=10'

PROJECT:

GAS STATION

LOCATION:
27417
5 MILE RD
LIVONIA,
MI. 48154

N.C. DESIGNERS & CONTRACTING INC.

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DEARBORN, MI 48124

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DESIGNED BY: N.C.

APPROVED BY:

SUBMITTALS

REVISIONS:

PROJECT NO
122-2022

DATE
6-21-2022

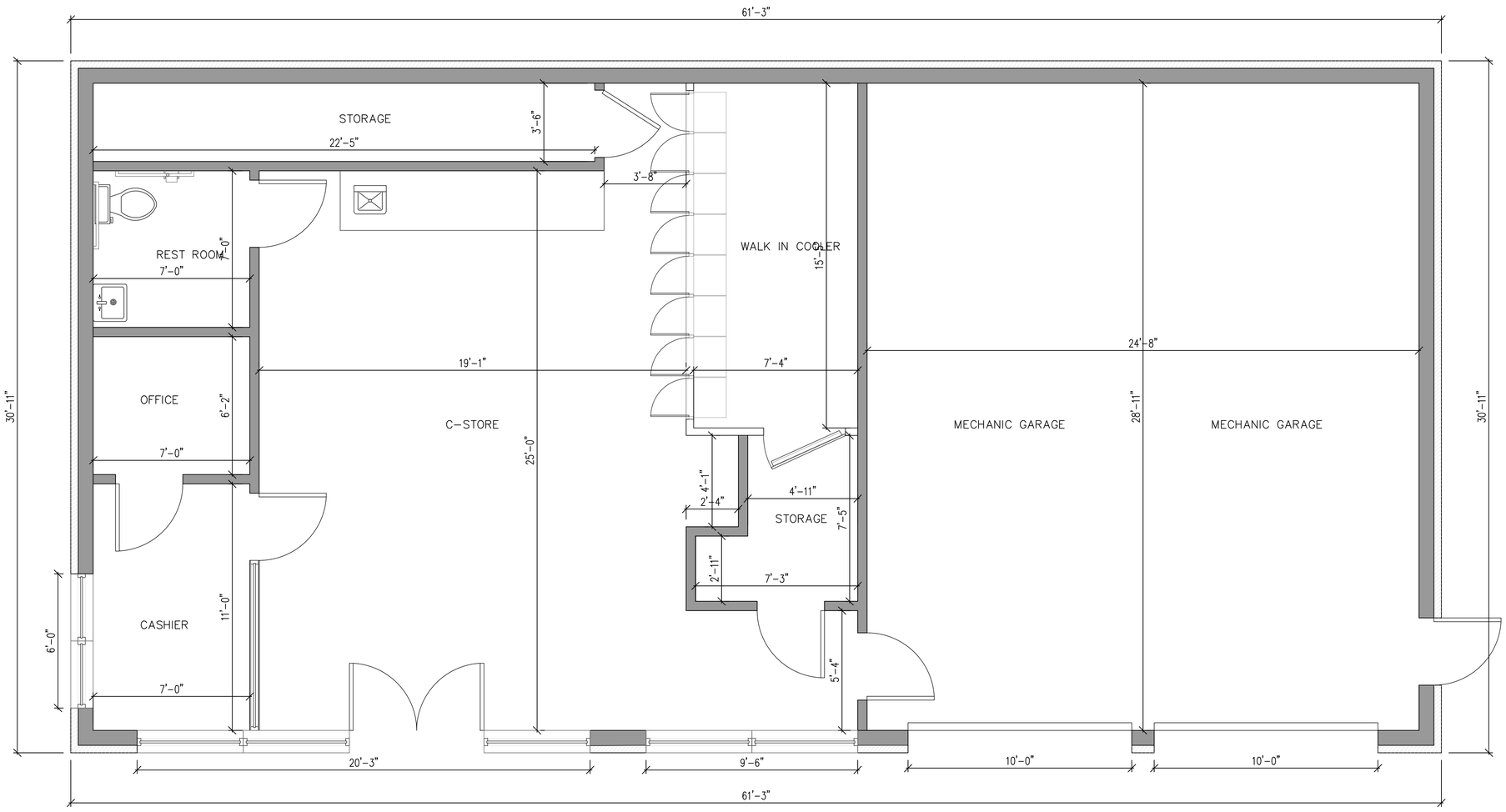
SCALE
NOTED

SHEET TITLE
EXISTING
PHOTOMETRIC PLAN

SP.104

SEAL





NORTH

EXISTING FLOOR PLAN

SCALE: 3/8" = 1'

PROJECT:

GAS STATION

LOCATION:
27417
5 MILE RD
LIVONIA,
MI. 48154

N.C. DESIGNERS & CONTRACTING INC.

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REVISIONS:

PROJECT NO
122-2022

DATE
6-21-2022

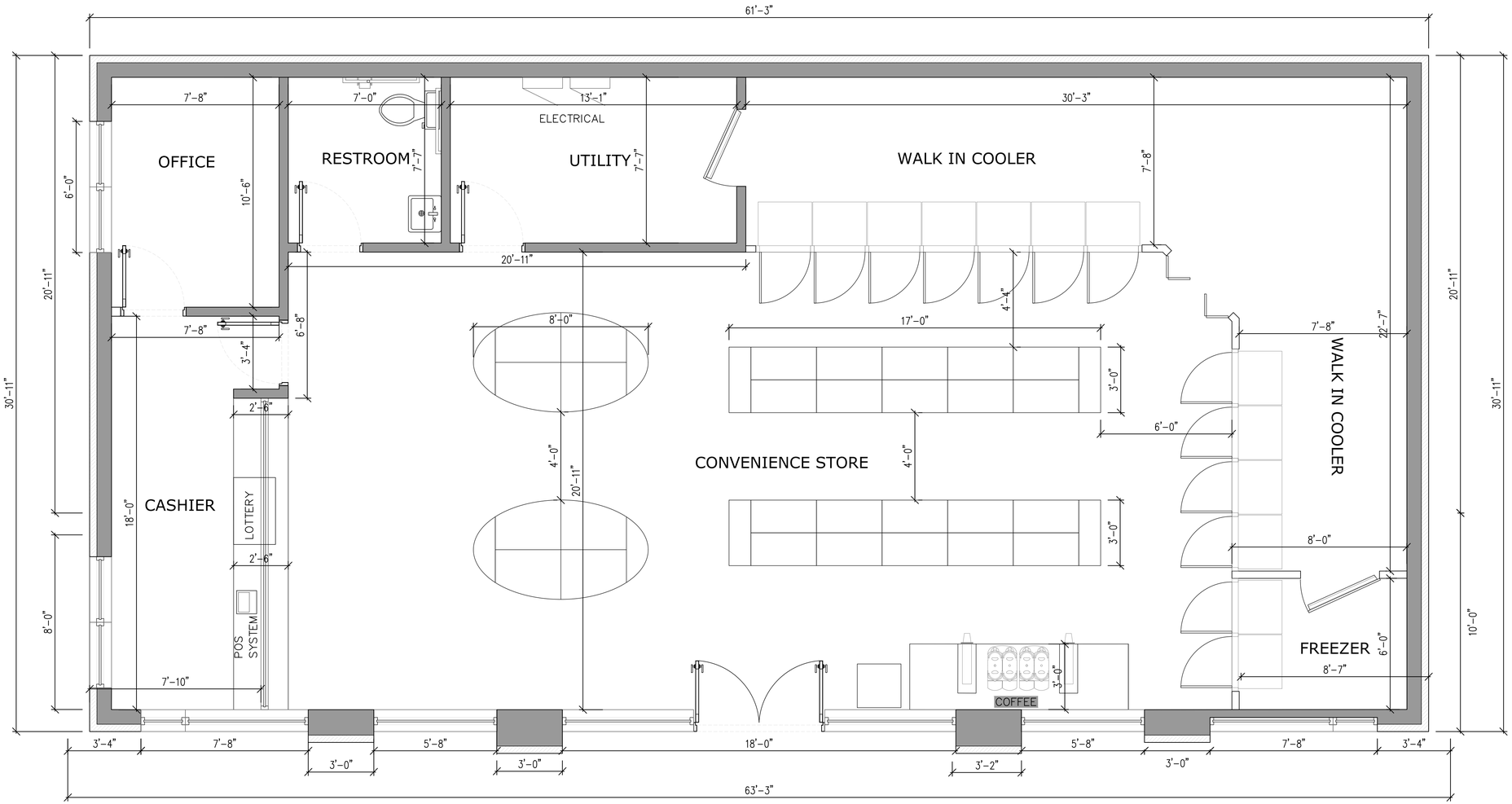
SCALE
NOTED

SHEET TITLE
EXISTING FLOOR PLAN

A.101

SEAL

STATE OF MICHIGAN
ADNAN H. AL-SAATI
ENGINEER
No. 36128



NORTH

PROPOSED FLOOR PLAN

SCALE: 3/8" = 1'

PROJECT:

GAS STATION

LOCATION:
27417
5 MILE RD
LIVONIA,
MI. 48154

N.C. DESIGNERS & CONTRACTING INC.

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PROJECT NO
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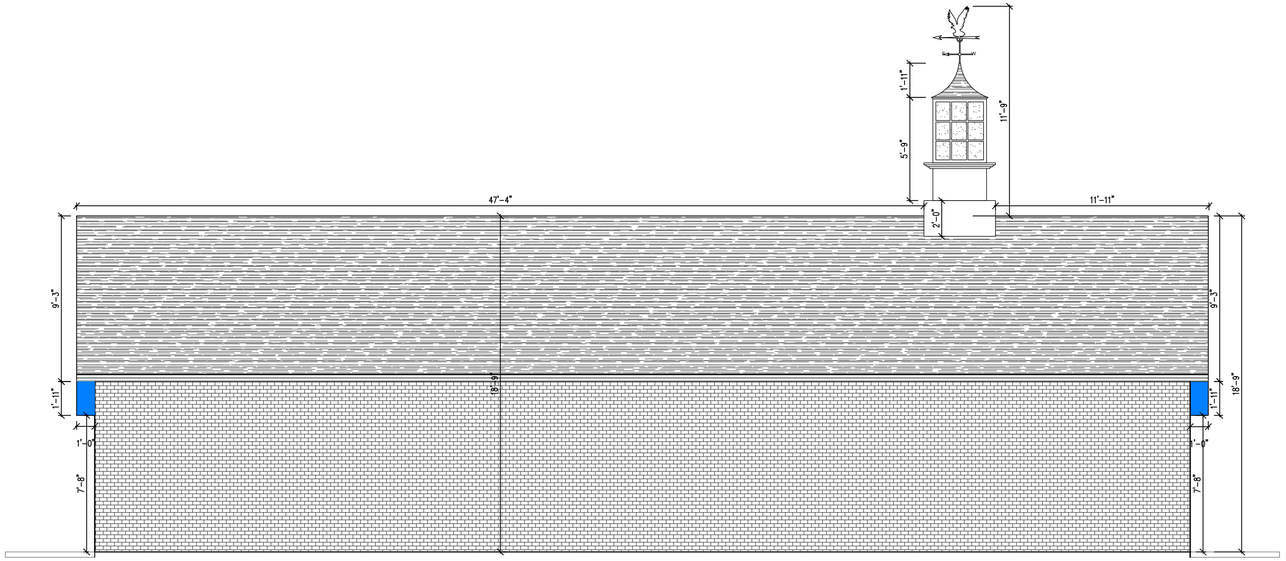
SCALE
NOTED

SHEET TITLE
PROPOSED FLOOR PLAN

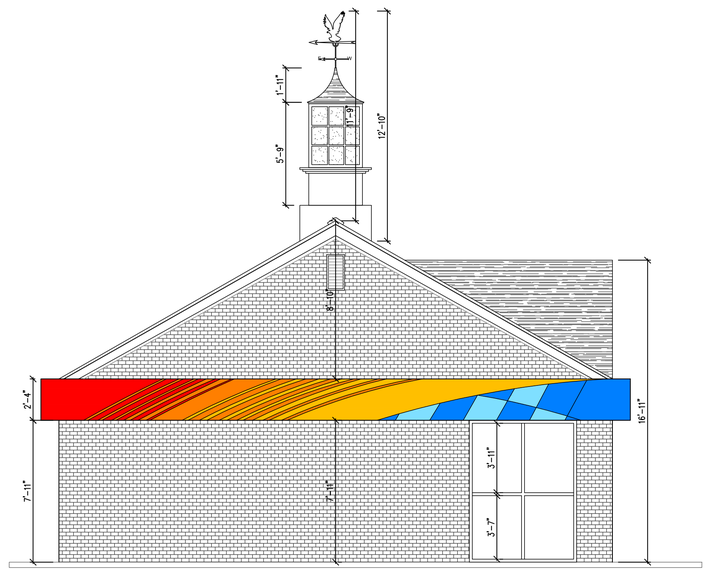
A.102

SEAL

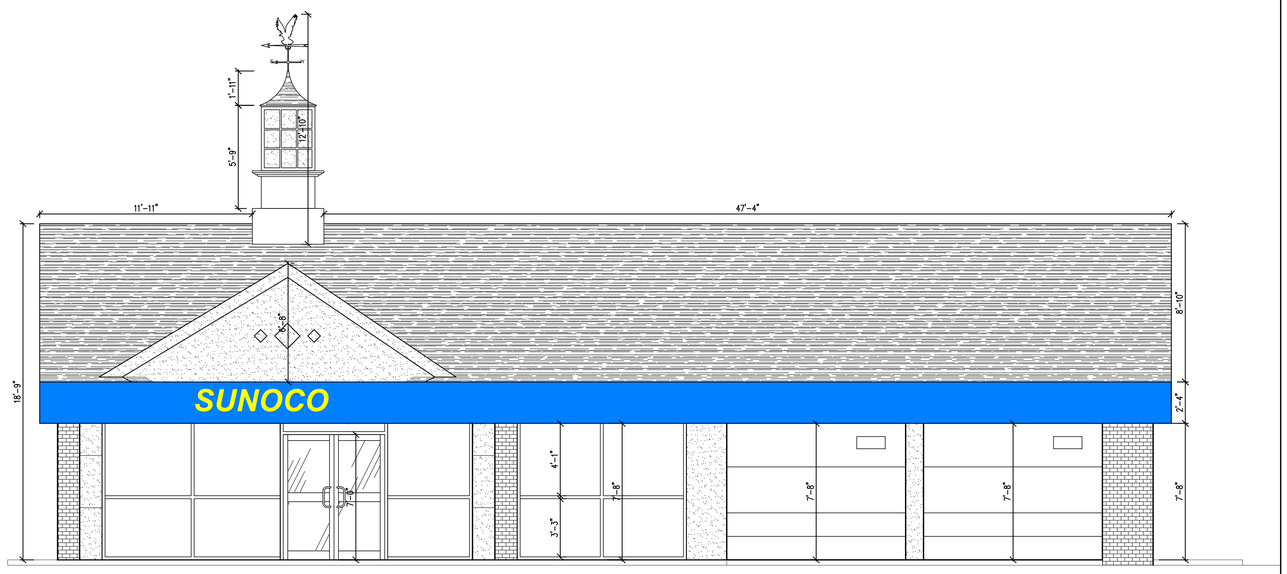
STATE OF MICHIGAN
ADNAN H. AL-SAATI
ENGINEER
No. 39116



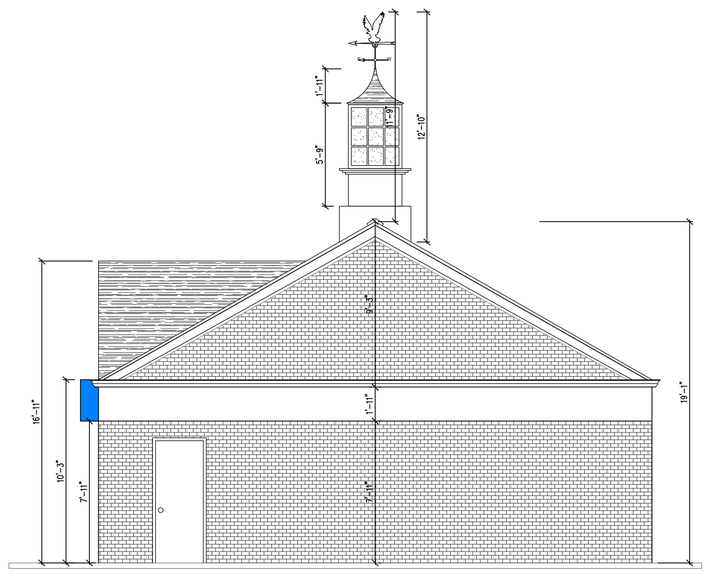
EXISTING SOUTH ELEVATION



EXISTING EAST ELEVATION



EXISTING NORTH ELEVATION



EXISTING WEST ELEVATION

EXISTING ELEVATIONS

SCALE: 1/4" = 1'

NORTH

PROJECT:

GAS STATION

LOCATION:
27417
5 MILE RD
LIVONIA,
MI. 48154

N.C. DESIGNERS & CONTRACTING INC.

3241 S. TELEGRAPH
DEARBORN, MI 48124

P:(313) 986-8381
ncdesigners@yahoo.com

DRAWN BY:
N.C.

DESIGNED BY:
N.C.

APPROVED BY:

SUBMITTALS

REVISIONS:

PROJECT NO
122-2022

DATE
6-21-2022

SCALE
NOTED

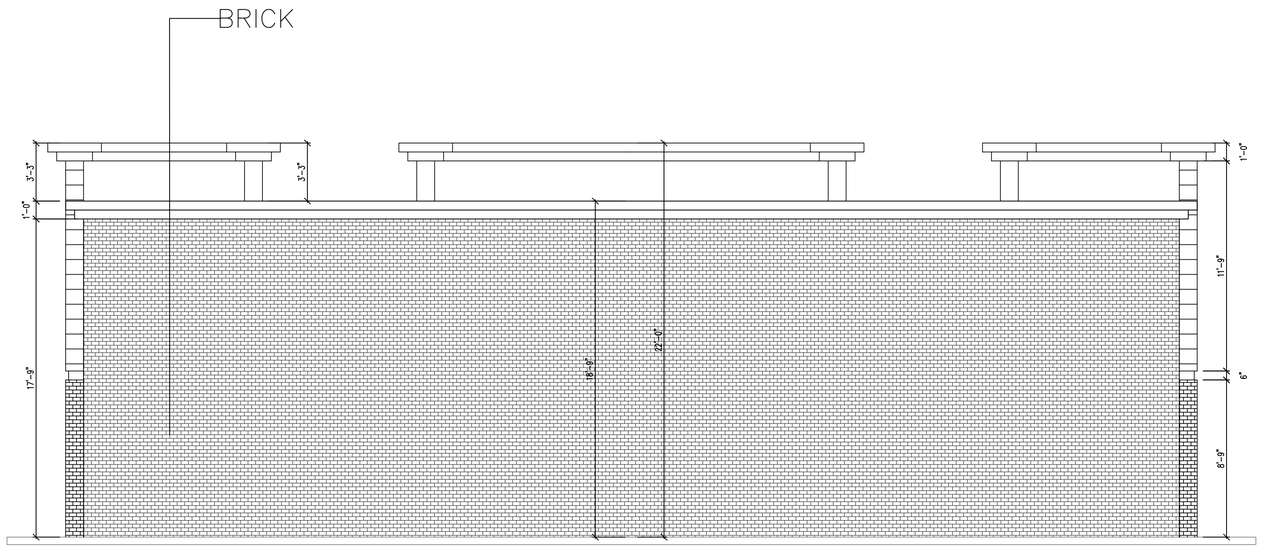
SHEET TITLE

EXISTING ELEVATIONS

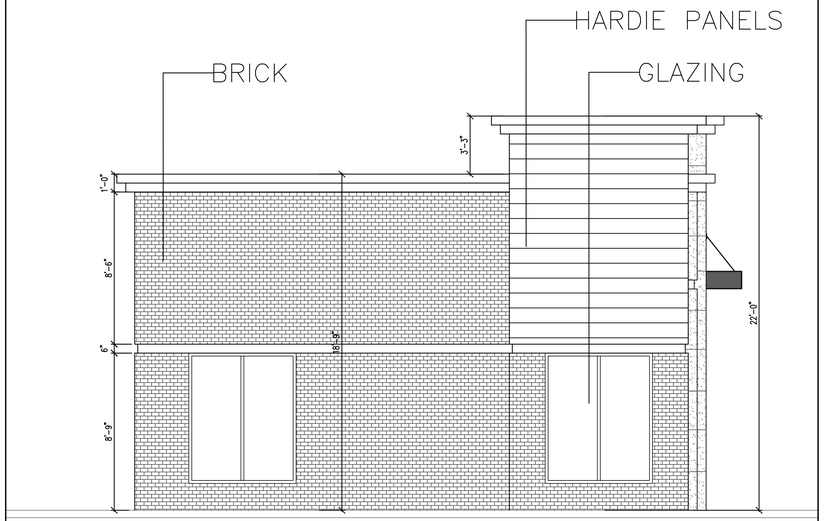
A.103

SEAL

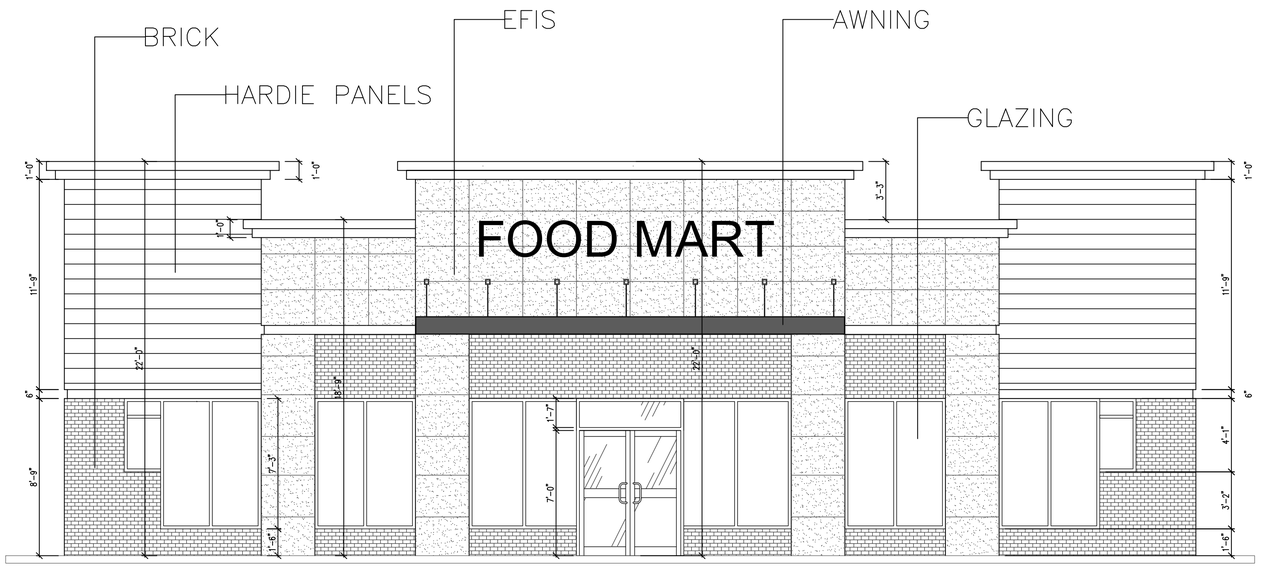
STATE OF MICHIGAN
ADNAN H. AL-SAATI
ENGINEER
No. 1301



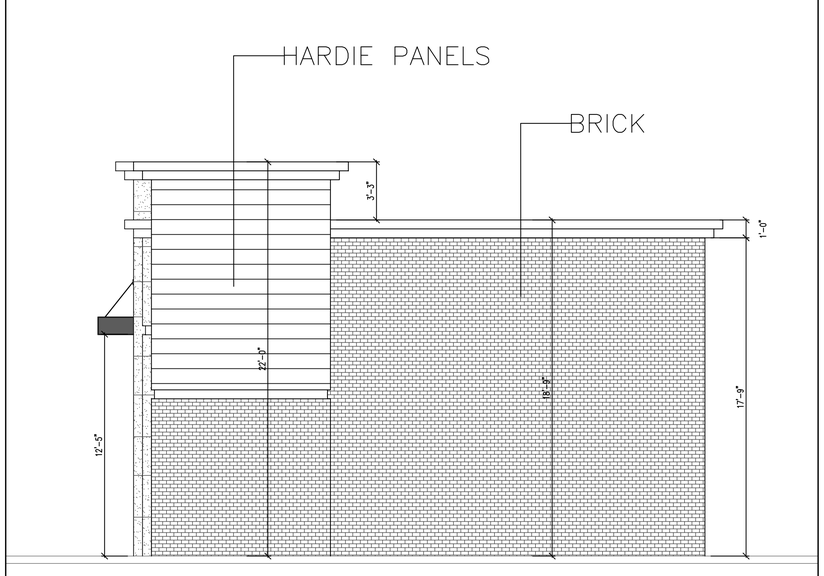
PROPOSED SOUTH ELEVATION



PROPOSED EAST ELEVATION



PROPOSED NORTH ELEVATION



PROPOSED WEST ELEVATION

NORTH

PROPOSED ELEVATIONS

SCALE: 1/4" = 1'

PROJECT:

GAS STATION

LOCATION:
27417
5 MILE RD
LIVONIA,
MI. 48154

N.C. DESIGNERS & CONTRACTING INC.

3241 S. TELEGRAPH
DEARBORN, MI 48124

P:(313) 986-8381
ncdesigners@yahoo.com

DRAWN BY:
N.C.

DESIGNED BY:
N.C.

APPROVED BY:

SUBMITTALS

REVISIONS:

PROJECT NO
122-2022

DATE
6-21-2022

SCALE
NOTED

SHEET TITLE

PROPOSED ELEVATIONS

A.104

SEAL

STATE OF MICHIGAN
ADNAN H. AL-SAATI
ENGINEER
No. 39134

CORRESPONDENCE

DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

TODD J. ZILINCIK, P.E.
CITY ENGINEER

DAVID W. LEAR, P.E.
ASST. CITY ENGINEER

MAUREEN MILLER BROSNAN
MAYOR

DONALD R ROHRAFF
DIRECTOR OF PUBLIC WORKS

12973 FARMINGTON ROAD
LIVONIA, MICHIGAN 48150
(734) 466-2571
FAX: (734) 466-2195

August 3, 2022

Mr. Scott Miller
Planner IV
City of Livonia

Re: Petition 2022-08-08-03 – 27417 Five Mile Road

Dear Mr. Miller:

In accordance with your request, the Engineering Division has reviewed the above referenced petition. We have no objections to the proposed project at this time. The parcel is assigned the address of **#27417 Five Mile Road**.

The existing building is currently serviced by water main, storm and sanitary sewer. The drawings do not indicate any alterations to the existing services, so we do not anticipate any issues with the proposed waiver use.

It should be noted that should the owner need to modify any of the existing utilities, or do any work within the Five Mile or Inkster Road right-of-way's, drawings will need to be submitted to this Department to determine if permits will be required from either the City of Livonia or Wayne County.

Should you have any additional questions on this matter, please feel free to contact myself at (734) 466-2608 or the City Engineer, Mr. Todd Zilincik at (734) 466-2561. If you would prefer, you can e-mail either of us at dlear@livonia.gov or tzilincik@livonia.gov.

Sincerely,

David W. Lear, P.E.
Assistant City Engineer

cc: 2022 Petition File

DEPARTMENT OF PUBLIC SAFETY
LIVONIA FIRE & RESCUE

ROBERT JENNISON
FIRE CHIEF

MAUREEN MILLER BROSNAN
MAYOR

14910 FARMINGTON ROAD
LIVONIA, MICHIGAN 48154-5419
734-466-2444
734-466-2082 fax

DATE: August 16, 2022

TO: Scott O. Miller, Planner IV

FROM: Livonia Fire Prevention Division

SUBJECT: **Petition 2022-08-08-03, 27417 Five Mile Rd.**

This office has reviewed the site plan submitted in connection with a request to construct a commercial building on property located at the above referenced address.

We have no objections to this proposal.

A further detailed plan review will take place when this division receives an official plan set.

Sincerely,

Brian R. Kukla

Brian R. Kukla
Fire Marshal

DEPARTMENT OF PUBLIC SAFETY
DIVISION OF POLICE

THOMAS GORALSKI
CHIEF OF POLICE

MAUREEN MILLER BROSNAN
MAYOR

15050 FARMINGTON ROAD
LIVONIA, MICHIGAN 48154-5499
(734) 466-2470
FAX: (734) 261-2265

August 4, 2022

Mr. Scott Miller
City of Livonia Planning Dept
33000 Civic Center Drive
Livonia, MI 48154

Re: Petitions 2022-08-08-03 - 27417 Five Mile Road

Mr. Miller,

I have reviewed the plans in connection with the petition. I have no objections to the proposals.

Please feel free to contact me, should you have any questions.

Sincerely,

FOR THE CHIEF OF POLICE,

Sgt. Scott Sczp. #543

Scott Sczepanski, Sergeant
Traffic Bureau
(734) 466-2107

Recycled Paper

INSPECTION DEPARTMENT

BUILDING
HEATING
PLUMBING
ELECTRICAL
ZONING
ENVIRONMENTAL PROTECTION
ORDINANCE ENFORCEMENT

MAUREEN MILLER BROSNAN
MAYOR

JEROME A. HANNA
DIRECTOR

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2580
FAX: (734) 466-2095

Date: August 3, 2022

To: Scott O. Miller

From: Jerome Hanna

RE: Petition 2022-08-08-03 – 27417 Five Mile Road

Pursuant to your request, the above referenced Petition has been reviewed.

1. Free air is not currently provided for as required per a previous ZBA case (8501-9).
2. The pavement is in disrepair and should be repaired or replaced as necessary.
3. There are no provisions for a dumpster enclosure on site. The Commission and/or Council may wish to address this.
4. The existing brick columns shall be repaired as necessary.

This Department has no further objections to this Petition.

I trust this provides the requested information.

Jerome Hanna
Jerome Hanna
Director of Inspection

DEPARTMENT OF FINANCE

Michael T. Slater
DIRECTOR OF FINANCE

Connie Kumpula
CHIEF ACCOUNTANT

MAUREEN MILLER BROSNAN
MAYOR

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2260
FAX: (734) 421-1807

August 5, 2022

Mr. Scott O. Miller
Planning Commission
33000 Civic Center Drive
Livonia, MI 48154

Petition 2022-08-08-03 - 27417 Five Mile Road

Dear Mr. Miller,

I have reviewed the address connected with the above noted petition. The following amounts are due to the City of Livonia:

Unpaid water and sewer charges:	$	118.59
Total Due City of Livonia	$	118.59

Please contact me if you have any further questions.

Very truly yours,

Connie Kumpula
Chief Accountant

CK: jw

Transaction Statement

Service Address
27417 FIVE MILE
LIVONIA, MI 48154

Mailing Address

SUNOCO
27417 FIVE MILE
LIVONIA, MI 48154

Account Number	Amount Due
020906500-001	$118.59

Account Number	From - Through
020906500-001	02/05/2022 - 08/05/2022

Services
Water & Sewer - Metered

Service Address
27417 FIVE MILE
LIVONIA, MI 48154

Beginning Balance
$600.76

Date	Type	Amount	Description
02/15/2022	Bill	$107.76	Due Date 03/10/2022
03/14/2022	Penalty	$70.85	
03/29/2022	Payment	($779.32)	Check
05/13/2022	Bill	$107.76	Due Date 06/10/2022
06/15/2022	Penalty	$10.78	

Total Due
$118.59

Transaction Statement

Account Number 020906500-001

OFFICE OF THE TREASURER

LYNDA L. SCHEEL
CITY TREASURER

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3060
(734) 466-2245
FAX: (734) 421-7230

August 4, 2022

Mr. Scott Miller – Planner IV
Planning Commission
City of Livonia

Re: Petition 2022-08-08-03 27417 Five Mile Road

Dear Mr. Miller,

In accordance with your request, the Treasurer's Office has reviewed the name and addresses connected with the above noted petition. At this time there are taxes due, but they are not delinquent, therefore I have no objections to the proposal.

Sincerely,

Lynda L. Scheel

Lynda L. Scheel
Treasurer, City of Livonia

OTHER ITEMS RELATED TO THE PETITION

UNAPPROVED MINUTES

MINUTES OF THE 1,191st PUBLIC HEARINGS AND REGULAR MEETING HELD BY THE CITY PLANNING COMMISSION OF THE CITY OF LIVONIA

On Tuesday, August 23, 2022, the City Planning Commission of the City of Livonia held its 1,191st Public Hearing and Regular Meetings in the Livonia City Hall, 33000 Civic Center Drive, Livonia, Michigan.

Mr. Ian Wilshaw, Chairman, called the meeting to order at 7 p.m.

Members present:	David Bongero	Sam Caramagno	Glen Long
	Carol Smiley	Peter Ventura	Wafa Dinaro
	Ian Wilshaw		

Members absent: None

Mr. Mark Taormina, Planning Director, and Stephanie Reece, Program Supervisor, were also present.

Chairman Wilshaw informed the audience that if a petition on tonight's agenda involves a rezoning request, this Commission makes a recommendation to the City Council who, in turn, will hold its own public hearing and make the final determination as to whether a petition is approved or denied. The Planning Commission holds the only public hearing on a request for preliminary plat and/or vacating petition. The Commission's recommendation is forwarded to the City Council for the final determination as to whether a plat is accepted or rejected. If a petition requesting a waiver of use or site plan approval is denied tonight, the petitioner has ten days in which to appeal the decision, in writing, to the City Council. Resolutions adopted by the City Planning Commission become effective seven (7) days after the date of adoption. The Planning Commission and the professional staff have reviewed each of these petitions upon their filing. The staff has furnished the Commission with both approving and denying resolutions, which the Commission may, or may not, use depending on the outcome of the proceedings tonight.

ITEM #2 PETITION 2022-08-08-03 Sunoco

Mr. Caramagno, Secretary, announced the next item on the agenda, Petition 2022-08-08-03 submitted by N.C. Designs & Contracting Inc., requesting approval of all plans required by Sections 3.11 and 13.13 of the Livonia Vision 21 Zoning Ordinance, as amended, in connection with a proposal to remodel the interior and exterior of the existing gas station (Sunoco) at 27417 Five Mile Road, located on the southwest corner of Five Mile and Inkster Roads in the Northeast ¼ of Section 24.

Mr. Taormina: Thank you, Mr. Chairman. This is a request to remodel the gas station at the southwest corner of Five Mile and Inkster Roads. It's currently a Sunoco gas station that has existed at this location since the early 1950s, and in 1971, the station was redeveloped to what exists today. Along with the sale of gasoline, the facility currently operates an auto repair business. There are two service bays that occupy the westerly part of the building. The site measures 140 feet along Five Mile Road by 110 feet on Inkster Road, for a total area of 15,400 square feet. The zoning is C-2 (General Business). There's an existing one-story building on the property. It measures roughly 1,900 square feet and is positioned in the southwest corner of the property. The fuel pumps are separated into two areas. There are four pumps that can accommodate eight vehicles, one on each side, located between the building and Five Mile Road, and then there's a single pump that can accommodate two vehicles, which is located on the east side of the building, adjacent to Inkster Road. Only the pumps along the Five Mile Road frontage are covered with an overhead canopy. The single pump on the east side of the building is not covered. The site is sparsely landscaped. There are three small areas of landscaping, one at each corner, as well as a small greenbelt area behind the building. Four driveways provide access to the site: two on Five Mile and two on Inkster. The site currently has eight parking spaces, including five spaces along the site's west property line and another three spaces along the south property line. The plans propose to eliminate the existing auto service center and convert the space for general retail purposes to enlarge the convenience store operations. The new floor plan shows a larger retail sales and display area with a walk-in cooler and freezer. There would be a coffee bar, a utility room, single restroom, office and cashier counter. So, gone are the auto repair operations. The enlarged convenience store, as shown on the floor plan would occupy all of the interior space of the updated building. On the exterior, the existing building consists mostly of brick. It has an asphalt shingled roof and mounted on the top left side of the roof is a cupola and weathervane. All of this would be removed. The cupola and shingles would be removed and replaced with a new membrane-covered roof that would be concealed from view by a new facade that would consist of parapet walls with varying heights and projections. The color rendering gives you a good idea of what the new building would look like. The materials would include a combination of brick, as well as stone, E.I.F.S., and Hardie panels, which is a composite material. New windows would be

added, and the entrance would be moved to the center of the storefront. Upon completion, the tallest part of the building would measure 27 feet in height. The ordinance limits the height to 35 feet, so it's still several feet below the maximum limit for the C-2 district. For landscaping, required along Five Mile Road are two full size trees, one ornamental tree and 16 shrubs. Along Inkster, the requirement is two full sized trees, one ornamental tree and 13 shrubs. There is a submitted landscape plan that shows the added plantings along both street frontages, mostly within the public road right-of-way. In terms of parking, the requirement is one space for each fueling pump. Thus, based on the number of fuel pumps this gas station requires six striped parking spaces. As indicated earlier, the site currently has eight spaces which would not be altered. The plan shows an enclosed dumpster in the southeast corner of the site. This was a topic of discussion at our study session. The enclosure has been reoriented to be due north-south to allow for better access to service the dumpster. Other than the proposed remodeling and landscaping improvements, no other site improvements are planned for the site. The parking lot layout, the number of driveways and the canopy set up with all remain as is. With that, Mr. Chairman, I can read out the departmental correspondence.

Mr. Wilshaw: Yes, please.

Mr. Taormina: The first item is from the Engineering Division, dated August 3, 2022, which reads as follows: *"In accordance with your request, the Engineering Division has reviewed the above referenced petition. We have no objections to the proposed project at this time. The parcel is assigned the address of #27417 Five Mile Road. The existing building is currently serviced by water main, storm and sanitary sewer. The drawings do not indicate any alterations to the existing services, so we do not anticipate any issues with the proposed waiver use. It should be noted that should the owner need to modify any of the existing utilities, or do any work within the Five Mile or Inkster Road right-of-way's, drawings will need to be submitted to this Department to determine if permits will be required from either the City of Livonia or Wayne County."* The letter is signed by David W. Lear, P.E., Assistant City Engineer. The next letter is from the Livonia Fire & Rescue Division, dated August 16, 2022, which reads as follows: *"This office has reviewed the site plan submitted in connection with a request to construct a commercial building on property located at the above referenced address. We have no objections to this proposal."*

The letter is signed by Brian Kukla, Fire Marshal. The next letter is from the Division of Police, dated August 4, 2022, which reads as follows: *"I have reviewed the plans in connection with the petition. I have no objections to the proposal."* The letter is signed by Scott Sczepanski, Sergeant, Traffic Bureau. The next letter is from the Inspection Department, dated August 3, 2022, which reads as follows: *" Pursuant to your request, the above referenced Petition has been reviewed. 1. Free air is not currently provided for as required per a previous ZBA case (8501-9). 2. The pavement is in disrepair and should be repaired or replaced as necessary. 3. There are no provisions for a dumpster enclosure on site. The Commission and/or Council may wish to address this. 4. The existing brick columns shall be repaired as necessary. This Department has no further objections to this Petition."* The letter is signed by Jerome Hanna, Director of Inspection. The next letter is from the Finance Department, dated August 5, 2022, which reads as follows: "*I have reviewed the address connected with the above noted petition. The following amounts are due to the City of Livonia: Unpaid water and sewer charges: $ 118.59 Total Due City of Livonia $ 118.59"* The letter is signed by Connie Kumpula, Chief Accountant. The next letter is from the Treasurer's Department, dated August 4, 2022, which reads as follows: *"In accordance with your request, the Treasurer's Office has reviewed the address connected with the above noted petition. At this time, there are no outstanding amounts receivable for taxes. Therefore, I have no objections to the proposal."* The letter is signed by Lynda Scheel, Treasurer. That is the extent of the correspondence.

Mr. Wilshaw: Are there any questions of the Planning Director? If not, our petitioner is in the audience. Feel free to come forward. As always, we ask that you start with your name and address for our record. Good evening.

Nasser Choucair, 3241 S. Telegraph Road, Dearborn, MI, 48124 Mr. Taormina explained a lot, and I just got a couple of samples if people someone wants to know what's the composite material, E.I.F.S., and the brick, so…

Mr. Wilshaw: Okay, great. If you want to hand those down to Ms. Reece, she will pass those along to us.

Mr. Taormina: Mr. Chair, if maybe he can describe what parts of the building are going to have which materials. I will go back to the rendering.

Mr. Wilshaw: Sure, Nasser, if you wanted to let us know which pieces are going to go where.

Mr. Choucair: The one he is holding, that's the composite material. Yes, it's not what…it looks like wood and hardy board, but it's not. So, this material would last for a long time, with no maintenance, zero maintenance. So, the material is not going to fade in the future. Probably it would, but in an uncertain time. The E.I.F.S., as you know, it's a material…a stucco material…form under. They put some mesh on it, and then they run a cement and then they paint it. Actually, they waterproof it with paint, and that material also would last as long as you don't hit or damage. That's why we put the stone columns at the height that people cannot reach the E.I.F.S. The canopy is going to be metal, as you see on the picture, aluminum, painted black. The brick, something like what we are presenting, sometimes the tone is a little bit different depending on what's in stock on the market. Then we'll have a coping and the crown on top would be E.I.F.S. covered with coping, aluminum coping. The roof is going to be refaced with a vinyl TPO material, which has not changed or any of that it's like a roofing material, new roofing material. And, like so. And the screening of course, in the back for the…would match the building, whatever material we have on the building will screen HVAC units that is going to be placed and the compressors for the coolers. The inside, it's going to be really more modern look. Tile, the big size tiles, granite tops and new coolers. Bulletproof I guess that is and that's it, I guess.

Mr. Wilshaw: Okay. Well, let's see if we have any questions for you. And we'll go from there. Any questions for our petitioner?

Ms. Dinaro: Are there plans to change the asphalt?

Mr. Choucair: Definitely. Not changed completely, because that would kick in the Engineering Department on us. So, whatever is really bad, definitely will be repaired. They cut in take out. Of course, they'll put a sealer if there is asphalt. They will put a sealer and restart the whole parking brand new. It would be whatever we have concrete if it's broken and hazard, of course, we'll take that piece out and put a new one.

Mr. Wilshaw: Does that answer your question, Ms. Dinaro? Ms. Smiley.

Ms. Smiley: Where are you going to locate the free air?

Mr. Choucair: At the nearest parking next to the building. Whichever one over this side, I think next to that dumpster. Yeah. Over there. Mostly, you're not going to put it in front of the building. Yeah, we'll put it on that corner. And the columns I heard the inspector saying that that's definitely…it's going to be all stripped and rebuilt matching the building color.

Ms. Smiley: Yeah, my next question is, they're aware of the taxes and stuff or the water?

Mr. Choucair: Actually, probably, I mean, not only this is bill for this month, maybe or something. I mean, it's $118.00. I mean, they didn't miss…I mean if they're missing their payment, it should be thousands. They're putting half a million-dollar refacing them all day, so they should be okay.

Ms. Smiley: As long as they are aware.

Mr. Wilshaw: Thank you, Miss Smiley. Any other questions for our petitioner? Sure, Mr. Bongero.

Mr. Bongero: Just construction wise, Nasser, the shingled roof that's there, do you strip it off

Mr. Choucair: Completely and that material doesn't stick if you don't take that asphalt out, and then we'll put (inaudible) inch insulation on it, and then we'll put the material, the TPO material on.

Mr. Bongero: Gotcha. On the section, it's showing half inch interior gypsum board applied to the back of the parapet wall.

Mr. Choucair: Half inch…

Mr. Bongero: When you go to the section, right there.

Mr. Choucair: That should be denser glass or plywood. Whatever they put down probably it's a mistake, Miss typo.

Mr. Bongero: He's got half inch interior gypsum board.

Mr. Choucair: Oh, no, no, there's definitely…100% It's not…either plywood. 7/16 or SPE or it's going to be dense glass. Yeah, five eighths of an inch dense glass or SPE plywood. Okay.

Mr. Bongero: Okay. I just fear that…

Mr. Choucair: I'm sorry about that.

Mr. Bongero: That's no problem. Okay. Well, thank you.

Mr. Wilshaw: Thank you, Mr. Bongero. Any other questions? Mr. Ventura?

Mr. Ventura: Nasser, can you make us…which of these materials that you passed out here will be on the columns and the front of the building?

Mr. Choucair: None. That's a kind of material…it's a cement blocks. They come 24 inches by 4 inch thick, 16 inch high, and they're grinded. It's not that it's nice on us, but they do them in Grand Rapids only, and you put any color you want. I put them in about like eight gas stations and they look beautiful. And there is one location, If you're nearby in Brownstown, Dix-Toledo and King, there is another one in Troy. And there is many other ones. In Livonia…where did I put some? There is one on West Road and I-75, the Mobil gas station that's Woodhaven. There is 14 and Dequindre. Mobile.

Mr. Ventura: Okay, thank you. It's a masonry product.

Mr. Choucair: It's a masonry product lasts better even…why I like it better than limestone, because limestone would…sometimes the rain or if you have an area that's dripping on it, it turns to dark and black, and it looks like dirty. This material does not stain whatsoever. It's a good material,

Mr. Ventura: This is quite a freshening up of that building, and it looks great. It makes a big addition to the corner. When do you think you'll start?

Mr. Choucair: When we have permits.

Mr. Ventura: So right away

Mr. Choucair: Whenever they give us the permits we'll start.

Mr. Wilshaw: Thank you, Mr. Ventura. Any other questions for petitioner? I don't see any other questions from anybody? Is there anybody in our audience wishing to speak for or against this item? I don't see anybody jumping forward. Mr. Nasser, is there anything else that you would like to say before we make our decision?

Mr. Choucair: I hope it works okay with you.

Mr. Wilshaw: We'll see how it goes in a few minutes. Well, thank you for coming. It's not public hearing this is a miscellaneous item, but a motion would be an order.

On a motion by Smiley, seconded by Ventura, and unanimously adopted, it was

#08-48-2022 ***RESOLVED***, That City Planning Commission does hereby recommend to City Council that Petition 2022-08-08-03 submitted by N.C. Designs & Contracting Inc., requesting approval of all plans required by Sections 3.11 and 13.13 of the Livonia Vision 21 Zoning Ordinance, as amended, in connection with a proposal to remodel the interior and exterior of the existing gas station (Sunoco) at 27417 Five Mile Road, located on the southwest corner of Five Mile and Inkster Roads in the Northeast ¼ of Section 24, be approved subject to the following conditions:

1. The Proposed Landscape Plan/Site Plan identified as sheet SP.101 dated August 5, 2022, as revised, prepared by N.C. Designers & Contracting Inc., is hereby approved and shall be adhered to.

2. That all landscape areas shall be fully irrigated with an underground system and any disturbed turf areas restored with sod in lieu of hydroseeding.

3. All parking spaces, except the required barrier free parking, shall be doubled striped at ten feet (10') wide by twenty feet (20') in length as required, and the number and location of the barrier free parking space(s) shall be provided at the direction of the Inspection Department.

1. The Exterior Building Elevation Plan identified as sheet A.202 dated August 5, 2022, as revised, prepared by N.C. Designers & Contracting Inc., is hereby approved and shall be adhered to.

4. That all rooftop mechanical equipment shall be concealed from public view on all sides by screening that shall be of a compatible character, material and color to other exterior materials on the building.

5. That the three walls of the trash dumpster area shall be constructed out of the same brick used in the construction of the building or in the event a poured wall is substituted,

the wall's design, texture and color shall match that of the building. The enclosure gates shall be of solid panel steel construction or durable, long-lasting solid panel fiberglass.

6. Any new light fixtures shall not exceed a height of twenty feet (20') from grade at the base of the light and shall be aimed and shielded to minimize stray light trespassing across property lines or on adjacent roadways.

7. No outside storage, placement or display of merchandise shall be permitted.

8. Pursuant to Section 6.26(11), free air shall be provided and dispensed at the point of service without having to enter the station or perform any extra action to obtain the air without charge.

9. Vacuum equipment or the outdoor placement/storage of propane cylinder storage units is not allowed.

10. The sale of ice shall be restricted to the inside of the building.

11. Only conforming signs are approved as part of this petition, and any additional signs shall be separately submitted for review and approval by the Zoning Board of Appeals.

12. No part of the pump island canopy fascia, except for signage, shall be illuminated, and no LED lightband or exposed neon is allowed on any part of the building, including around the windows or on the overhead canopies.

13. Unless approved by the proper local authority, any type of exterior advertising, such as promotional flags, streamers or sponsor vehicles designed to attract the attention of passing motorists, shall be prohibited.

14. The specific plans referenced in this approving resolution shall be submitted to the Inspection Department at the time the building permits are applied for; and,

15. Pursuant to Section 13.13 of the Livonia Vision 21 Zoning Ordinance, this approval is valid for a period of one year only from the date of approval by City Council, and unless

a building permit is obtained, this approval shall be null and void at the expiration of said period.

Mr. Wilshaw: Is there any discussion?

Mr. Wilshaw, Chairman, declared the motion is carried and the foregoing resolution adopted. It will go on to City Council with an approving resolution.

CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD SEPTEMBER 7, 2022

Meeting was called to order at 8:05 p.m. by Council Vice President Jim Jolly. Present: Vice President Laura Toy, Kathleen McIntyre, Scott Bahr, Rob Donovic, Scott Morgan. Absent: Brandon McCullough.

Elected and appointed officials present: Leo Neville, Assistant City Attorney, Lori Miller, Deputy Clerk Mark Taormina, Director of Planning and Economic Development, David Lear, Assistant City Engineer, Toni LaPorte, Library Director, LaShawn Thomas, Director of Governmental Affairs, Jeannine Laible, Human Resources Director.

Councilmember Kathleen McIntyre led the Pledge of Allegiance.

7. REQUEST TO APPROVE INCREASE IN COMPENSATION FOR LIBRARY PAGE & STUDENT PAGE CLASSIFICATIONS: Department of Civil Service, re: to be in the same compensation range as other Library Page and Student Page classifications in comparable communities.

   Jeannine Laible, Human Resources Director and Toni LaPorte, Library Director, presented the request to Council.

   Council President Jim Jolly asked what the profile of the Page would be along with expected wage. Toni LaPorte stated she would like the starting wage to be $11.00 per hour, a step-raise after one year to $11.75, then $12.75 after two years. They are mostly high school teenagers or those that are done with their career when the start out, the staff varies from ages 16 to 70.

   Councilmember Scott Bahr offered an approving resolution for the Consent agenda.

   DIRECTION: APPROVING CONSENT

LETTER TO THE LIVONIA CITY COUNCIL

7.

Civil Service
August 18, 2022

MEETING DATE	PREPARED BY
S090722/R092622	Jillian Emmitt, Personnel Clerk,

AGENDA ITEM

REQUEST TO APPROVE INCREASE IN COMPENSATION FOR LIBRARY PAGE & STUDENT PAGE CLASSIFICATIONS: Department of Civil Service, re: to be in the same compensation range as other Library Page and Student Page classifications in comparable communities.

BACKGROUND

August 18, 2022

Honorable Members of City Council
City of Livonia

Subject: Request for Increase in Wage Rate for the Library Page & Student Page Classifications

Dear Council Members:

At the Civil Service Commission meeting of August 17, 2022, with Chairperson Charlotte S. Mahoney, Commissioners James Wenson and Roger Spence being present, with minutes to be approved on September 28, 2022, the Civil Service Commission approved the following resolution:

Upon a motion by Mr. Wenson, seconded by Mr. Spence, and adopted, it was

> **22-149** RESOLVED, that having reviewed the letter dated July 18, 2022, from Toni LaPorte, Library Director, requesting an increase in wage rate for the Library Page & Student Page classifications, the Civil Service Commission does hereby approve the request for an increase in wage rate for the Library Page & Student Page classifications. The Civil Service Commission submits the same to City Council for their review and consideration.

Attached is a copy of Ms. LaPorte's letter for your review.

If you have any questions concerning this matter, please call me at (734) 466-2527.

Thank you for your consideration.

Sincerely,

Jeannine Laible

Human Resources Director

RECOMMENDATION

Approve as submitted

FISCAL CONSIDERATION

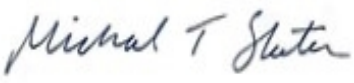
From budgeted funds

ATTACHMENTS

1. Packet to Council transmitting Wage Rate Increase for Library Page and Student Page

APPROVED BY

Jeannine Laible, Human Resources Director — Date: August 22, 2022



Michael Slater, Finance Director — Date: August 22, 2022



Paul Bernier, City Attorney — Date: August 22, 2022



Maureen Miller Brosnan, Mayor — Date: August 25, 2022

CIVIL SERVICE DEPARTMENT

MAUREEN MILLER BROSNAN
MAYOR

CIVIL SERVICE COMMISSION

CHARLOTTE S. MAHONEY, CHAIRPERSON
JAMES WENSON, COMMISSIONER
ROGER L. SPENCE, COMMISSIONER

MEMBER IPMA-HR /SHRM
International Public Management Association
for Human Resources
Society for Human Resources Management

JEANNINE LAIBLE
HUMAN RESOURCES DIRECTOR

August 18, 2022

Honorable Members of City Council
City of Livonia

Subject: Request for Increase in Wage Rate for the Library Page & Student Page Classifications

Dear Council Members:

At the Civil Service Commission meeting of August 17, 2022, with Chairperson Charlotte S. Mahoney, Commissioners James Wenson and Roger Spence being present, with minutes to be approved on September 28, 2022, the Civil Service Commission approved the following resolution:

Upon a motion by Mr. Wenson, seconded by Mr. Spence, and adopted, it was

> **22-149** RESOLVED, that having reviewed the letter dated July 18, 2022, from Toni LaPorte, Library Director, requesting an increase in wage rate for the Library Page & Student Page classifications, the Civil Service Commission does hereby approve the request for an increase in wage rate for the Library Page & Student Page classifications. The Civil Service Commission submits the same to City Council for their review and consideration.

Attached is a copy of Ms. LaPorte's letter for your review.

If you have any questions concerning this matter, please call me at (734) 466-2527.

Thank you for your consideration.

Sincerely,

Jeannine Laible
Human Resources Director

je

MEMORANDUM

TO: Jeannine Laible, Human Resources Director
FROM: Dalie Ripley, Personnel Analyst I
DATE: July 21, 2022
SUBJECT: Request to Modify Library Page and Student Page Wages DR

In correspondence dated July 18, 2022, Toni Laporte, Library Director, requests that the Civil Service Commission approve the hourly wage increase for the Library Page and Student Page classification from $10.10 per hour to $11.00 per hour. Additionally, Ms. LaPorte is requesting that there be a step increase after 1 year to $11.75, and after 2 years to $12.75. The hourly rate was last adjusted in 2021. I have attached the Temporary Wage Rate Schedule from 2021 to 2024, along with the research Ms. LaPorte conducted on neighboring municipalities. This request is to stay competitive with the current labor market to both retain our current Pages and attract new candidates.

This request was reviewed and approved by the Personnel Review Committee and Mayor Brosnan. Per the City of Livonia Charter, CHAPTER V, EXECUTIVE DIVISION, Section 16(b)(1) Powers and Duties of the Commission, the Civil Service Commission is given the authority to "establish and administer…, a schedule of compensation…"

Therefore, it is recommended that the proposed wage rate increase for both Library Page and Student Page positions be considered for adoption and the effective date would be upon Council approval.

COMMENTS BY THE HUMAN RESOURCES DIRECTOR:

Concur

Jeannine Laible

LIVONIA PUBLIC LIBRARY

MAUREEN MILLER BROSNAN
Mayor

LIBRARY COMMISSION

Carol Bagazinski
Carrie Budzinski
Kacie McCullough
Mary Morrison
David Parr

TONI LAPORTE
Library Director

BENNETT CIVIC CENTER LIBRARY
32777 FIVE MILE ROAD
Livonia, Michigan 48154-3045
Phone: (734) 466-2491
Fax: (734) 421-4860

ALFRED NOBLE BRANCH
32901 PLYMOUTH ROAD
Livonia, Michigan 48150-1793
Phone: (734) 421-6600
Fax: (734) 421-6606

CARL SANDBURG BRANCH
30100 SEVEN MILE ROAD
Livonia, Michigan 48152-1918
Phone: (248) 893-4010
Fax: (248) 476-6230

VEST POCKET LIBRARY
15218 FARMINGTON ROAD
Livonia, Michigan 48154-5417
Phone: (734) 466-2559

July 18, 2022

Civil Service Commission
Charlotte S. Mahoney, Chairperson
James Wenson
Roger Spence

RE: Request to Approve Hourly Rate Increase, Department of the Library, for Library Page Position

After surveying Library Directors in Wayne and Oakland Counties, I would like to request an increase in salary for Library Pages. (See attached chart.) This position is invaluable to our service, not only do they shelve all the books that are returned, but pages are also responsible for:

- Delivering books to our homebound library patrons
- Delivering books between the branch libraries
- Repairing damaged books, CDs, and DVDs
- Assisting Librarians with various children's and adult programming
- Assisting Patrons with Computer use at the Help Desk
- Assisting with TLN bin sorting
- Emptying the book drop

I am requesting that the starting hourly wage be changed to $11.00, a step raise after one year to $11.75 and after 2 years to $12.75.

We are having a hard time hiring new people because they can make more money elsewhere.

Respectfully submitted,

Toni LaPorte
Library Director

TEMPORARY CLASSIFICATIONS
6.27.22

CLASSIFICATION		Jan. 1, 2021	Jan. 1, 2022	Jan. 1, 2023	Jan. 1, 2024
COLLEGE CO-OP	1ST YEAR	$10.12	$10.35	$10.35	$10.35
	2ND YEAR	$10.62	$10.85	$10.85	$10.85
CROSSING GUARD	FLAT RATE	$10.25	$10.25	$10.25	$10.25
HIGHSCHOOL CO-OP	1ST YEAR	$9.87	$10.10	$10.10	$10.10
	2ND YEAR	$10.12	$10.35	$10.35	$10.35
LIBRARY PAGE	FLAT RATE	$9.87	$10.10	$10.10	$10.10
	6 MONTHS	$10.12	$10.35	$10.35	$10.35
POLICE RESERVE OFFICER	FLAT RATE	$12.50	$12.50	$12.50	$12.50
SEASONAL CLERK	1ST YEAR	$10.12	$10.35	$10.35	$10.35
	2ND YEAR	$10.62	$10.85	$10.85	$10.85
SEASONAL LABORER Rate increases in the Jan 1, 2021 column is effective 8/28/21 (*CR#266-21)*	1ST SEASON	$12.00	$12.00	$12.50	$13.00
	2ND SEASON	$12.50	$12.50	$13.00	$13.50
	3RD+ SEASON	$13.00	$13.00	$13.50	$14.00
SEASONAL LABORER Rate increase in the Jan 1, 2022, column is effective 7/2/22 (CR#195-22)	FLAT RATE		$15.00	$15.00	$15.00
STUDENT PAGE	FLAT RATE	$9.87	$10.10	$10.10	$10.10
	6 MONTHS	$10.12	$10.35	$10.35	$10.35
SUBSTITUTE LIBRARIAN Pre-Master's Degree (20 hours)	FLAT RATE	$12.00	$12.00	$12.00	$12.00
	100 HOURS	$13.00	$13.00	$13.00	$13.00
SUBSTITUTE LIBRARIAN (MLIS)* *Rate increase in the Jan 1, 2021 column is effective 9/11/21 (CR#271-21)	FLAT RATE	$20.00	$20.00	$20.00	$20.00
	100 HOURS	$22.00	$22.00	$22.00	$22.00

LIBRARY PAGE HOURLY WAGES – 2022

LIBRARY	WAGE	PROPOSED
Livonia Public Library	$10.10 – 10.35	$11.00 – $11.75 – $12.75
Ann Arbor District Library	$12.01 – 12.69	
Baldwin Public Library	$10.68	
Bloomfield Township P.L.	$10.00	
Brandon Township P.L.	$10.27 – 12.27	
Canton P.L.	$13.13 – $15.08 – $17.08	
Ferndale Area District Library	$10.00	
Frasier P.L.	$11.00	
Lyon Twp P.L.	$10.00	
Manchester District Library	$12.00 (starting salary)	
Milford P.L.	$10.00	
Pickney P.L.	$11.00 new hires (existing pages make more)	
Plymouth District Library	$10.87 – 12.35	
Royal Oak P.L.	$10.46 - $11.93	
Wayne P.L.	$10.50 – 12.00	

CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD SEPTEMBER 7, 2022

Meeting was called to order at 8:05 p.m. by Council Vice President Jim Jolly. Present: Vice President Laura Toy, Kathleen McIntyre, Scott Bahr, Rob Donovic, Scott Morgan. Absent: Brandon McCullough.

Elected and appointed officials present: Leo Neville, Assistant City Attorney, Lori Miller, Deputy Clerk Mark Taormina, Director of Planning and Economic Development, David Lear, Assistant City Engineer, Toni LaPorte, Library Director, LaShawn Thomas, Director of Governmental Affairs, Jeannine Laible, Human Resources Director.

Councilmember Kathleen McIntyre led the Pledge of Allegiance.

8. REQUEST TO AUTHORIZE PURCHASE OF 63 CASES OF FOURSTAR 180-DAY BRIQUETTES: Department of Public Service, re: for the 2023 Mosquito Treatment Program, from budgeted funds.

   David Lear, Assistant City Engineer, presented the request to Council.

   Councilmember Scott Morgan asked if they are dropped in the catch basin. David Lear replied they dissolve. Councilmember Morgan offered an approving resolution on the Consent agenda.

   DIRECTION: APPROVING CONSENT

LETTER TO THE LIVONIA CITY COUNCIL

8.

DPW
August 16, 2022

MEETING DATE	PREPARED BY
S090722/R092622	Jill Russell, Secretary III,

AGENDA ITEM

REQUEST TO AUTHORIZE PURCHASE OF 63 CASES FOURSTAR 180-DAY BRIQUETTES: Department of Public Service, re: for the 2023 Mosquito Treatment Program, from budgeted funds.

BACKGROUND

The Department of Public Service treats a total of 11,300 catch basins annually with a larvicide briquette. This slow-release briquette is dropped into a catch basin where it settles at the bottom of the catch basin (called the sump) where water collects. The briquette continually re-treats the water for up to 180 days. The briquette is effective on all species of mosquitoes including the Culex pipiens species of mosquito, which carries the West Nile Virus. While it prefers birds, it will take a blood meal from humans. This species is a shy breeder that prefers catch basins or gutters, with highly organic water rather than open waters. Previous experience with West Nile Virus has resulted in the greatest amount of cases occurring in August into September. This has been attributed to August being a dry month, therefore rainwater does not drain into the storm system from periodic rainfalls which will would then naturally carry away the larvae before they can develop into adult mosquitoes.

The Department has performed the storm drain mosquito control program treating catch basins throughout the City for many years. The Department is requesting approval of payment to Clarke Mosquito Control for the purchase of 63 cases of Fourstar 180-day Briquettes at $782.00 per case. The price for this product is set by the manufacturer therefore there is no advantage to a competitive bid process. We have dealt directly with the manufacturer since the inception of this program.

RECOMMENDATION

Authorize the Department of Public Works to purchase 63 cases of Fourstar 180-Day Briquettes at the cost of $782.00 per case, for a total of $49,266.00 from Clarke Mosquito Control, 675 Sidwell Ct., St. Charles, IL 60174 (Vendor #28004)

FISCAL CONSIDERATION

$49,266.00 in budgeted funds for this purchase can be found in account #226-529-805-010 (Pest Control)

ATTACHMENTS

1. 2022 Mosquito Briquette Quote - Clarke

APPROVED BY



Douglas L. Moore, MSA, Assistant Director of Public Works — Date: August 17, 2022



Don Rohraff, Director of Public Works — Date: August 17, 2022



Michael Slater, Finance Director — Date: August 22, 2022



Maureen Miller Brosnan, Mayor — Date: August 25, 2022

675 Sidwell Ct
St Charles, IL 60174
U.S.A.
www.clarke.com
TOLL-FREE: 800-323-5727

PH: 630-894-2000
FAX: 630-443-3070
EMAIL:customercare@clarke.com

QUOTATION

BILL TO
City of Livonia (003601)
Doug Moore
12973 Farmington Rd

Livonia, MI 48150-4202
734-466-2617
734-466-2660

SHIP TO
City of Livonia
Doug Moore
12973 Farmington Rd

Livonia, MI 48150-4202
734-466-2617

Address ID: 000001

Quotation #	Quote Date	Salesperson	Written by	Valid to
0002029099	08/16/22	Chris Novak	Angie Gaul	10/31/22

Delivery Method	Terms
Best Way	Net 30 Days

Item #	Item Description	Qty Ordered	Unit Price	Extended Price
100514297	FOURSTAR 180 DAY BRIQUET	63 cs	782.0000/ cs	49,266.00
		Order Total		49,266.00
		Total		49,266.00

* For your convenience we also accept Visa and MasterCard

Clarke will charge applicable sales taxes unless a valid exemption certificate is Emailed to: accountsreceivable@clarke.com or faxed to: 630-672-7439

* A 15% restocking fee plus freight costs may be assessed to any returned items.
Items must be returned within 120 days of shipment and in an acceptable condition.

LETTER TO THE LIVONIA CITY COUNCIL

7.

Law
September 1, 2022

MEETING DATE	PREPARED BY
R092622 - FIRST READ	Brenda Smyser, Program Supervisor

AGENDA ITEM

PROPOSED AMENDMENT TO THE LIVONIA VISION 21 ZONING ORDINANCE, AS AMENDED, Department of Law, re: Petition 2022-05-01-01 submitted by Nofar Hotel Group, requesting to rezone the property at 31501 Schoolcraft Road, located on the south side of Schoolcraft Road between Merriman Road and Hubbard Avenue in the Northeast ı of Section 27, from C-3 (Highway Services) to C-4 (High Rise Commercial).
Public Hearing held on September 12, 2022

BACKGROUND

At your public hearing held on September 12, 2022, you responded to Petition 2022-05-01-01, submitted by Nofar Hotel Group., for a change of zoning of property located on the south side of Schoolcraft Road between Merriman Road and Hubbard Avenue (31501 Schoolcraft Road), in the Northeast ı of Section 27, from C-3 (Highway Services) to C-4 (High Rise Commercial).

Accordingly, herewith submitted for your consideration is the proposed ordinance amendment prepared by the Department of Law, together with the map prepared by the Planning Department.

RECOMMENDATION

September 19, 2022: The ordinance has been prepared for a First Reading.

July 25,2022

Honorable Members of the City Council
City of Livonia, Michigan

Re: Petition 2022--05-01-01 - Nofar Hotel Group

Dear Council Members:

At the 1,189th Public Hearings and Regular Meeting held by the City Planning Commission on July19, 2022, the following resolution was unanimously adopted:

#07-39-2022 RESOLVED, That pursuant to a Public Hearing having been held by the City Planning Commission on July 19, 2022, on Petition 2022-05-01-01 submitted by Nofar Hotel Group pursuant to Sections 13.13 and 13.15 of the Livonia Vision 21 Zoning Ordinance, as amended, requesting to rezone the property at 31501 Schoolcraft Road, located on the south side of

Schoolcraft Road between Merriman Road and Hubbard Avenue in the Northeast ı of Section 27, from C-3 (Highway Services) to C-4 (High Rise Commercial), the Planning Commission does hereby recommend to the City Council that Petition 2022-05-01-01 be approved for the following reasons:

1. That the proposed change of zoning is compatible to and in harmony with the surrounding land uses and zoning districts in the area.

2. That the proposed change of zoning and the intended use of the property are consistent with the developing character of the area.

3. That the proposed change of zoning will provide for the development of the subject property in a manner that is consistent with its size and location.

4. That the proposed zoning is consistent with the purposes, goals and objectives of the Master Plan and Zoning Ordinance, which seek to ensure compatibility and appropriateness of land uses so as to enhance property values and create and promote a more favorable environment for neighborhood use and enjoyment, and

5. That the proposed change of zoning represents a reasonable and logical zoning plan for the subject property which adheres to the principles of sound land use planning.

FURTHER RESOLVED, That notice of the above hearing was given in accordance with the provisions of Section 13.13 and 13.15 of Livonia Vision 21 Zoning Ordinance, as amended.

FISCAL CONSIDERATION

None

ATTACHMENTS

1. 2022-05-01-01_2nd
2. Proposed Ordinance - Pet. 2022-05-01-01 - Nofar Hotel Group
3. PH091222 - DIRECTION - REZONE
4. PH091222 Petition 2022-05-01-01 (Nofar) Minutes
5. LTC PH091222 Petition 2022-05-01-01
6. 2022-05-01-01_E-COUNCIL Pkt

APPROVED BY

Date: September 19, 2022

Paul Bernier, City Attorney

Date: September 19, 2022

Maureen Miller Brosnan, Mayor

AN ORDINANCE AMENDING SECTION 27 OF THE ZONING MAP OF THE CITY OF LIVONIA AND AMENDING ARTICLE III OF LIVONIA VISION 21 ZONING ORDINANCE, AS AMENDED, KNOWN AND CITED AS ñTHE CITY OF LIVONIA ZONING ORDINANCEò BY ADDING SECTION 3.____ THERETO.

THE CITY OF LIVONIA ORDAINS:

Section 1. Pursuant to the report of the City Planning Commission, dated July 25, 2022, setting forth its resolution 07-39-2022 recommending approval of Petition 2022-05-01-01, having been considered by the Council, and the Council having conducted a public hearing on September 12, 2022, on said petition, and having concurred in the recommendation of the City Planning Commission, the Council hereby adopts said Petition 2022-05-01-01 to amend the Zoning Ordinance and Zoning Map of the City of Livonia and all proceedings heretofore conducted on said petition are hereby approved.

Section 2. Article III of the City of Livonia Vision 21 Zoning Ordinance, as amended, is hereby amended by adding thereto the following section:

Section 3.___. Petition 2022-05-01-01 submitted by Nofar Hotel Group is hereby approved, and the zoning classification of the premises hereinafter described is hereby changed from C-3 to C-4:

> Land situated in the City of Livonia, County of Wayne, State of Michigan, described as follows:
>
> A PARCEL OF LAND BEING PART OF THE NORTHEAST 1/4 OF SECTION 27, TOWN 1 SOUTH, RANGE 9 EAST, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 27; THENCE SOUTH 00 DEGREES 07 MINUTES 30 SECONDS EAST 508.14 FEET ALONG THE EAST LINE OF SAID SECTION 27, SAID LINE ALSO BEING THE CENTERLINE OF MERRIMAN ROAD (120 FEET WIDE); THENCE NORTH 89 DEGREES 22 MINUTES 10 SECONDS WEST 60.00 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY LINE OF SAID MERRMAN ROAD AND THE POINT OF BEGINNING; THENCE CONTINUING NORTH 89 DEGREES 22 MINUTES 10 SECONDS WEST 572.00 FEET; THENCE NORTH 00 DEGREES 07 MINUTES 30 SECONDS WEST 231.53 FEET PARALLEL WITH SAID EAST SECTION LINE AND CENTERLINE TO A POINT ON

THE SOUTHERLY RIGHT OF WAY LINE OF SCHOOLCRAFT ROAD (WIDTH VARIES); THENCE SOUTH 89 DEGREES 14 MINUTES 28 SECONDS EAST 397.00 FEET ALONG SAID SOUTHERLY RIGHT OF WAY LINE; THENCE SOUTH 88 DEGREES 07 MINUTES 30 SECONDS EAST 164.64 FEET PARALLEL WITH THE SAID EAST SECTION LINE AND CENTERLINE; THENCE SOUTH 89 DEGRES 22 MINUTES 10 SECONDS EAST 175.00 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY LINE OF SAID MERRIMAN ROAD; THENCE SOUTH 00 DEGREES 07 MINUTES 30 SECONDS EAST 66.00 FEET ALONG SAID WESTERLY RIGHT OF WAY LINE BEING PARALLEL WITH SAID EAST SECTION LINE AND CENTERLINE TO THE POINT OF BEGINNING, CONTAINING 2.37 ACRES OF LAND MORE OR LESS. SUBJECT TO ANY AND ALL EASEMENTS OR RIGHT OF WAYS OF RECORD IF ANY.

and the Northeast 1/4 of Section 27 of the Zoning Map is hereby amended to conform to the changes made in this section.

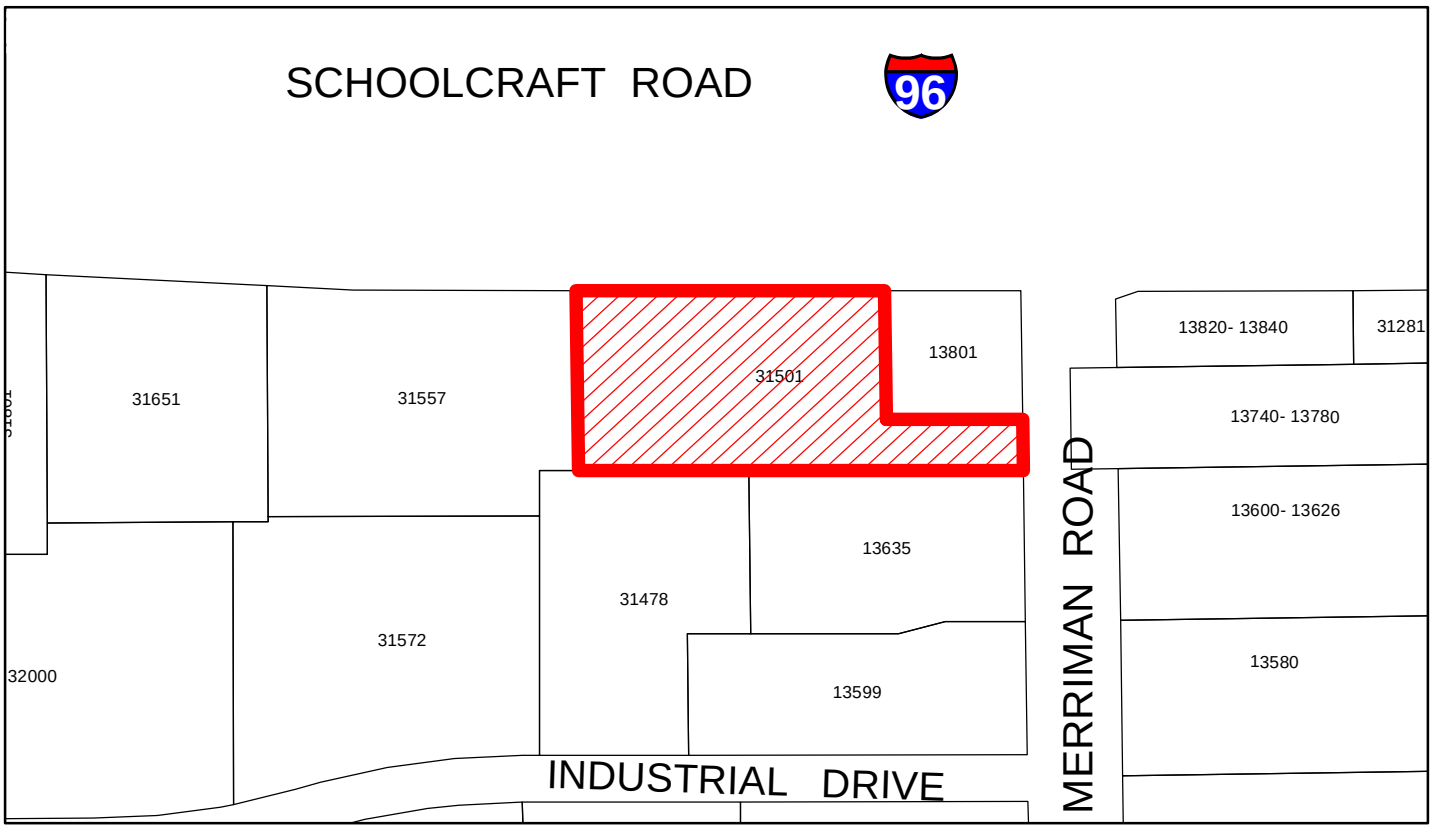
Section 4. The attached map designated ñAmendment No. ___ to the Zoning Map of the City of Livoniaò showing all of the amendments and changes made in the foregoing Section 2 of this ordinance is hereby approved, established and made a part hereof.

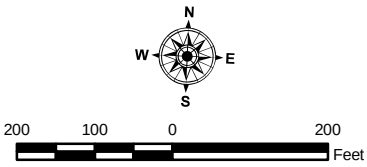
Section 5. All ordinances or parts of ordinances in conflict herewith are hereby repealed only to the extent necessary to give this ordinance full force and effect.

Section 6. Should any portion of this ordinance be held invalid for any reason, such holding shall not be construed as affecting the validity of any of the remaining portions of this ordinance.

_____

BOUNDARY OF DISTRICT AS AMENDED FROM C-3, HIGHWAY SERVICES TO C-4, HIGH RISE COMMERCIAL

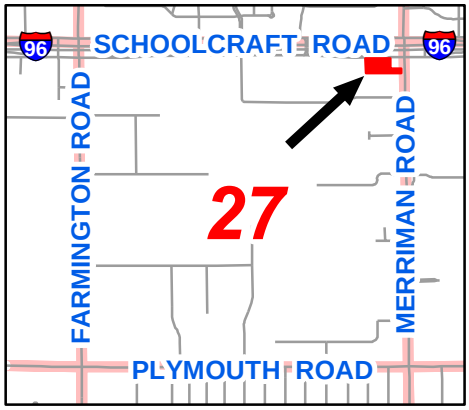




PETITION NO. 2022-05-01-01
A PART OF THE N.E. 1/4 OF SECTION 27

AMENDMENT NO. TO
THE LIVONIA VISION 21 ZONING MAP
CITY OF LIVONIA, MICHIGAN
ORDINANCE NO.

Adopted by the City Council on



_____ MAYOR

_____ CLERK

Minutes of Meeting Held on Monday, September 12, 2022

A Public Hearing of the Council of the City of Livonia was held at the Livonia City Hall Auditorium on **September 12, 2022.**

MEMBERS PRESENT: Jim Jolly, President
Laura Toy, Vice President
Scott Bahr
Rob Donovic
Kathleen McIntyre
Scott Morgan

MEMBERS ABSENT: Brandon McCullough

OTHERS PRESENT: Paul Bernier, Assistant City Attorney
Mark Taormina, Planning and Economic Development Director
Sara Kasprowicz, Recording Secretary

The Public Hearing was called to order at 7:00 p.m. with President Jim Jolly presiding. This item is regarding Petition 2022-05-01-01 submitted by Nofar Hotel Group, pursuant to Sections 13.13 and 13.15 of the Livonia Vision 21 Zoning Ordinance, as amended, requesting to rezone the property at 31501 Schoolcraft Road, located on the south side of Schoolcraft Road between Merriman Road and Hubbard Avenue in the Northeast ¼ of Section 27, from C-3 (Highway Services) to C-4 (High Rise Commercial). This item will move to the Regular Meeting of **September 26, 2022.**

The Public Hearing is now open. There were 3 persons in the audience.

Jolly: Mr. Taormina, can you give us a brief introduction?

Taormina: Well, thank you. So, this is a rezoning petition involving former Mountain Jack's restaurant. This actually was built in the 1980s by Chuck Muir, it closed in the early 2000s, and was later converted to a cosmetology school that was called L'esprit. When that closed, the building has remained vacant for several years. The purpose of this rezoning petition would be to facilitate the future development of a four story Staybridge Suites Hotel. The zoning of this property is C-3, and while hotels are treated as a permitted use in the C-3 District, the major difference between the C -3 and C-4, which is what is being requested, is the building height. In the C-3 District, buildings are limited to 35 feet or two stories, and in the C-4 Zone, buildings are allowed to be up to four stories in height. This is, as you can see from the zoning map, in the aerial, is a flag-shaped property, has just under 400 feet of frontage on Schoolcraft Road about 66 feet of frontage on Merriman Road. That Merriman Road frontage, really, its purpose is to provide secondary access to the site. The proposal would completely demolish the existing building on the site,

which is about 7000 square feet, replace it with a new four-story hotel. As I said, this building would have a floorplan area of about 17,500 square feet. So altogether, the four stories combined would be about 70,000 square feet. It would accommodate 94 total keys and several other rooms. I won't go into the details on the hotel layout. Parking would comply with the zoning ordinance; access would effectively remain the same. Building materials, all those details, are something that we would get into as part of the site plan review process. Planning Commission is recommending approval of the rezoning. Thank you.

Jolly: Thank you, sir. For the petitioner. Is this your matter, sir? Yes, please come to the podium Introduce yourself. Good evening, sir, your name please?

Nofar: Good evening, Robert Nofar.

Jolly: Mr. Nofar, is there anything you'd like to add, at this time?

Nofar: No. Okay, if you don't mind standing there, anybody from the Council, do you have any questions or comments? Mr. Bahr.

Bahr: These types of requests, you know, typically require a lot of diligence to look into, but we did that a few years ago. This is essentially, as I understand it, a renewing of what we already approved a few years ago, just in light of the uniqueness of the last few years. They've essentially lost two to three years and they just like to rescind that, knowing that we studied exhaustively, then knowing that I ultimately decided to approve that and I'm willing now to offer an approval on this just recognizing what this is.

Jolly: Ok, anybody else? Ms. Toy.

Toy: Thank you, Mr. President. I thought I recognized this petition. Planning Commission, was it a unanimous vote, do we know offhand? If I may, also, Mark, if I made to Mark, Mr. President? Was any of, I remember the last time we talked about this, it had some zoning concerns, in regard to adult entertainment or something that went along with the property. Is that still occurring?

Taormina: So, to answer your first question, yes, it was a unanimous approval on the part of the Planning Commission. The issue of adult uses is one that is addressed under zoning as a C-3 District under the waiver approval process, certain adult businesses are allowed but again, subject to special land use or waiver use approval.

Toy: Do we, should I go to Petitioner for this, would you like, Mr. Taormina? Or should I ask you if any of that type of, however you want to label it, has been discussed with the petitioner at all or on Planning?

Taormina: Well, this would eliminate that possibility with a rezoning from C-3 to C-4. So, that would no longer be a concern.

Toy: So, C-4 wouldn’t include that whatsoever?

Taormina: That's correct.

Toy: Great, sir. If I may, Mr. Nofar, may I ask you what your experience has been with this kind of establishment and where can we find one of these hotels, in that area?

Nofar: There is one at the Novi Providence Hospital. There is one right there. There is also one in Ann Arbor. There's also one, I believe, on the eastside. This would be one of the most, latest for typical design, it’s a beautiful design. I think I introduced that design pre-COVID. And we're looking forward to hopefully moving forward.

Toy: Okay, and I guess my concern is, as I look down Schoolcraft Road, I see, you know, a lot of motels, hotels coming into the area. And I wonder how, as you said, this is unique, it's an attractive looking building. What's going to make you a little bit different, perhaps other than your name, if you will, or the color your brick? Perhaps what special kinds of venues do you have perhaps for your guests or is there anything unique about what you're trying to do? Because now we're getting into a residential area that is across the street, you're not right on top of it, but you can see it.

Nofar: Sure, I understand. So, the Staybridge is a unique brand, meaning it's an extended stay brand, its upper scale, extended stay brand, that it comes direct competition with like, Residence Inn, the same type, the same scale that offers guests, they need long term stays more like efficiency rooms, studio suites. It's not geared for the limited service, Holiday Inn Express, Hampton Inn, Fairfield, and those. It's more geared to corporate clientele as well, and there's not too many around in the area where there is a demand for it. So, that was it.

Toy: Thank you, I appreciate it.

Nofar: You’re welcome.

Jolly: Mr. Donovic.

Donovic: Thank you, Mr. President. Thanks for being here this evening. I appreciate your time and thanks for trying to invest in our city. If I understand correctly, you also operate the Inkster and Schoolcraft location.

Nofar: We also own the Holiday Inn Express right there.

Donovic: I've looked at that, and over the years, it seems a very nice establishment, you guys keep it clean. I've heard no complaints from my end. So, in terms of experience as a brand, you guys have done a great job there. And I think there is a need for hotels in affluent communities. Just today I was talking to

somebody about it, they are big hockey fan, and they do a lot of travel hockey. And there's huge demand for communities like ours that are centrally located between the airport and downtown environments that are big into sports right now and people want to stay in hotels. So I think a nice modern hotel is something that's desirable. I think this meets that demand. My only concern was, looking at this and I this is just something I want to put out there, I only see one trash enclosure. I'm not sure, is that typical to only have one dumpster enclosure for a unit this large?

Jolly: That's not something...

Donovic: That's just something I wanted to talk about real quick. Thank you to my colleague. That's more detail-oriented, but in terms of the rezoning, I have no issue with it. There are other four-story hotels nearby. So, I think it's consistent with those as well. So, thank you, sir.

Jolly: Ms. McIntyre.

McIntyre: I am pleased with this. We did not discuss this, the last time you were before us, the rezoning, this is new, correct, Mark?

Taormina: That is correct.

McIntyre: And I understand that it increases the height, the allowable height, to four stories. And my colleague, Ms. Toy pointed out, there is residential within a quarter mile, half mile proximity, but this is not adjacent to any residential property. And I would, I would much prefer to have this as a C-4 and not a C-3. And the other thing that I'll point out is and with respect to the rezoning, the plans for what's going in in here, Nofars are well known, successful, well-respected managers and owners of a number of hotel properties not just in Michigan, but across the United States. And these are high end, named franchise brands. They have lobbies that people come and go through, so, you don't have, it's not a hotel set up, right, where you pull your car up, and you have access to the room. And the other thing is, the Nofars have a long history of working with our fire and police departments sharing videotape and being on top of security issues. They also have state of the art security systems in our hotels with monitoring of the parking lot and areas public areas within the hotels. So, did Mr. Bahr already offer?

Jolly: He did, an approving. Anything Mr. Morgan?

Morgan: No, I'm good.

Jolly: So at this time, we have an approving for the regular agenda, Sara, do you know when that's going to appear on the Regular?

McIntyre: 26th.

Jolly: Okay, so that will appear on the 26th, no, I don't think so. Is that going to be on the 26th?

Kasprowicz: This one is, yes, both of them.

Jolly: I thought I already approved the agenda for the 26th, and this was on there already?

Kasprowicz: Yes.

Jolly: So, this will appear on the agenda for September 26. Although there is an approving at this time, you still need to attend because anything potentially could happen at that time. I wouldn't suspect it would, but anything is possible. Okay. Thank you very much sir, have a nice night. At this time I should say this is a public hearing, there's nobody from the public who I think would like to address this? I don't think so, gentlemen. So public hearing is now officially closed with no public comments other than the petitioner.

As there were no further questions or comments, the Public Hearing was declared closed at 7:12PM.

Mayor, Law, S. Kasprowicz,
S. Nash, File

PUBLIC HEARING
DIRECTION

MONDAY, SEPTEMBER 12, 2022

PETITION 2022-05-01-01 submitted by Nofar Hotel Group, pursuant to Sections 13.13 and 13.15 of the Livonia Vision 21 Zoning Ordinance, as amended, requesting to rezone the property at 13501 Schoolcraft Road, located on the south side of Schoolcraft Road between Merriman Road and Hubbard Avenue in the Northeast ¼ of Section 27, from C-3 (Highway Services) to C-4 (High Rise Commercial).

DIRECTION: 1) APPROVING

APPEAL OF THE DENIAL OF THE PLANNING COMMISSION regarding Petition 2022-06-02-14 submitted by Stark Road Holdings, LLC, requesting Special Waiver Use approval for a Planned Development under Sections 3.04 and 5.02 of the Livonia Vision 21 Zoning Ordinance, as amended, to utilize a Class C liquor license (sale of beer, wine and spirits for consumption on the premises) in connection with the operation of a multi-purpose recreational facility (Livonia Athletic District) at 14255 Stark Road, located on the west side of Stark Road between Schoolcraft Road and Lyndon Avenue in the Southeast ¼ of Section 21.

DIRECTION: 1) COMMITTEE OF THE WHOLE

THESE ITEMS ARE TO BE PLACED ON THE AGENDA FOR THE REGULAR MEETING OF SEPTEMBER 26, 2022

LETTER TO THE LIVONIA CITY COUNCIL

Planning
July 25, 2022

MEETING DATE	PREPARED BY
Public Hearing of September 12. 2022	Stephanie Reece, Program Supervisor,

AGENDA ITEM

Petition 2022-05-01-01 submitted by Nofar Hotel Group, pursuant to Sections 13.13 and 13.15 of the Livonia Vision 21 Zoning Ordinance, as amended, requesting to rezone the property at 31501 Schoolcraft Road, located on the south side of Schoolcraft Road between Merriman Road and Hubbard Avenue in the Northeast ı of Section 27, from C-3 (Highway Services) to C-4 (High Rise Commercial).

BACKGROUND

RECOMMENDATION

July 25,2022

Honorable Members of the City Council
City of Livonia, Michigan

Re: Petition 2022--05-01-01 - Nofar Hotel Group

Dear Council Members:

At the 1,189th Public Hearings and Regular Meeting held by the City Planning Commission on July19, 2022, the following resolution was unanimously adopted:

#07-39-2022 RESOLVED, That pursuant to a Public Hearing having been held by the City Planning Commission on July 19, 2022, on Petition 2022-05-01-01 submitted by Nofar Hotel Group pursuant to Sections 13.13 and 13.15 of the Livonia Vision 21 Zoning Ordinance, as amended, requesting to rezone the property at 31501 Schoolcraft Road, located on the south side of Schoolcraft Road between Merriman Road and Hubbard Avenue in the Northeast ı of Section 27, from C-3 (Highway Services) to C-4 (High Rise Commercial), the Planning Commission does hereby recommend to the City Council that Petition 2022-05-01-01 be approved for the following reasons:

1. That the proposed change of zoning is compatible to and in harmony with the surrounding land uses and zoning districts in the area.

2. That the proposed change of zoning and the intended use of the property are consistent with

the developing character of the area.

3. That the proposed change of zoning will provide for the development of the subject property in a manner that is consistent with its size and location.

4. That the proposed zoning is consistent with the purposes, goals and objectives of the Master Plan and Zoning Ordinance, which seek to ensure compatibility and appropriateness of land uses so as to enhance property values and create and promote a more favorable environment for neighborhood use and enjoyment, and

5. That the proposed change of zoning represents a reasonable and logical zoning plan for the subject property which adheres to the principles of sound land use planning.

FURTHER RESOLVED, That notice of the above hearing was given in accordance with the provisions of Section 13.13 and 13.15 of Livonia Vision 21 Zoning Ordinance, as amended.

FISCAL CONSIDERATION

ATTACHMENTS

1. 2022-05-01-01_E-COUNCIL Pkt

APPROVED BY



Date: July 29, 2022

Mark Taormina, Planning and Economic Development Director



Date: July 29, 2022

Maureen Miller Brosnan, Mayor

Petition 2022-05-01-01 submitted by Nofar Hotel Group pursuant to Sections 13.13 and 13.15 of the Livonia Vision 21 Zoning Ordinance, as amended, requesting to rezone the property at 31501 Schoolcraft Road, located on the south side of Schoolcraft Road between Merriman Road and Hubbard Avenue in the Northeast ¼ of Section 27, from C-3 (Highway Services) to C-4 (High Rise Commercial).

REZONING APPLICATION
CITY OF LIVONIA, MICHIGAN

All applications must be presented in quadruplicate to the City Clerk, 33000 Civic Center Drive, Livonia, MI 48154-3097. Applications **must** include property owner's name, address and notarized signature. You are invited and encouraged to review your proposal with the Planning Department staff.

Date Filed: 5-19-22 Petition 2022-05-01-01

Site Address: 31501 Scchoolcraft Rd Sidwell 105-990-029-003

Requesting To Rezone Property From C-3 To C-4

For the Following Reason (s) Increase Building Height

Applicant: Robert Nofar Business/Company: Nofar Hotel Group

Applicant's Address: 27451 Schoolcraft City: Livonia State: MI Zip Code: 48150

Applicant's Phone # (248) 787-6511 Applicant's Email robertnofar@msn.com

For fee computation, see attached Fee Schedule **Please provide the following information:**

RECEIVED
CLERK'S OFFICE OF THE CITY CLERK
2022 MAY 26 AM 10:08

1) **Legal Description** of the property to be considered. Paper copy must be clearly printed.

2) **Fully Dimensional Map (3 copies)** drawn at an appropriate scale, with a north arrow, dated & legend key to symbols and showing:
   - The land that would be affected by the proposed amendment.
   - The dimensions, square footage & acreage of the land.
   - The existing conditions of the site, including all structures & parking layout.
   - A legal description of the land to be rezoned.
   - All public and private right-of-ways & easements bounding & intersecting the site.
   - A preliminary plan showing the proposed land use(s) of the land under consideration.
   - The zoning classification of all abutting zoning districts.
   - The structures and existing land uses on all property adjacent to the subject parcel and other such property as may, in the City Planner's determination, be necessary to properly reflect the existing character of the surrounding neighborhood.

RECEIVED
CITY OF LIVONIA
PLANNING COMMISSION
MAY 31 2022

3) A copy of the Fully Dimensional Map submitted in a pdf. format either on a CD or it can be emailed to Planning@livonia.gov

Owner of Property: Same As Above

Owner's Address: _____ City: _____ State: _____ Zip Code: _____

Owner's Phone # (_____) _____ Owner's Email _____

Signature of Owner: _____ Print Name: Robert Nofar

Subscribed and sworn to before me, a Notary Public in and for the County of Oakland State of Michigan

on this 25th day of May 20 22

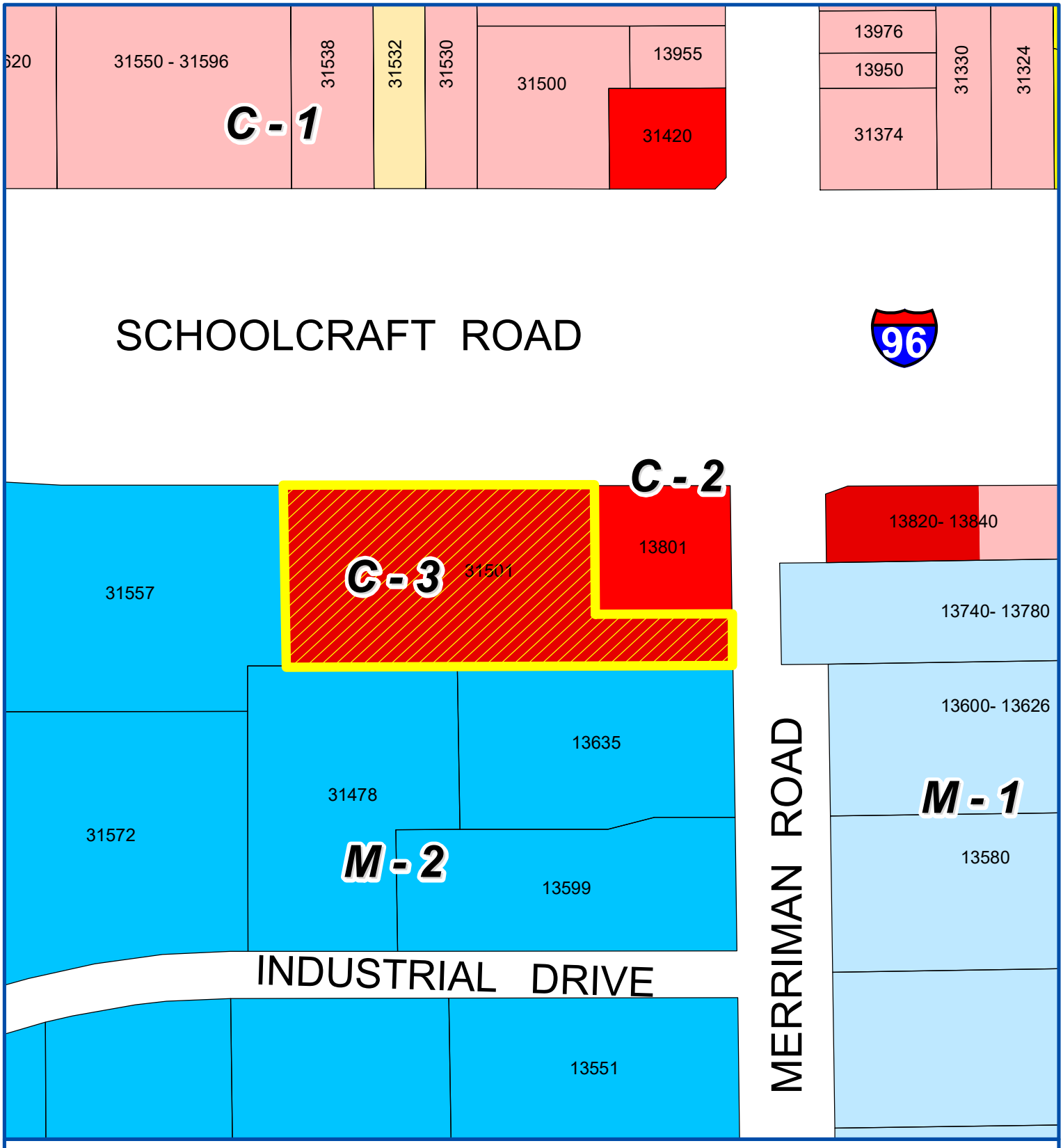
Signature of Notary _____ My commission expires _____

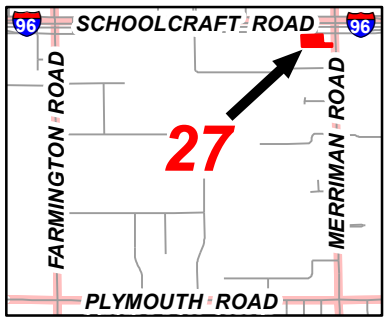
AGI SUDO
NOTARY PUBLIC - STATE OF MICHIGAN
COUNTY OF OAKLAND
My Commission Expires Feb. 16, 2024
Acting in the County of Oakland

APPROVED AS FORM
Department of Law

By:

Date:



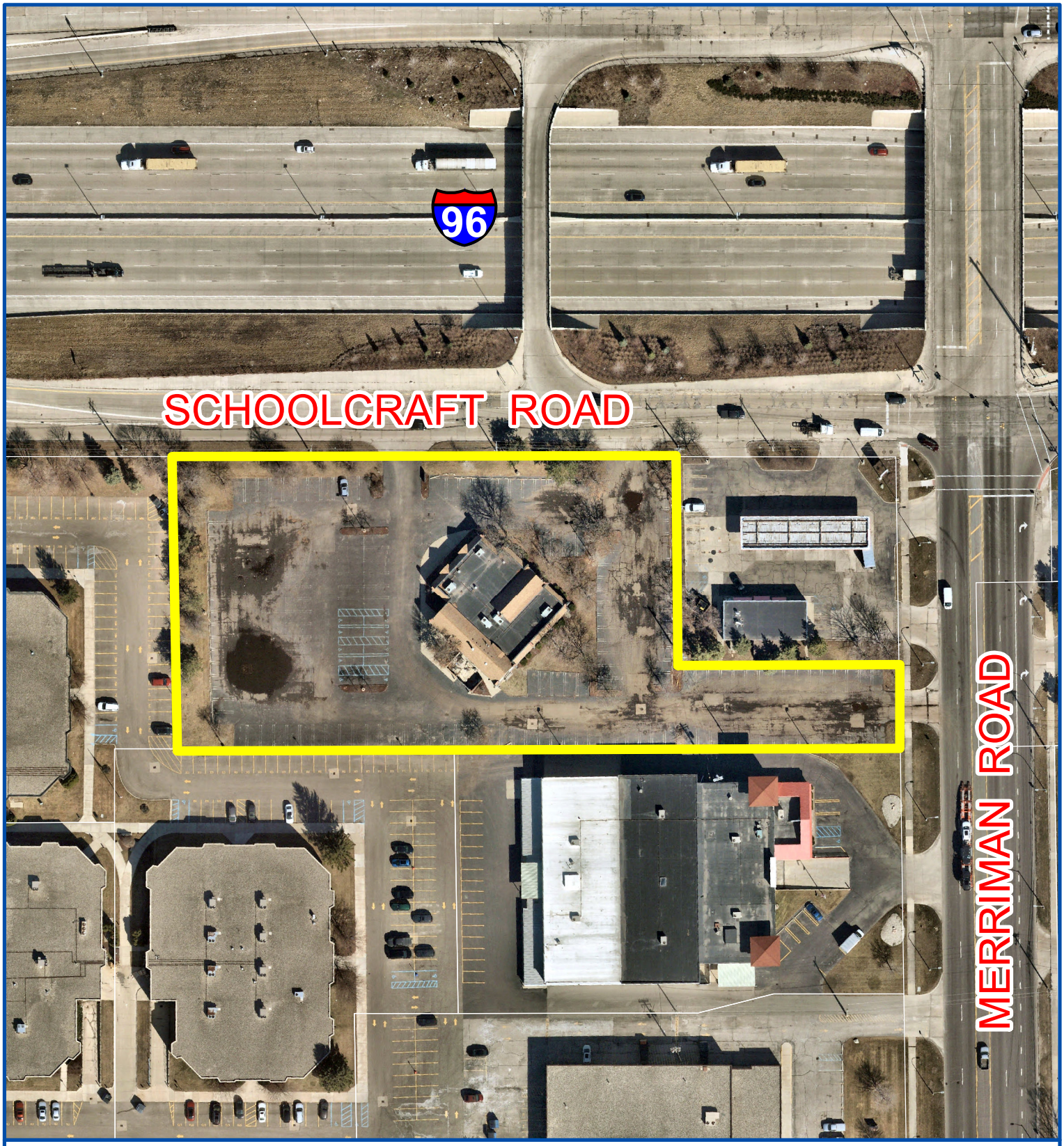


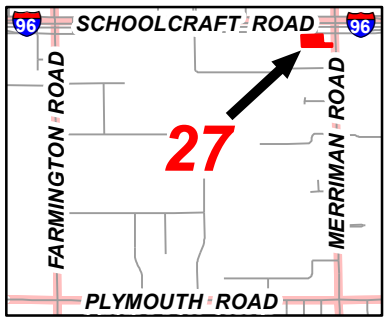
Address & Zoning Map

Petition 2022-05-01-01
Nofar Hotel Group
31501 Schoolcraft Road
C-3 to C-4

N
Not to Scale

City of Livonia
Planning Department





Aerial Map

Petition 2022-05-01-01
Nofar Hotel Group
31501 Schoolcraft Road
C-3 to C-4

N

Not to Scale

City of Livonia
Planning Department

PLANNING COMMISSION STAFF NOTES

PUBLIC HEARING

ITEM 1

Petition 2022-05-01-01 submitted by Nofar Hotel Group pursuant to Sections 13.13 and 13.15 of the Livonia Vision 21 Zoning Ordinance, as amended, requesting to rezone the property at 31501 Schoolcraft Road, located on the south side of Schoolcraft Road between Merriman Road and Hubbard Avenue in the Northeast ¼ of Section 27, from C-3 (Highway Services) to C-4 (High Rise Commercial).

July 12, 2022: Study Meeting:

This petition seeks to rezone the property at 31501 Schoolcraft Road, located on the south side of Schoolcraft Road just west of Merriman Road, from C-3 (Highway Services) to C-4 (High Rise Commercial). This site was originally developed in the early 1980's by Chuck Muer as a Mountain Jacks Restaurant. Following the closure of the restaurant, the building was converted to a cosmetology school called L'Esprit Academy. The purpose of the current rezoning petition is to facilitate the future development of a four-story Staybridge Suites Hotel. Under Section 6.30 of the Livonia Vision 21 Zoning Ordinance, hotels are treated as a permitted use in both the C-3 and C-4 zoning districts. One significant difference between the two districts and which necessitates the zoning change is the maximum permitted building height. In a C-3 district, buildings cannot exceed a height of thirty-five feet (35') or two (2) stories; whereas in a C-4 zone, buildings can be up to four (4) stories in height. If this rezoning is approved, the Petitioner would have to proceed through the site plan approval process to build the four-story hotel.

The flag-shaped parcel is not directly on the corner but contains frontage on both Schoolcraft and Merriman Roads. The frontage on Schoolcraft Road measures approximately 397 feet and along Merriman Road, the frontage is sixty-six feet (66'). Between the subject site and the intersection of Schoolcraft and Merriman Roads is a gas station. The subject site is 103,280 square feet in overall size, or 2.37 acres.

The zoning of the adjoining gas station on the corner property is C-2 (General Business). To the south and west are industrial uses zoned M-2 (General Manufacturing). To the north, across Schoolcraft Road and the I-96 Expressway, are a variety of commercial uses that front along westbound Schoolcraft Road.

The site presently contains a vacant 7,748 square foot commercial building surrounded on three (3) sides by parking. Access to the site is provided by two (2) drives off Schoolcraft Road and one (1) drive off Merriman Road. To accommodate the anticipated four-story hotel, the existing building would be removed, and the entire site redeveloped.

The preliminary site plan shows a proposed four-story hotel located near the center of the property. The building would face Schoolcraft Road and contain a total of ninety-four (94) guest suites. Each floor would measure approximately 17,500 square feet in size, making the entire building approximately 70,000 square feet in overall size. The first floor would contain ten (10) guest suites, a great room, common living room, pantry, lobby area, offices, fitness

center, and both guest and hotel laundry rooms. The layout of the second, third and fourth floors would be similar to each other, with each floor containing twenty-eight (28) guest suites.

Parking for hotels is based on one (1) space for each guest room, plus one (1) parking space for each employee. At this time, the number of employees is not known, but the number of rooms alone would require ninety-four (94) parking spaces. The preliminary plans show ninety-six (96) available off-street parking spaces.

Access to the site would basically remain the same as it currently stands, with the two (2) driveways on Schoolcraft Road and one (1) drive on Merriman Road. The only change is that the existing western drive off Schoolcraft Road would be shifted more to the west and relocated closer to the northwest corner of the site.

The submitted preliminary elevation plan for the four-story hotel shows that it would be constructed out of a combination tile, EIFS, metal panels and stone.

The Livonia Vision 21 (LV21) Future Land Use map designates the subject property as *Tech and Manufacturing*.

July 19, 2022: Public Hearing:

Approving Resolution: That the request to rezone the property at 31501 Schoolcraft Road from C-3 to C-4 is hereby approved, subject to City Council approval, for the following reasons:

1. That the proposed change of zoning is compatible to and in harmony with the surrounding land uses and zoning districts in the area.

2. That the proposed change of zoning and the intended use of the property are consistent with the developing character of the area.

3. That the proposed change of zoning will provide for the development of the subject property in a manner that is consistent with its size and location.

4. That the proposed zoning is consistent with the purposes, goals and objectives of the Master Plan and Zoning Ordinance, which seek to ensure compatibility and appropriateness of land uses so as to enhance property values and create and promote a more favorable environment for neighborhood use and enjoyment, and

5. That the proposed change of zoning represents a reasonable and logical zoning plan for the subject property which adheres to the principles of sound land use planning.

Denying Reasons: That the request to rezone the property at 31501 Schoolcraft Road from C-3 to C-4 is hereby denied for the following reasons:

1. That the petitioner has failed to affirmatively show that the proposed change of zoning and the intended use of the property as a four-story hotel would be compatible to and in harmony with the surrounding neighborhood.

2. That the proposed change of zoning is inconsistent with the established pattern of the surrounding development and would adversely alter the character of the area.

3. That the proposed change of zoning is not needed to develop the property.

4. That the proposed zoning change is not supported by the Livonia Vision 21 (LV21) Future Land Use Plan which shows this site as Tech and Manufacturing, and.

5. That the proposed zoning and use is contrary to the purposes, goals and objectives of the Zoning Ordinance, which seek to ensure compatibility and appropriateness of uses so as to enhance property values and to create and promote a more favorable environment for neighborhood use and enjoyment.

A CONCEPT PLAN FOR

STAYBRIDGE LIVONIA

CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN

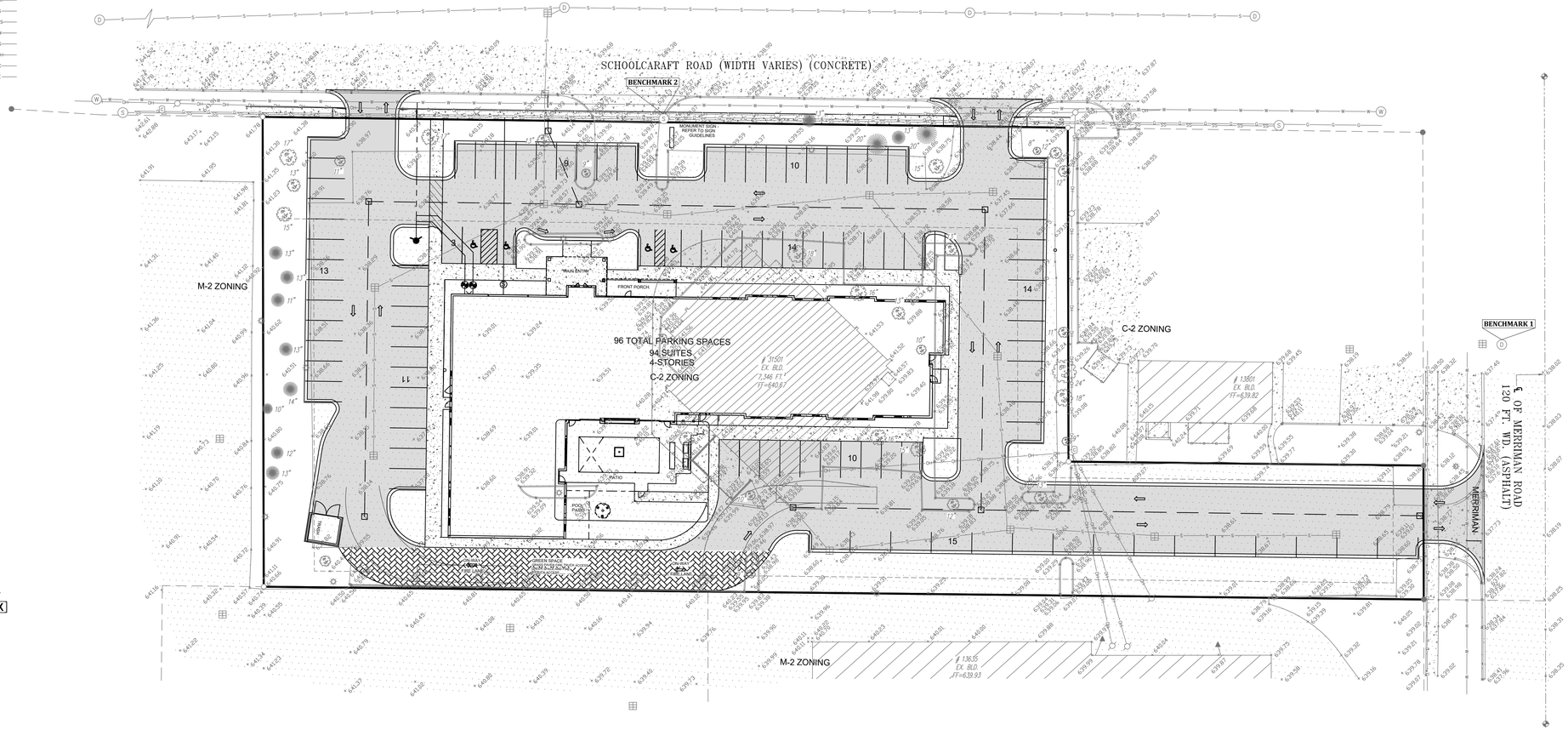
LEGAL DESCRIPTION

PARCEL ID# 105-99-0029-003

A PARCEL OF LAND BEING PART OF THE NORTHEAST ¼ OF SECTION 27, TOWN 1 SOUTH, RANGE 9 EAST, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 27; THENCE SOUTH 00 DEGREES 07 MINUTES 30 SECONDS EAST 508.14 FEET ALONG THE EAST LINE OF SAID SECTION 27, SAID LINE ALSO BEING THE CENTERLINE OF MERRIMAN ROAD (120 FEET WIDE); THENCE NORTH 89 DEGREES 22 MINUTES 10 SECONDS WEST 60.00 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY LINE OF SAID MERRIMAN ROAD AND THE POINT OF BEGINNING; THENCE CONTINUING NORTH 89 DEGREES 22 MINUTES 10 SECONDS WEST 572.00 FEET; THENCE NORTH 00 DEGREES 07 MINUTES 30 SECONDS WEST 231.53 FEET PARALLEL WITH SAID EAST SECTION LINE AND CENTERLINE TO A POINT ON THE SOUTHERLY RIGHT OF WAY LINE OF SCHOOLCRAFT ROAD (WIDTH VARIES); THENCE SOUTH 89 DEGREES 14 MINUTES 28 SECONDS EAST 397.00 FEET ALONG SAID SOUTHERLY RIGHT OF WAY LINE; THENCE SOUTH 00 DEGREES 07 MINUTES 30 SECONDS EAST 164.64 FEET PARALLEL WITH THE SAID EAST SECTION LINE AND CENTERLINE; THENCE SOUTH 89 DEGREES 22 MINUTES 10 SECONDS EAST 175.00 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY LINE OF SAID MERRIMAN ROAD; THENCE SOUTH 00 DEGREES 07 MINUTES 30 SECONDS EAST 66.00 FEET ALONG SAID WESTERLY RIGHT OF WAY LINE BEING PARALLEL WITH SAID EAST SECTION LINE AND CENTERLINE TO THE POINT OF BEGINNING. CONTAINING 2.37 ACRES OF LAND MORE OR LESS. SUBJECT TO ANY AND ALL EASEMENTS OR RIGHT OF WAYS OF RECORD IF ANY.

LEGEND

FOUND MONUMENTATION	●
SET MONUMENTATION	○
SECTION CORNER	◔
RECORD MEAS.	R
FIELD MEAS.	M
PRORATED DIST.	P
CALCULATED DIST.	C
PROPERTY LINE	———
SECTION LINE	——·——·——
SETBACK LINE	– – – – –
PARCEL LINE	— — — —
PLATTED LINE	— — — —
FENCE LINE	-o-o-o-o-
STORM SEWER	S
SANITARY SEWER	SS
WATER LINE/MAIN	W
GAS LINE/MAIN	G
OVERHANG LINE	OH
BURIED CABLE	C
BURIED ELEC.	E
GAS METER	G
GAS SHUT OFF	⊗
GAS MARKER/FLAG	G
WATER MANHOLE	W
HYDRANT	
WATER SHUT OFF	⊗
WATER METER	M
WATER WELL	W
WATER MARKER/FLAG	W
STORM MANHOLE	D
STORM BASIN	▦
STORM BEEHIVE BASIN	▤
STORM OUTLET	▲
SAN. MANHOLE	S
SAN. CLEANOUT	⊡
SAN. MARKER/FLAG	S
COMM. MANHOLE	C
COMM. PEDESTAL	C
COMM. MARKER	C
LIGHT POLE	☼
UTILITY POLE	○
POWER TRANSFORMER	E
ELEC. METER	E
GRND. WTR. MON. WELL	H
SIGN	▮
AIR CONDITONING UNIT	▩
FOUND IRON ROD	FIR
FOUND CAPPED PIPE	FCP
SET CAPPED IRON	SCI
BACK OF CURB	BC
TOP OF CURB	TC
CURB GUTTER	G
HIGH POINT	HP
LOW POINT	LP
FINISHED GRADE	FG
FINISHED FLOOR	FF
MATCH EX. GRADE	ME
AS-BUILT MEAS.	AB
POINT OF CURVE	PC
POINT OF REV. CURVE	PRC
POINT OF COMP. CURVE	PCC
RIGHT OF WAY	ROW
POINT OF BEGIN	POB
POINT OF COMMENCE	POC
EX. SPOT ELEVATION	XXX.XX
PROPOSED ELEVATION	XXX.XX
DECIDUOUS TREE	
EVERGREEN TREE	



DEVELOPER:

NOFAR HOTEL GROUP
Mr. Robert Nofar
27451 Schoolcraft Rd
Livonia, MI 48150
248-787-6511

SURVEYOR:

NOWRY & HALE
192 N. MAIN STREET, SUITE D
PLYMOUTH, MI 48170
734-446-5501

ARCHITECT:

MR. WILLIAM JARRATT
JARRATT ARCHITECTURE
248-568-5200

LANDSCAPE ARCHITECT:

MR. JAMES GRAY
VERT VERDE
PLYMOUTH, MI
james@vertverde.com
734-249-3568

ENGINEER:

CIVIL ENGINEERING
POWELL ENGINEERING
4700 CORNERSTONE DRIVE
WHITE LAKE, MI, 48383
248-714-9895

GENERAL NOTES:

1. ALL CONSTRUCTION TO CONFORM AND COMPLY TO THE CURRENT STANDARDS AND SPECIFICATIONS OF THE CITY, WAYNE COUNTY AND ANY OTHER GOVERNING AGENCY.
2. LOADING/UNLOADING TO BE FROM A PARKING SPACE WITH A SMALL TRUCK – NO ADDITIONAL LOADING AND UNLOADING NEEDED FOR THE PROPOSED USE.
3. WASTE WATER DISPOSAL TO BE DISCHARGED TO EXISTING CITY SEWER.
4. WATER SUPPLY TO BE CONNECTED TO EXISTING PUBLIC WATER SUPPLY.
5. A PERMIT FROM THE COUNTY ROAD COMMISSION IS REQUIRED FOR ALL WORK WITHIN THE PUBLIC R/W.
6. A SOIL EROSION AND SEDIMENTATION PERMIT WILL BE REQUIRED.
7. EXTERIOR LIGHTING TO BE PER CITY REQUIREMENTS.
8. SIGN DETAILS ARE TO BE PROVIDED TO THE CITY AND APPROVAL GRANTED PRIOR TO THE PLACEMENT OF ANY SIGNS. SIGN PLAN TO BE SUBMITTED AT A LATER DATE.
9. SEE LANDSCAPE PLAN FOR PROPOSED LANDSCAPING (PROVIDED WITH SITE PLAN).
10. ANY EXISTING ASPHALT DRIVES TO BE MAINTAINED FOR PROVIDE ACCESS FOR FIRE DEPARTMENT DURING CONSTRUCTION.
11. SITE SHALL COMPLY WITH FIRE DEPARTMENT REQUIREMENTS
12. STORM SEWER DETENTION TO BE PROVIDED ON SITE IN DETENTION SYSTEM. ALL STORM WATER MUST BE APPROVED BY THE CITY.
13. ALL REQUIREMENTS BY THE FIRE DEPARTMENT PER THE INTERNATIONAL FIRE CODE WILL BE MET.
14. OWNER TO COORDINATE TRASH PICKUP FROM THE DUMPSTER AND BUILDING DELIVERIES AT NON-PEAK HOURS.

ZONING REQUIREMENTS

C-3 GENERAL BUSINESS

LOT – MIN. AREA: 4,000 FT.²
– MIN. WIDTH: N/A
COVERAGE – MAX. BLD.: N/A
SETBACKS – FRONT YARD: 50 FT.
– REAR YARD: 50 FT.
– SIDE YARD: 25 FT.
– SIDE TOTAL: 50 FT.
HEIGHT – MAX. BLD.: 35 FT./2 STY.

EXISTING CONDITIONS
LOT – AREA: 103,280 FT.²
– WIDTH: 66 FT.
COVERAGE – BLD.: 7,346 FT.² 7.1%

NOTE:

ALL CATCH BASINS ON PROPERTY WERE UNDER WATER ALL SIZES ARE BASED UPON A SITE PLAN FROM 1985

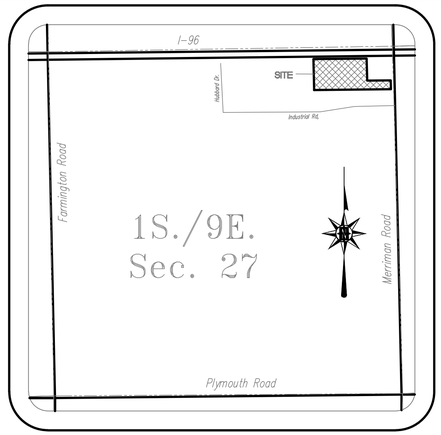
BENCHMARK:

1) THE NORTH RIM OF A STORM MANHOLE LOCATED 38.5 FEET EAST AND 125.6 FEET NORTH OF THE SOUTHEAST PROPERTY CORNER.

ELEVATION = 637.61 NAVD88

2) THE NORTH RIM OF A SANITARY MANHOLE LOCATED 197.2 FEET EAST AND 1.2 FEET SOUTH OF THE NORTHWEST PROPERTY CORNER.

ELEVATION = 639.83 NAVD88



SITE LOCATION MAP
(NO SCALE)

PARKING ANALYSIS:

HOTEL:
94 ROOMS * 1 spaces/room = 94
4 EMPLOYEES = 4
98 SPACES
98 SPACES REQUIRED AND 99 SPACES PROVIDED

SHEET INDEX

S-1	SITE PLAN
S-2	DIMENSIONAL PLAN
S-3	DETAILS PLAN
1	TOPO/BOUNDARY SURVEY
A-101	FIRST FLOOR PLAN
A-102	2-4 FLOOR PLANS
A-201	EXTERIOR ELEVATIONS

Consulting Civil Engineers
"Engineering A Better Michigan"
Powell Engineering & Associates, LLC
4700 Cornerstone Drive, White Lake, Michigan 48383
P: 248.714.9895 info@powellengineeringllc.com

NOTE: AS AN AID TO THE CONTRACTOR VARIOUS UTILITIES AND UNDERGROUND STRUCTURES ARE SHOWN ON THESE PLANS AND PROFILES. ALL INFORMATION CONCERNING ALL UTILITIES SHOWN ON THE PLANS AND PROFILES IS TAKEN FROM FIELD TOPO AND/OR AVAILABLE RECORDS, AND THE ENGINEER AND OWNER DO NOT GUARANTEE THAT SUCH SIZE, LOCATION/ELEVATION, OR THAT ADDITIONAL UNDERGROUND STRUCTURES OR UTILITIES MAY NOT BE ENCOUNTERED. THE CONTRACTOR SHALL CONTACT ALL PREVIOUSLY UNIDENTIFIED UTILITY FACILITY OR STRUCTURE, OR DETERMINES THAT ONE OF THE UTILITIES / STRUCTURES SHOWN ON THESE PLANS IS INCORRECTLY LOCATED, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER FOR ENGINEER FOR DIRECTION ON HOW TO PROCEED. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL DAMAGE TO EXISTING UTILITIES. NOTIFY "MISS DIG" AT 1-800-482-7171, 72 HOURS PRIOR TO THE START OF ANY CONSTRUCTION.

BEFORE YOU DIG
CALL MISS DIG
1-800-482-7171

STAYBRIDGE OF LIVONIA CONCEPT PLAN

STAYBRIDGE OF LIVONIA
31501 SCHOOLCRAFT, LIVONIA, MI

ISSUE DATES

REZONING PLAN
5-25-22

DRAWN	BBB
DESIGNED	BBB
APPROVED	MCP
P.E. JOB No.	22-411
SCALE	AS-SHOWN

S1

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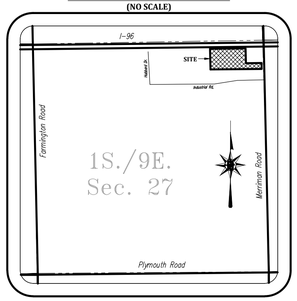
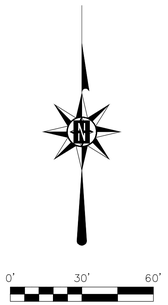
BOUNDARY & TOPOGRAPHIC SURVEY
31501 Schoolcraft Road

SITE LOCATION MAP
(NO SCALE)





LEGAL DESCRIPTION

PARCEL ID# 105-99-0029-003

A PARCEL OF LAND BEING PART OF THE NORTHEAST ¼ OF SECTION 27, TOWN 1 SOUTH, RANGE 9 EAST, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 27; THENCE SOUTH 00 DEGREES 07 MINUTES 30 SECONDS EAST 508.14 FEET ALONG THE EAST LINE OF SAID SECTION 27, SAID LINE ALSO BEING THE CENTERLINE OF MERRIMAN ROAD (120 FEET WIDE); THENCE NORTH 89 DEGREES 22 MINUTES 10 SECONDS WEST 60.00 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY LINE OF SAID MERRIMAN ROAD AND THE POINT OF BEGINNING; THENCE CONTINUING NORTH 89 DEGREES 22 MINUTES 10 SECONDS WEST 572.00 FEET; THENCE NORTH 00 DEGREES 07 MINUTES 30 SECONDS WEST 231.53 FEET PARALLEL WITH SAID EAST SECTION LINE AND CENTERLINE TO A POINT ON THE SOUTHERLY RIGHT OF WAY LINE OF SCHOOLCRAFT ROAD (WIDTH VARIES); THENCE SOUTH 89 DEGREES 14 MINUTES 28 SECONDS EAST 397.00 FEET ALONG SAID SOUTHERLY RIGHT OF WAY LINE; THENCE SOUTH 00 DEGREES 07 MINUTES 30 SECONDS EAST 164.64 FEET PARALLEL WITH THE SAID EAST SECTION LINE AND CENTERLINE; THENCE SOUTH 89 DEGREES 22 MINUTES 10 SECONDS EAST 175.00 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY LINE OF SAID MERRIMAN ROAD; THENCE SOUTH 00 DEGREES 07 MINUTES 30 SECONDS EAST 66.00 FEET ALONG SAID WESTERLY RIGHT OF WAY LINE BEING PARALLEL WITH SAID EAST SECTION LINE AND CENTERLINE TO THE POINT OF BEGINNING. CONTAINING 2.37 ACRES OF LAND MORE OR LESS. SUBJECT TO ANY AND ALL EASEMENTS OR RIGHT OF WAYS OF RECORD IF ANY.

ZONING REQUIREMENTS

C-2 GENERAL BUSINESS

LOT – MIN. AREA: 4,000 FT.²
– MIN. WIDTH: N/A
COVERAGE – MAX. BLD.: N/A
SETBACKS – FRONT YARD: 15 FT.
– REAR YARD: 8 FT.
– SIDE YARD: 8 FT.
– SIDE TOTAL: 16 FT.
HEIGHT – MAX. BLD.: 35 FT./2 STY.

EXISTING CONDITIONS
LOT – AREA: 103,280 FT.²
– WIDTH: 66 FT.
COVERAGE – BLD.: 7,346 FT.² 7.1%

BENCHMARK:

1) THE NORTH RIM OF A STORM MANHOLE LOCATED 38.5 FEET EAST AND 125.6 FEET NORTH OF THE SOUTHEAST PROPERTY CORNER.

ELEVATION = 637.61 NAVD88

2) THE NORTH RIM OF A SANITARY MANHOLE LOCATED 197.2 FEET EAST AND 1.2 FEET SOUTH OF THE NORTHWEST PROPERTY CORNER.

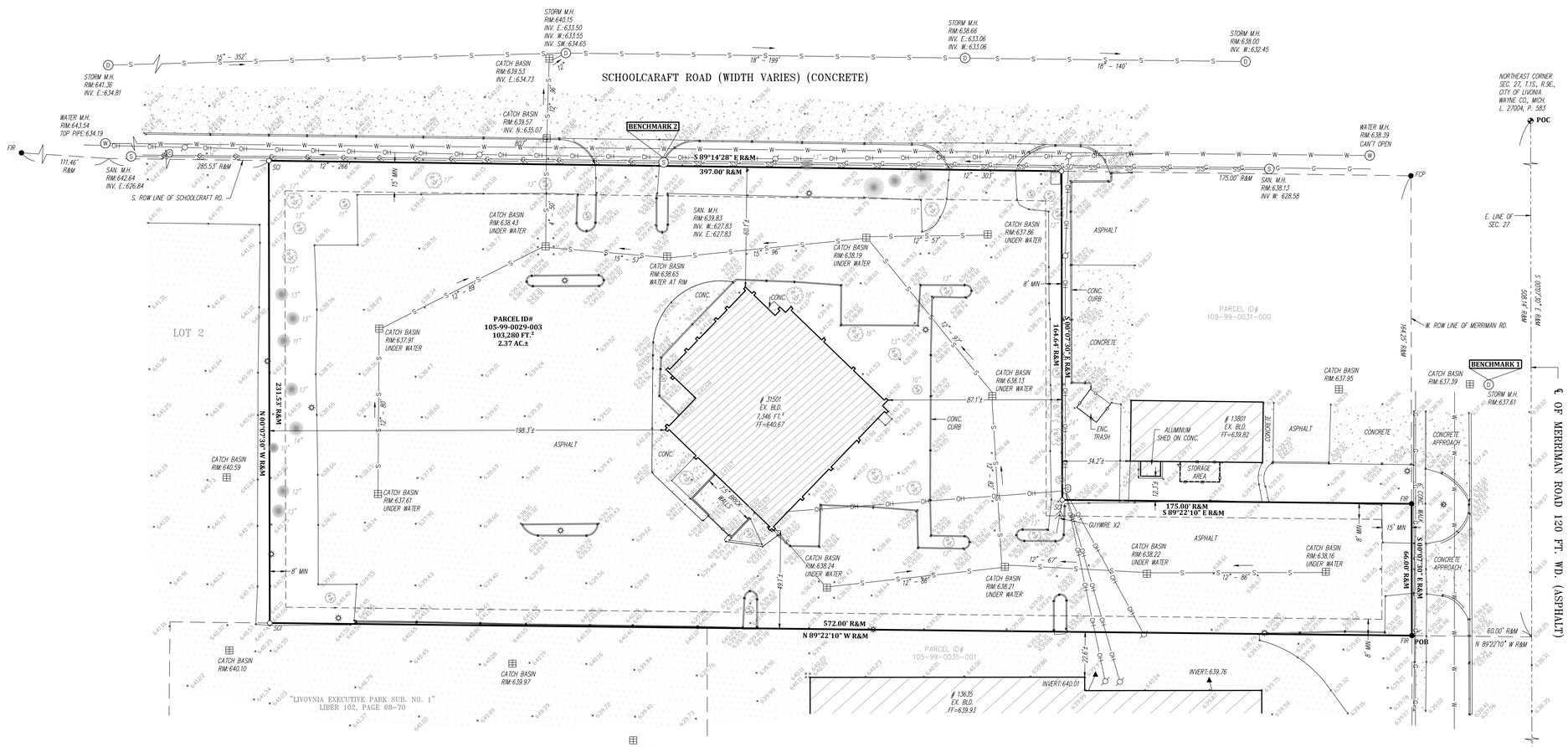
ELEVATION = 639.83 NAVD88

NOTE:

ALL CATCH BASINS ON PROPERTY WERE UNDER WATER ALL SIZES ARE BASED UPON A SITE PLAN FROM 1985

LEGEND

FOUND MONUMENTATION	●
SET MONUMENTATION	○
SECTION CORNER	✦
RECORD MEAS.	R
FIELD MEAS.	M
PRORATED DIST.	P
CALCULATED DIST.	C
PROPERTY LINE	
SECTION LINE	
SETBACK LINE	
PARCEL LINE	
PLATTED LINE	
FENCE LINE	-o-o-
STORM SEWER	S
SANITARY SEWER	SS
WATER LINE/MAIN	W
GAS LINE/MAIN	G
OVERHANG LINE	OH
BURIED CABLE	C
BURIED ELEC.	E
GAS METER	G
GAS SHUT OFF	⊗
GAS MARKER/FLAG	G
WATER MANHOLE	W
HYDRANT	
WATER SHUT OFF	⊗
WATER METER	M
WATER WELL	W
WATER MARKER/FLAG	W
STORM MANHOLE	D
STORM BASIN	
STORM BEEHIVE BASIN	
STORM OUTLET	
SAN. MANHOLE	S
SAN. CLEANOUT	
SAN. MARKER/FLAG	S
COMM. MANHOLE	C
COMM. PEDESTAL	C
COMM. MARKER	C
LIGHT POLE	
UTILITY POLE	
POWER TRANSFORMER	
ELEC. MARKER/FLAG	E
ELEC. METER	E
GRND. WTR. MON. WELL	
SIGN	
AIR CONDITONING UNIT	
FOUND IRON ROD	FIR
FOUND CAPPED PIPE	FCP
SET CAPPED IRON	SCI
BACK OF CURB	BC
TOP OF CURB	TC
CURB GUTTER	C
HIGH POINT	HP
LOW POINT	LP
FINISHED GRADE	FG
FINISHED FLOOR	FF
MATCH EX. GRADE	ME
AS-BUILT MEAS.	AB
POINT OF CURVE	PC
POINT OF REV. CURVE	PRC
POINT OF COMP. CURVE	PCC
RIGHT OF WAY	ROW
POINT OF BEGIN	POB
POINT OF COMMENCE	POC
EX. SPOT ELEVATION	XXX.XX
PROPOSED ELEVATION	XXX.XX
DECIDUOUS TREE	
EVERGREEN TREE	



Boundary & Topographic Survey

A PARCEL OF LAND BEING PART OF THE N.E. ¼ OF SEC. 27, T.1S., R.9E., CITY OF LIVONIA, WAYNE CO., MICH.

Nowry & Hale Land Surveying LLC
102 N. Main St., Suite D, Plymouth, MI. 48170
Office: (734)446-5501 Email: nowryhale1@yahoo.com

SECTION:	N.E. 1/4 Sec. 27	DATE:	03/29/22	CLIENT:	
TN./RGE.:	1S./9E.	PROJ. #:	022-027	Schoolcraft Lodge Inc. - Robert Nofar 31501 Schoolcraft Road Livonia, MI 48150	
CITY/TWP:	Livonia	DWG. BY:	VP/JCP		
COUNTY:	Wayne	1 INCH – 30 FEET		PAGE # 1 OF 1	

I, Michael J. Nowry, a Professional Surveyor in the State of Michigan do hereby Certify that the parcel of land described and delineated hereon has been surveyed under my supervision, that the plat hereon is a true representation of the survey as performed, that the error of closure is no greater than 1 in 5000 and that I have fully complied with the requirements of Section 3, Public Act 132 of 1970.

Michael J. Nowry Professional Surveyor # 52472

CONCEPTUAL DRAINAGE NARRATIVE

THE EXISTING SALON BUILDING AND SITE PROVIDED A 10 YEAR STORAGE VOLUME IN THE PIPES AND RESTRICTED THE OUTLET TO THE SCHOOLCRAFT R/W STORM SYSTEM WITH A 4" DIAMETER PIPE.

WE PROPOSE TO STORE ONSITE THE CURRENTLY REQUIRED AMOUNT AND RESTRICT THE DISCHARGE RATE TO THE SCHOOLCRAFT ROAD R/W STORM SYSTEM WITH THE EXISTING 4" DIAMETER PIPE TO MATCH THE CURRENT CONDITION.

SCALE 1"=20'

20 0 40 60

SCHOOLCARAFT ROAD (WIDTH VARIES) (CONCRETE)

BENCHMARK 2

MONUMENT SIGN - REFER TO SIGN GUIDELINES

22.1'

10.5'

10.5'

10.1'

86'

92.7'

243.7'

120'

67.1'

12.2'

86.6'

24'

18'

10'

TYP

5'

8'

8'

8'

MAIN ENTRY

FRONT PORCH

96 TOTAL PARKING SPACES
94 SUITES
4-STORIES
C-2 ZONING

31501
EX. BLD.
7,346 FT.
FF=640.67

13801
EX. BLD.
FF=639.82

C-2 ZONING

C-2 ZONING

PATIO

POOL PATIO

TRASH

20''

25'

ON-WAY
ASPHALT
FIRE LANE

20'

GREEN SPACE
GRADE WATER FOR TRUCK ACCESS
GREEN SPACE AND YARD
WITH TRUCK ACCESS

ON-WAY
ASPHALT
FIRE LANE

0.65'

BENCHMARK

OF MERRIMAN ROAD
120 FT. WD. (ASPHALT)

MERRIMAN

Consulting Civil Engineers
"Engineering A Better Michigan"

Powell Engineering & Associates, LLC

4700 Cornerstone Drive, White Lake, Michigan 48383
P: 248.714-9855 info@powellengineeringllc.com

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BEFORE YOU DIG
CALL MISS DIG
1-800-482-7171

STAYBRIDGE OF LIVONIA
DIMENSIONAL PLAN

STAYBRIDGE OF LIVONIA
31501 SCHOOLCRAFT, LIVONIA, MI

ISSUE DATES

REZONING PLAN
5-25-22

DRAWN	BBB
DESIGNED	BBB
APPROVED	MCP
P.E. JOB No.	22-411
SCALE	AS-SHOWN

S2

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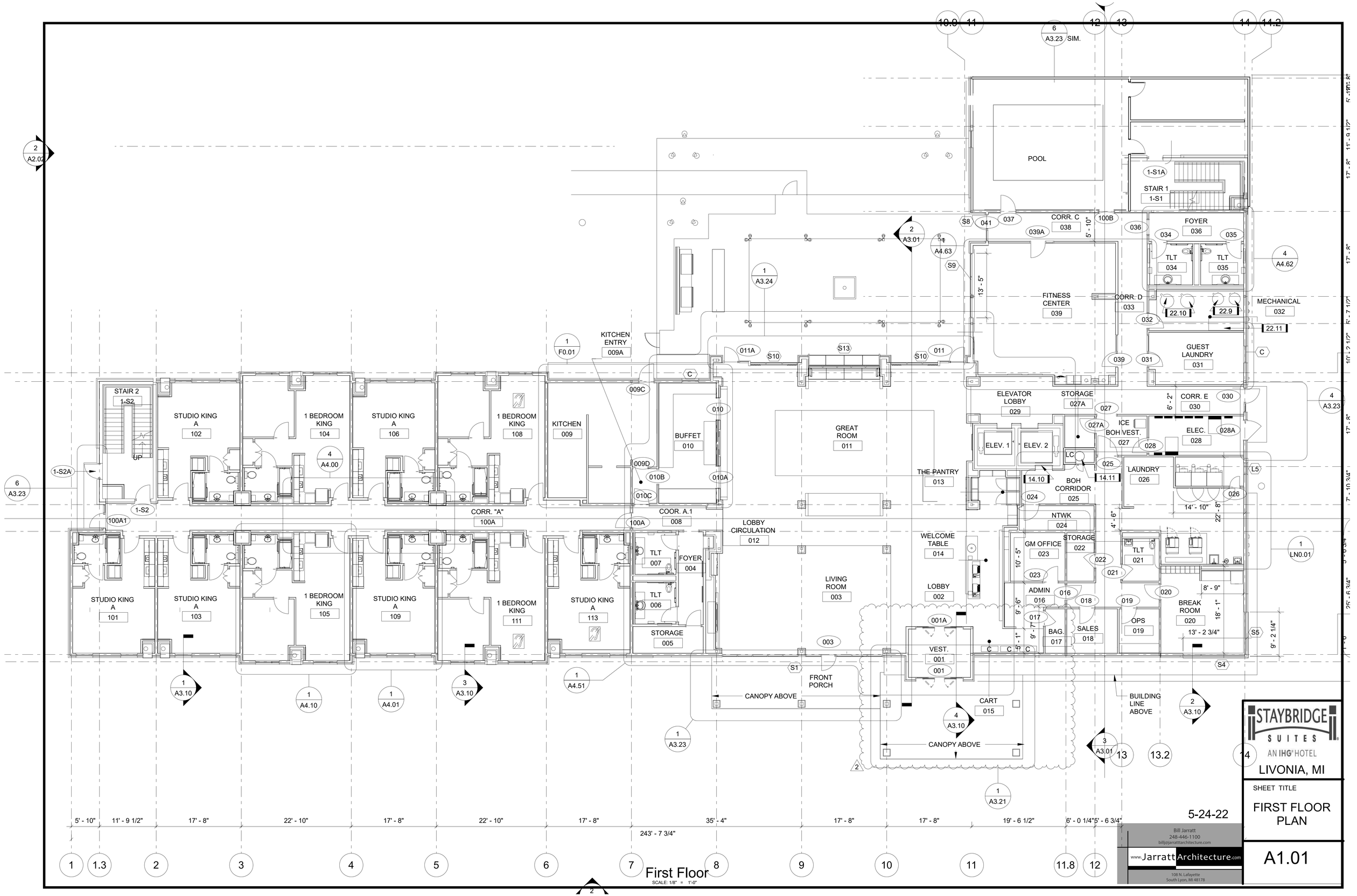
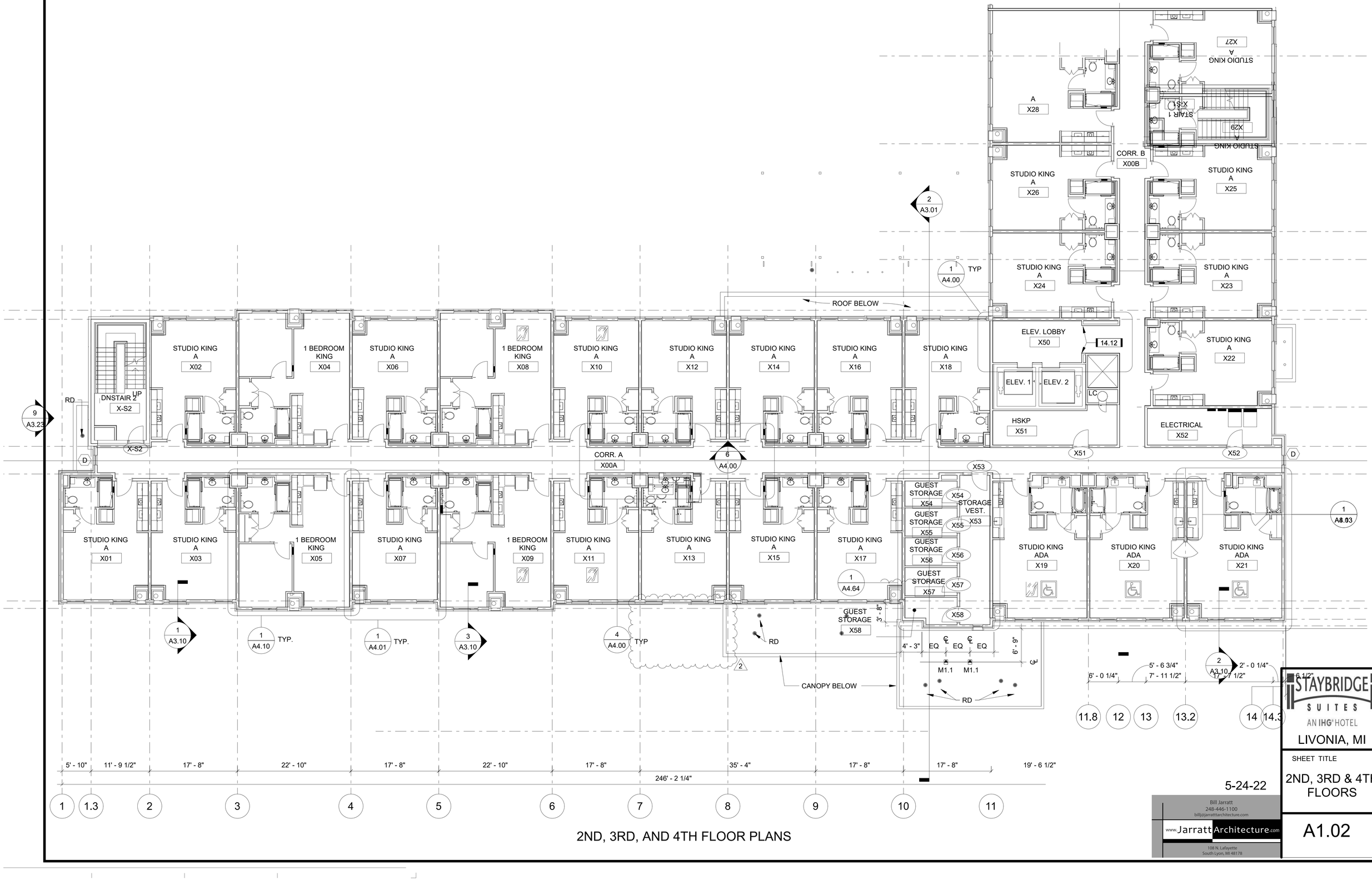

POOL
1-S1A
STAIR 1
1-S1
FOYER
036
TLT
034
TLT
035
CORR. C
038
100B
039A
037
041
S8
S9
FITNESS CENTER
039
CORR. D
033
MECHANICAL
032
22.10
22.9
22.11
GUEST LAUNDRY
031
ELEVATOR LOBBY
029
STORAGE
027A
CORR. E
030
ICE
BOH VEST.
027
ELEC.
028A
028
ELEV. 1
ELEV. 2
LC
025
LAUNDRY
026
14.10
14.11
BOH CORRIDOR
024
NTWK
024
GM OFFICE
023
STORAGE
022
TLT
021
ADMIN
016
018
019
BREAK ROOM
020
OPS
019
SALES
018
BAG.
017
LOBBY
002
WELCOME TABLE
014
THE PANTRY
013
GREAT ROOM
011
LIVING ROOM
003
LOBBY CIRCULATION
012
FOYER
004
TLT
007
TLT
006
STORAGE
005
COOR. A.1
008
CORR. "A"
100A
KITCHEN ENTRY
009A
KITCHEN
009
BUFFET
010
009C
009D
010B
010C
010A
011A
011
S10
S13
VEST.
001
001A
FRONT PORCH
CANOPY ABOVE
CART
015
BUILDING LINE ABOVE
STAIR 2
1-S2
UP
1-S2A
100A1
STUDIO KING A
102
1 BEDROOM KING
104
STUDIO KING A
106
1 BEDROOM KING
108
STUDIO KING A
101
STUDIO KING A
103
1 BEDROOM KING
105
STUDIO KING A
109
1 BEDROOM KING
111
STUDIO KING A
113
2 A2.02
6 A3.23
1 F0.01
2 A3.01
1 A4.63
1 A3.24
4 A4.62
4 A3.23
1 LN0.01
4 A4.00
1 A3.10
1 A4.10
1 A4.01
3 A3.10
1 A4.51
1 A3.23
4 A3.10
1 A3.21
2 A3.10
3 A3.01
5' - 10"
11' - 9 1/2"
17' - 8"
22' - 10"
17' - 8"
22' - 10"
17' - 8"
35' - 4"
17' - 8"
17' - 8"
19' - 6 1/2"
6' - 0 1/4"
5' - 6 3/4"
243' - 7 3/4"
1
1.3
2
3
4
5
6
7
8
9
10
11
11.8
12
10.0
11
12
13
11
11.2
14
13.2
First Floor
SCALE: 1/8" = 1'-0"
STAYBRIDGE SUITES
AN IHG HOTEL
LIVONIA, MI
SHEET TITLE
FIRST FLOOR PLAN
5-24-22
A1.01
Bill Jarratt
248-446-1100
billj@jarratttarchitecture.com
www.JarrattArchitecture.com
108 N. Lafayette
South Lyon, MI 48178



2ND, 3RD, AND 4TH FLOOR PLANS

STAYBRIDGE SUITES
AN IHG HOTEL
LIVONIA, MI

SHEET TITLE
2ND, 3RD & 4TH FLOORS

5-24-22

Bill Jarratt
248-446-1100
billj@jarratttarchitecture.com
www.JarrattArchitecture.com
108 N. Lafayette
South Lyon, MI 48178

A1.02



LEGEND - EXTERIOR MATERIALS

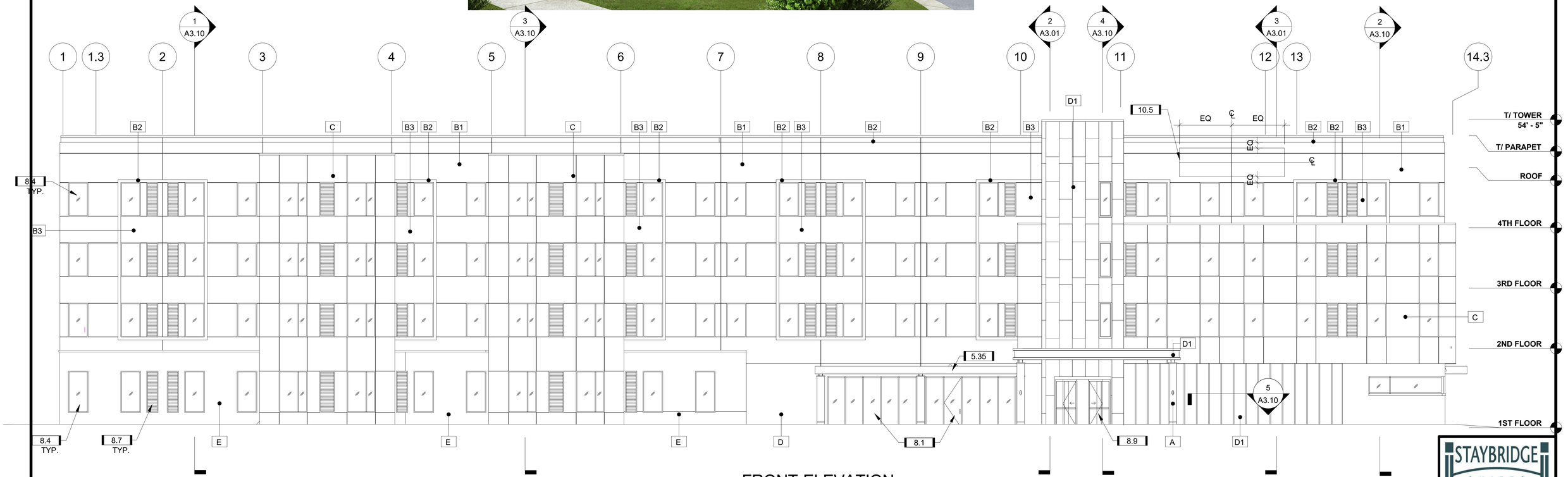
- A — PREMIUM PANELIZED MATERIAL (SIMILAR TO PORCELAIN TILE)
- B1 — COLOR 1 - MONOLITHIC APPEARING MATERIAL (SIMILAR TO EIFS OR STUCCO)
- B2 — COLOR 2 - MONOLITHIC APPEARING MATERIAL (SIMILAR TO EIFS OR STUCCO)
- B3 — COLOR 3 - MONOLITHIC APPEARING MATERIAL (SIMILAR TO EIFS OR STUCCO)
- C — PANELIZED MATERIAL OR A MONOLITHIC MATERIAL (SIMILAR TO EIFS OR STUCCO)
- D — PREMIUM PANELIZED MATERIAL WITH A PANEL SCALE THAT DIFFERS FROM THE SCALE OF THE PORTAL MATERIAL (SIMILAR TO METAL PANELS)
- D1 — PANELIZED MATERIAL OR A MONOLITHIC MATERIAL WITH A DISTINCT REVEAL PATTERN (SIMILAR TO EIFS OR STUCCO)
- E — STONE VENEER

GENERAL NOTES

1. REFER TO REFLECTED CEILING PLANS FOR CEILING HEIGHT REQUIREMENTS.
2. BASIS OF STRUCTRAL DESIGN IS WOOD FRAME.
3. PROVIDE KEY CARD ACCESS AT ALL ENTRANCES.
4. REFER TO SPECIFICATIONS FOR FINISHES NOT NOTED ON DRAWINGS.
6. REFER TO EXTERIOR FINISH SUPPLEMENTAL DOCUMENT FOR ALL FINISHES.
7. REFER TO DESIGN GUIDELINES FOR MATERIAL AND COLOR INFORMATION.
8. EXHAUST TERMINALS TO BE A MINIMUM OF 10 '-0" FROM ANY VTAC LOUVER.
9. FOR GENERAL EXTERIOR LIGHTING REFER TO IHG SUPPLEMENTAL DOCUMENTS

KEYNOTES

5.35 CANOPY
08 DIVISION 08 - OPENINGS
8.1 ALUMINUM STOREFRONT SYSTEM.
8.4 ALUMINUM WINDOW.
8.7 ARCHITECTURAL LOUVER.
10.5 EXTERIOR SIGNAGE. REFER TO SIGNAGE PACKAGE. COORDINATE SIZING AND LOCATION REQUIREMENTS WITH BRAND.



FRONT ELEVATION

SCALE: 1/8" = 1'-0"

STAYBRIDGE SUITES
AN IHG HOTEL

LIVONIA, MI

SHEET TITLE

EXTERIOR ELEVATIONS

5-24-22

A2.2

Bill Jarratt
248-446-1100
billj@jarratttarchitecture.com
www.JarrattArchitecture.com
108 N. Lafayette
South Lyon, MI 48178

DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

TODD J. ZILINCIK, P.E.
CITY ENGINEER

DAVID W. LEAR, P.E.
ASST. CITY ENGINEER

MAUREEN MILLER BROSNAN
MAYOR

DONALD R ROHRAFF
DIRECTOR OF PUBLIC WORKS

12973 FARMINGTON ROAD
LIVONIA, MICHIGAN 48150
(734) 466-2571
FAX: (734) 466-2195

June 6, 2022

Mr. Scott Miller
Planner IV
City of Livonia

Re: Petition 2022-05-01-01 – 31501 Schoolcraft Road

Dear Mr. Miller:

In accordance with your request, the Engineering Division has reviewed the above referenced petition. We have no objections to the proposed rezoning at this time. The proposed project parcel is assigned the address of **#31501 Schoolcraft Road**.

The existing building is currently serviced by public water main, storm and sanitary sewer. The drawings do not include calculations for sanitary sewer and water main usage, so impacts to the existing systems cannot be determined at this time.

The submitted drawings do not include any storm sewer calculations or indicate any proposed storm water detention. Please note that any new development will be required to meet the latest version of the Wayne County Storm Water Ordinance, including detention, which we will review when Engineering drawings are submitted for permitting.

It should be noted that the developer may be required to obtain a permit from the Wayne County Department of Public Works should any work occur within the Merriman Road right-of-way.

Should you have any additional questions on this matter, please feel free to contact myself at (734) 466-2608 or the City Engineer, Mr. Todd Zilincik at (734) 466-2561. If you would prefer, you can e-mail either of us at dlear@livonia.gov or tzilincik@livonia.gov.

Sincerely,

David W. Lear, P.E.
Assistant City Engineer

cc: 2022 Petition File

DEPARTMENT OF FINANCE

Michael T. Slater
DIRECTOR OF FINANCE

Connie Kumpula
CHIEF ACCOUNTANT

MAUREEN MILLER BROSNAN
MAYOR

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2260
FAX: (734) 421-1807

June 3, 2022

Mr. Scott O. Miller
Planning Commission
33000 Civic Center Drive
Livonia, MI 48154

Petition 2022-05-01-01 - 31501 Schoolcraft Road

Dear Mr. Miller,

I have reviewed the address connected with the above noted petition. As there are no outstanding amounts receivable (general or water and sewer), I have no objections to the proposal.

Please contact me if you have any further questions.

Very truly yours,

Connie Kumpula
Chief Accountant

CK: jw

OFFICE OF THE TREASURER

LYNDA L. SCHEEL
CITY TREASURER

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3060
(734) 466-2245
FAX: (734) 421-7230

June 6, 2022

Mr. Scott Miller – Planner IV
Planning Commission
City of Livonia

Re: Petition 2022-05-01-01 31501 Schoolcraft Road
Nofar Hotel Group

Dear Mr. Miller,

In accordance with your request, the Treasurer's Office has reviewed the name and addresses connected with the above noted petition. At this time there are no taxes due, therefore I have no objections to the proposal.

Sincerely,

Lynda L. Scheel
Lynda L. Scheel
Treasurer, City of Livonia

UNAPPROVED MINUTES

MINUTES OF THE 1,189th PUBLIC HEARINGS AND REGULAR MEETING HELD BY THE CITY PLANNING COMMISSION OF THE CITY OF LIVONIA

On Tuesday, July 19, 2022, the City Planning Commission of the City of Livonia held its 1,189th Public Hearing and Regular Meetings in the Livonia City Hall, 33000 Civic Center Drive, Livonia, Michigan.

Mr. Ian Wilshaw, Chairman, called the meeting to order at 7 p.m.

Members present:	David Bongero	Sam Caramagno	Glen Long
	Betsy McCue	Carol Smiley	Ian Wilshaw

Members absent: Peter Ventura

Mr. Mark Taormina, Planning Director, and Stephanie Reece, Program Supervisor, were also present.

Chairman Wilshaw informed the audience that if a petition on tonight's agenda involves a rezoning request, this Commission makes a recommendation to the City Council who, in turn, will hold its own public hearing and make the final determination as to whether a petition is approved or denied. The Planning Commission holds the only public hearing on a request for preliminary plat and/or vacating petition. The Commission's recommendation is forwarded to the City Council for the final determination as to whether a plat is accepted or rejected. If a petition requesting a waiver of use or site plan approval is denied tonight, the petitioner has ten days in which to appeal the decision, in writing, to the City Council. Resolutions adopted by the City Planning Commission become effective seven (7) days after the date of adoption. The Planning Commission and the professional staff have reviewed each of these petitions upon their filing. The staff has furnished the Commission with both approving and denying resolutions, which the Commission may, or may not, use depending on the outcome of the proceedings tonight.

ITEM #1 PETITION 2022-05-01-01 Nofar Group

Mr. Caramagno, Secretary, announced the first item on the agenda, Petition 2022-05-01-01 submitted by Nofar Hotel Group pursuant to Sections 13.13 and 13.15 of the Livonia Vision 21 Zoning Ordinance, as amended, requesting to rezone the property at 31501 Schoolcraft Road, located on the south side of Schoolcraft Road between Merriman Road and Hubbard Avenue in the Northeast ¼ of Section 27, from C-3 (Highway Services) to C-4 (High Rise Commercial).

Mr. Taormina: Thank you. This rezoning petition involves the site of the former Mountain Jack's restaurant located at Schoolcraft and Merriman Roads. The site was originally developed in the early 1980s by Chuck Muir. Following the closure of the restaurant in the early 2000's, the building was later converted to a cosmetology school called L 'Esprit Academy. After the closure of L 'Esprit, the building has remained vacant ever since. The purpose of the rezoning is to facilitate the future development of the property with a four-story Staybridge Suites hotel. Under Section 6.30 of the zoning ordinance, hotels are treated as a permitted use in both the C-3 and the C-4 zoning districts; however, one major difference between the two districts that necessitates the proposed zoning change is the maximum permitted building height. In a C-3 district, buildings cannot exceed a height of 35 feet or two stories. In a C-4 zone, on the other hand, buildings can be up to four stories in height. Thus, if the rezoning is approved, the petitioner intends to proceed through the site plan approval process to build a four-story hotel. This is a flag-shaped parcel. It's not directly on the corner, but it does contain frontage on both Schoolcraft and Merriman Roads. The frontage on Schoolcraft measures approximately 397 feet and along Merriman, the frontage is 66 feet, providing secondary access to the site. Located directly at the intersection of Schoolcraft and Merriman is a gas station. The proposed hotel site totals 103,000 square feet, or roughly 2.37 acres. To the south and west are industrial uses zoned M-2. To the north, across Schoolcraft Road and the expressway, are commercial uses that front along westbound Schoolcraft Road. The existing vacant building is about 7,748 square feet in size and is surrounded on three sides with parking. Access to the site is provided by two driveways: one from Schoolcraft and the other from Merriman. The existing building would be removed and the site completely redeveloped. The new four-story hotel, as you can see from the site plan, would be positioned near the center of the property facing Schoolcraft Road and the expressway. Each floor would measure about 17,500 square feet for a gross floor area of 70,000 square feet. The number of keys would be 94. The first floor would contain 10 guest suites, as well as a great room and common living area, a pantry, lobby, offices, fitness center, and laundry rooms. The layout of the second, third and fourth floors would be similar, each containing about 28 guest suites. For hotels, the required parking is based on a ratio of one space for every guest room plus one space for each employee. At this time, the number of employees is not known, but the number of rooms alone would require 94 parking spaces. The plans show 96 available off-street parking spaces.

Access would basically remain the same with the two driveways. One from Schoolcraft and the other from Merriman. The only change is that the existing western drive off Schoolcraft would be shifted more to the west and relocated closer to the northwest corner of the site. Preliminary building plans show the structure would consist of a combination of E.I.F.S., metal panels, as well as stone and tile material. The future land use plan does designate the property as tech and manufacturing. With that, Mr. Chairman, I can read out the departmental correspondence.

Mr. Wilshaw: Yes, please.

Mr. Taormina: The first item is from the Engineering Division, dated June 6, 2022, which reads as follows: *"In accordance with your request, the Engineering Division has reviewed the above referenced petition. We have no objections to the proposed rezoning at this time. The proposed project parcel is assigned the address of #31501 Schoolcraft Road. The existing building is currently serviced by public water main, storm and sanitary sewer. The drawings do not include calculations for sanitary sewer and water main usage, so impacts to the existing systems cannot be determined at this time. The submitted drawings do not include any storm sewer calculations or indicate any proposed storm water detention. Please note that any new development will be required to meet the latest version of the Wayne County Storm Water Ordinance, including detention, which we will review when Engineering drawings are submitted for permitting. It should be noted that the developer may be required to obtain a permit from the Wayne County Department of Public Works should any work occur within the Merriman Road right-of-way."* The letter is signed by David W. Lear, P.E., Assistant City Engineer. The next letter is from the Finance Department, dated June 3, 2022, which reads as follows: *"I have reviewed the addresses connected with the above noted petition. As there are no outstanding amounts receivable, general or water and sewer, I have no objections to the proposal."* The letter is signed by Connie Kumpula, Chief Accountant. The next letter is from the Treasurer's Department, dated June 6, 2022, which reads as follows: *"In accordance with your request, the Treasurer's Office has reviewed the address connected with the above noted petition. At this time, there are no outstanding amounts receivable for taxes. Therefore, I have no objections to the proposal."* The letter is signed by Lynda Scheel, Treasurer. That is the extent of the correspondence.

Mr. Wilshaw: Are there any questions of the Planning Director? I don't see any questions. Our petitioner is in the audience. If you'd like to come forward to our podium and introduce yourself with your name and address, please.

Brian Biskner, Powell Engineering, 4700 Cornerstone Dr., White Lake, MI. I'm here with the owners this evening, and Mark did an outstanding job, obviously, going over the project summary. We're here to answer any questions that you have. I don't really have anything to add.

Mr. Wilshaw: Okay, thank you, Mr. Biskner, as we always like to remind everyone as we deal with these items, because this is a rezoning, we're going to be talking mostly about the zoning of this property at this time. There won't be a lot of discussion about the actual building and the materials and so on. That will take place at the site plan, which will come in a future date. So, with that, do we have any questions from any of our commissioners for our petitioner?

Mr. Bongero: Just one quick question. Do you currently own this property?

Mr. Wilshaw: If you'd like to come forward? Good evening.

Robert Nofar, 50558 Drakes Bay Drive, Novi, MI. Yeah. And then Good evening, everybody. Yes, I do own this.

Mr. Bongero: Okay. So, it's not like pending the outcome here.

Mr. Nofar: No.

Mr. Bongero: Okay. Thank you.

Mr. Wilshaw: Okay, let's see if there's some other questions. Ms. McCue?

Ms. McCue Just for clarification for everybody else. Can you talk to us about the other hotels you own in the area and surrounding areas?

Mr. Nofar: Sure. We own the Holiday Express in Livonia. The one off of Schoolcraft and I-96 and Inkster Road. We've owned that since 2017. We also own a Brighton hotel. It's called the Courtyard Marriott. That's probably the closest property to that location. The rest are pretty much between Roseville, Lapeer, Lansing. We are acquiring a couple more properties, but we're not, you know, talking about it right now. We have properties in Indiana and Ohio.

Ms. McCue: I just wanted to clarify that this is not your first…

Mr. Nofar: No. Thirty years in the business.

Ms. McCue: Thank you.

Mr. Wilshaw: Thank you. Ms. Smiley?

Ms. Smiley: Yes. Could you tell me…the Staybridge, is that different from a Marriott or a Holiday Inn? Or what's the difference?

Mr. Nofar: The Staybridge Suites is mainly for extended stay corporate guests that want to stay long term. It could be five, seven, you know, a month, two weeks, three weeks, depending on what calls for that area at the time when whatever it gets comes in. And in regard to as far as what it competes with, its head on with like, a Hilton Homewood Suite or a Marriott Residence Inn. It's in that same level and capacity.

Ms. Smiley: Because I noticed you had washers and dryers and stuff.

Mr. Nofar: Yeah, it's an extended stay brand.

Ms. Smiley: Will you be serving…do you have a restaurant in there?

Mr. Nofar: We won't have a restaurant, but we will be offering continental breakfast, a buffet breakfast type of deal for all our guests. We don't charge for it.

Ms. Smiley: So, they have some kind of a kitchen area?

Mr. Nofar: Yes, we will have a kitchen.

Ms. Smiley: Good. Thank you. Thank you, Mr. Chair.

Mr. Wilshaw: Great. Thank you, Miss Smiley. Any other questions for our petitioner? Mr. Caramagno?

Mr. Caramagno: Sir, I know, I've asked this before. Why another hotel in this area? Is there a demand for hotel and long-term stay? What is it? Tell me a little more about that?

Mr. Nofar: Well, the demand is for the extended stay guests. There really isn't that much good, extended stay brands in the area, in that vicinity. And we are getting a lot of calls from our sister property,

which is the Holiday Inn Express off of Inkster. The franchise actually approached us and said that they're getting a lot of hits for a Staybridge suites in that area. They did their own feasibility study, their marketing study, and so forth. So, it was a lot of work to find out if it was feasible to do something like this.

Mr. Caramagno: So, the feasibility study from Staybridge, or the corporate Staybridge folks said, there's demand. We need to have something in the area. They came to you with that, and then you did your research.

Mr. Nofar: That's correct. Yes.

Mr. Caramagno: Okay, it's good to know. Thank you.

Mr. Wilshaw: Any other questions for our petitioner? I don't see any other questions. Just one question, Mr. Nofar, this property, and also the Holiday Inn, are ran by the same parents? Overarching company, correct?

Mr. Nofar: That's correct.

Mr. Wilshaw: Okay. So, there is opportunity for people who use reward points and things like that to transition from one property to another and because they're already familiar with the area and in your other property, correct.

Mr. Nofar: That's correct. Actually, we get so many people that want to stay long term, they prefer to have like a studio suite type of deal room, and we can't accommodate. So, they end up going either to Farmington Hills, or Northville, or those areas. So, it does need a good extended stay brank in that location. We also cater from downtown. A lot of guests that come in from downtown, they prefer to stay in an urban area, not an urban area, more of a suburban area, because of all the busyness and so forth. They want to be close to work and at the same time they don't want to pay the high parking, you know, prices over there. Sometimes the prices over there, you know, are a lot higher, so we can accommodate better for them as well.

Mr. Wilshaw: Okay, excellent. Thank you. I appreciate that. Any other questions from any of our commissioners for our petitioner? Is there anyone in the audience wishing to speak for or against this petition? I don't see anyone else coming forward. Mr. Nofar, if you just want to stay there for one moment, we'll get a motion

and see how this goes. Okay. I'll close the public hearing at this time and the motion would be an order.

On a motion by McCue, seconded by Bongero, and unanimously adopted, it was

#07-39-2022 ***RESOLVED***, That pursuant to a Public Hearing having been held by the City Planning Commission on July 19, 2022, on Petition 2022-05-01-01 submitted by Nofar Hotel Group pursuant to Sections 13.13 and 13.15 of the Livonia Vision 21 Zoning Ordinance, as amended, requesting to rezone the property at 31501 Schoolcraft Road, located on the south side of Schoolcraft Road between Merriman Road and Hubbard Avenue in the Northeast ¼ of Section 27, from C-3 (Highway Services) to C-4 (High Rise Commercial), the Planning Commission does hereby recommend to the City Council that Petition 2022-05-01-01 be approved for the following reasons:

1. That the proposed change of zoning is compatible to and in harmony with the surrounding land uses and zoning districts in the area.

2. That the proposed change of zoning and the intended use of the property are consistent with the developing character of the area.

3. That the proposed change of zoning will provide for the development of the subject property in a manner that is consistent with its size and location.

4. That the proposed zoning is consistent with the purposes, goals and objectives of the Master Plan and Zoning Ordinance, which seek to ensure compatibility and appropriateness of land uses so as to enhance property values and create and promote a more favorable environment for neighborhood use and enjoyment, and

5. That the proposed change of zoning represents a reasonable and logical zoning plan for the subject property which adheres to the principles of sound land use planning.

FURTHER RESOLVED, That notice of the above hearing was given in accordance with the provisions of Section 13.13 and 13.15 of Livonia Vision 21 Zoning Ordinance, as amended.

Mr. Wilshaw: Is there any discussion?

Mr. Wilshaw, Chairman, declared the motion is carried and the foregoing resolution adopted. It will go on to City Council with an approving resolution.

Bahr gave first reading to the following Ordinance:

> AN ORDINANCE AMENDING SECTION 36 OF THE ZONING MAP OF THE CITY OF LIVONIA AND AMENDING ARTICLE III OF THE LIVONIA VISION 21 ZONING ORDINANCE KNOWN AND CITED AS "THE CITY OF LIVONIA ZONING ORDINANCE" BY ADDING SECTION 3.____ THERETO. (Pet. 2020-08-01-06)

The foregoing Ordinance, when adopted, is filed in the Journal of Ordinances in the Office of the City Clerk and is the same as if word for word repeated herein. The above Ordinance was placed on the table for consideration at an upcoming Regular meeting.

The following residents spoke in opposition to the proposed rezoning Ordinance for property located at 29707 & 30273 Plymouth Road (Pet. 2020-08-01-06):

Merlin Smith, 30039 Richland;
Stephen Weldon, 29912 Orangelawn;
Ted Switatlowski, 30116 Richland;
Jeanie Sullivan, 29944 Orangelawn;
Victoria Kowaleski, 29960 Orangelawn;
Tina Sabbadin, 9971 Oporto;
Cheryl McNall, 29961 Orangelawn;
Barbara Brown, 29721 Orangelawn;
Cheryl Lupu, 29864 Orangelawn; and
David Sevanovic, 30080 Richland

UNFINISHED BUSINESS ITEM 7 (Regular Meeting of April 4, 2022)
FIRST READING GIVEN BY SCOTT BAHR

Present: **Bahr, Donovic, Morgan, McCullough, McIntyre, Toy, Jolly**
Absent: **None**

LETTER TO THE LIVONIA CITY COUNCIL

2.

Planning
March 3, 2022

MEETING DATE	PREPARED BY
R032322	Stephanie Reece, Program Supervisor

AGENDA ITEM

REZONING PETITION: Planning Commission, re: Petition 2020-08-01-06 submitted by Middlebelt Plymouth Venture L.L.C., to rezone parts of the properties at 29707 & 30273 Plymouth Road, located on the south side of Plymouth Road between Middlebelt Road and Milburn Avenue in the Northeast ¼ of Section 35, from C-2 (General Business) to NM2 (Neighborhood Multifamily). Public Hearing held on Monday, March 7, 2022.

BACKGROUND

RECOMMENDATION

At the 1,177th Public Hearing and Regular Meeting held by the City Planning Commission on October 19, 2021, the following resolution was unanimously adopted:

#10-53-2021 RESOLVED, That pursuant to a Public Hearing having been held by the City Planning Commission on October 19, 2021, on Petition 2020-08-01-06 submitted by Middlebelt Plymouth Venture, L.L.C, pursuant to Section 13.15 of the Livonia Vision 21 Zoning Ordinance, requesting to rezone parts of the properties at 29707 & 30273 Plymouth Road, located on the south side of Plymouth Road between Middle Belt Road and Milburn Avenue in the Northeast ¼ of Section 35, from C-2 (General Business) to NM2 (Neighborhood Multi-family), the Planning Commission does hereby deny Petition 2021-08-01-06 for the following reasons:

1. That the Petitioner has failed to affirmatively show that the proposed change of zoning to NM2 Multifamily Residential and the intended design and layout of the development as presented to the Planning Commission would be compatible to and in harmony with the surrounding residential neighborhoods.

2. That the design concept as presented by the Petitioner fails to achieve the goals and objectives of the Livonia Vision 21 Master Plan which seeks to create a mixed-use development in which the apartments are integrated within the surrounding commercial land uses.

3. That the plan to construct two (2) very large, three-story apartment buildings, each containing approximately 100 dwelling units, is contrary to the goals and objectives of the Livonia Vision 21 Master Plan which recommends high density residential in buildings that have a residential scale and character by creating smaller buildings close to streets and in smaller blocks to establish a walkable pedestrian environment with better connectivity to the surrounding area.

4. That development of multifamily residential on the subject site pursuant to the standards and guidelines as set forth in Section 5.04, Form-Based Development Option in Commercial Districts, would achieve the desired outcome of creating a mixed-use development that is consistent with the Livonia Vision 21 Master Plan and that integrates multifamily housing with the existing surrounding commercial land uses.

5. That the proposed change of zoning is inconsistent with the established pattern of development in the surrounding area and would adversely alter the character of the neighborhood, and

6. That the proposed zoning and use is contrary to the purposes, goals and objectives of the Zoning Ordinance, which seek to ensure compatibility and appropriateness of uses so as to enhance property values and to create and promote a more favorable environment for neighborhood use and enjoyment.

FURTHER RESOLVED, That notice of the above hearing was given in accordance with the provisions of Section 13.13 and 13.15 of the Livonia Vision 21 Zoning Ordinance.

FISCAL CONSIDERATION

ATTACHMENTS

1. 2020-08-01-06_3rd Revision_E-COUNCIL Pkt
2. NOTICE - REZONE - 2020-08-01-06 Middlebelt Plymouth
3. LTC PH030722
4. PH030722 New Data
5. R032322 New Data - Rezoning at Plymouth and Middlebelt
6. R032322 DIRECTION - REZONE - Middleblet Plymouth
7. PH030722 Petition 2020-08-01-06 Minutes

APPROVED BY



Date: October 26, 2021

Mark Taormina, Planning and Economic Development Director



Date: October 29, 2021

Maureen Miller Brosnan, Mayor

Petition 2020-08-01-06 submitted by Middlebelt Plymouth Venture L.L.C. pursuant to Section 13.15 of the Livonia Vision 21 Zoning Ordinance, requesting to rezone parts of the properties at 29707 & 30273 Plymouth Road, located on the south side of Plymouth Road between Middlebelt Road and Milburn Avenue in the Northeast ¼ of Section 35, from C-2 (General Business) to NM2 (Neighborhood Multifamily).

REZONING APPLICATION
CITY OF LIVONIA, MICHIGAN

All applications must be presented in quadruplicate to the City Clerk, 33000 Civic Center Drive, Livonia, MI 48154-3097. Applications **must** include property owner's name, address and notarized signature. You are invited and encouraged to review your proposal with the Planning Department staff.

Date Filed: 8.21.2020 Petition 2020-08-01-06

Site Address: Vacant parcel-see sidwell # Sidwell Portion 137-99-0008-010 & 137-99-0004-002

Requesting To Rezone Property From General Business (C-2) To High-Rise Residential (R-8)

For the Following Reason (s) Proposed use is a non-permitted use under current zoning district.

Applicant: Stephen E. Duczynski Business/Company: Middlebelt Plymouth Venture LLC

Applicant's Address: 17800 N. Laurel Park Dr., ste 200C City: Livonia State: MI Zip Code: 48152

Applicant's Phone # (248) 357-6272 Applicant's Email duczynskis@schostak.com

RECEIVED
2020 AUG 20 PM 4:08
CITY CLERK

Please provide the following information:

1) **Legal Description** of the property to be considered. Paper copy must be clearly printed.
2) **Fully Dimensional Map (13 copies)** drawn at an appropriate scale, with a north arrow, dated & legend key to symbols and showing:
   - The land that would be affected by the proposed amendment.
   - The dimensions, square footage & acreage of the land.
   - The existing conditions of the site, including all structures & parking layout.
   - A legal description of the land to be rezoned.
   - All public and private right-of-ways & easements bounding & intersecting the site.
   - A preliminary plan showing the proposed land use(s) of the land under consideration.
   - The zoning classification of all abutting zoning districts.
   - The structures and existing land uses on all property adjacent to the subject parcel and on other such property as may, in the City Planner's determination, be necessary to properly reflect the existing character of the surrounding neighborhood.
3) A copy of the Fully Dimensional Map submitted in a pdf. format either on a CD or it can be emailed to Planning@ci.livonia.mi.us

Owner of Property: Middlebelt Plymouth Venture LLC

Owner's Address: 17800 N. Laurel Park Dr.Ste 200C City: Livonia State: MI Zip Code: 48152

Owner's Phone # (248) 262-1000 Owner's Email schostakjj@schostak.com

Signature of Owner: Jeff Schostak Print Name: Jeffrey Schostak

Subscribed and sworn to before me, a Notary Public in and for the County of Oakland State of Michigan

on this 20th day of August 20 20.

Signature of Notary Alyssa Greiger My commission expires 12/8/20

APPROVED AS FORM
Department of Law

By: Michael E. Grishaw

Date: 8/21/2020

ALYSSA GREIGER
Notary Public - Michigan
Oakland County
My Commission Expires Dec 8, 2020
Acting in the County of Wayne

Schostak
BROTHERS & COMPANY
est. 1920

17800 Laurel Park Drive North, Suite 200C
Livonia, MI 48152
248.262.1000
www.schostak.com

STEPHEN E. DUCZYNSKI
Vice President
Development and Construction Division

direct: 248.357.6272
duczynskis@schostak.com

September 17, 2021

VIA HAND DELIVERY

RECEIVED
SEP 17 2021
CITY OF LIVONIA
PLANNING COMMISSION

Mr. Mark Taormina
Planning and Economic Development Director
City of Livonia
33000 Civic Center Drive
Livonia, MI 48154

RE: Petition #2020-08-01-06
Rezoning Re-Submission Planning Commission Agenda
Wonderland Village – Plymouth and Middlebelt

Dear Mr. Taormina:

At the July 27, 2021, Planning Commission Public Hearing, Middlebelt Plymouth Venture LLC requested that Petition #2020-08-01-06 be tabled to allow for additional time to further evaluate our preliminary site and building plans and further discussion with the City. Middlebelt Plymouth Venture LLC is now requesting to be placed back on the Planning Commission Agenda.

We recognize the new Livonia Vision 21 Zoning Ordinance is now in effect and therefore, we ask that our previous proposed rezoning submission to R-8 (High Rise Residential District), be revised to reflect the new NM2 (Neighborhood Multifamily District).

The required Sign Board(s) for the property will reflect the new NM2 rezoning designation.

We acknowledge the $300.00 re-advertising fee and plan to provide payment to the Clerk's Office the day of submission of these three (3) sets of updated rezoning plans.

Should you have any questions, please feel free to reach out at your convenience.

Sincerely,

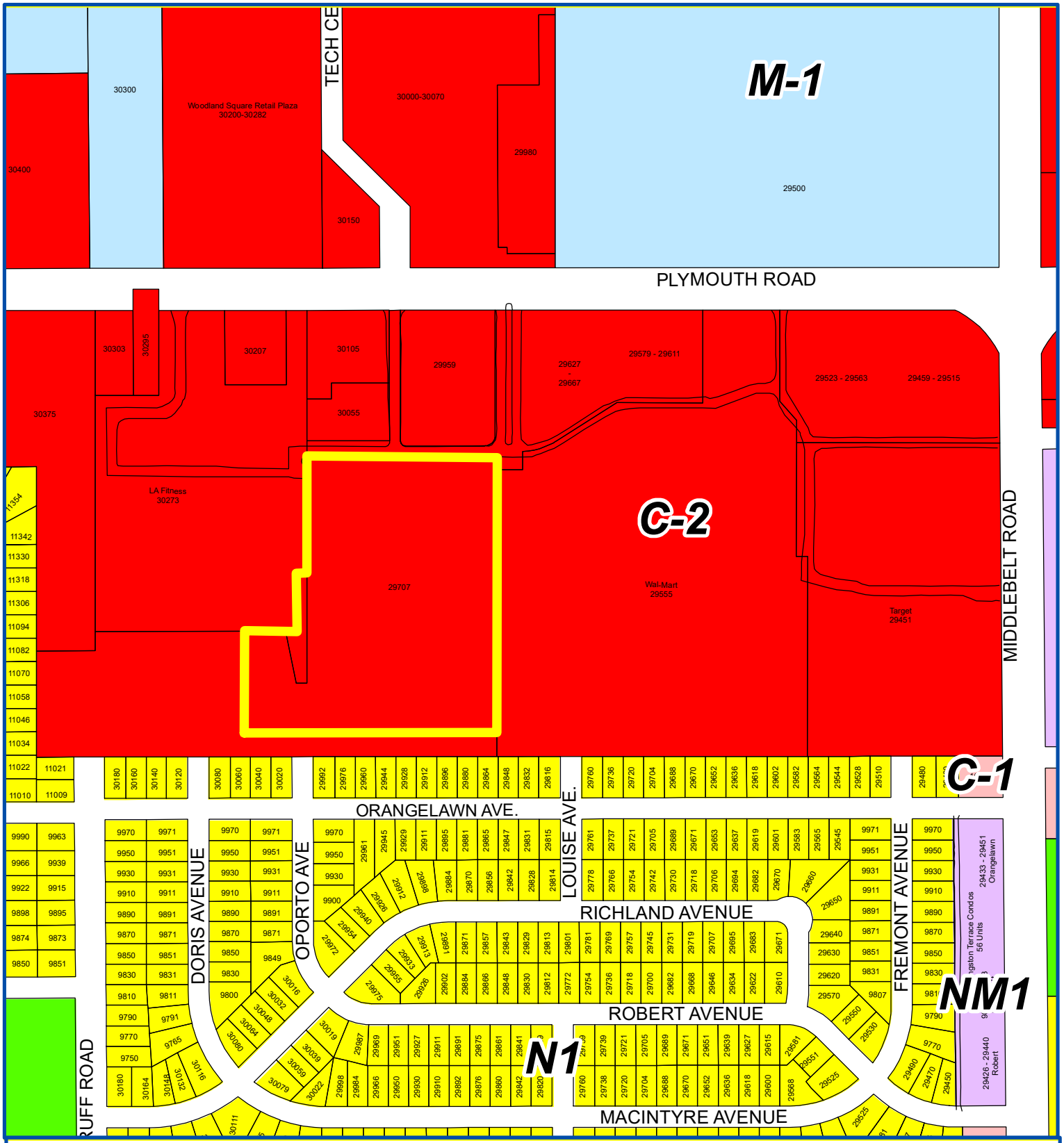
MIDDLEBELT PLYMOUTH VENTURE LLC
By: Schostak Brothers & Company, Inc.
Its: Authorized Agent

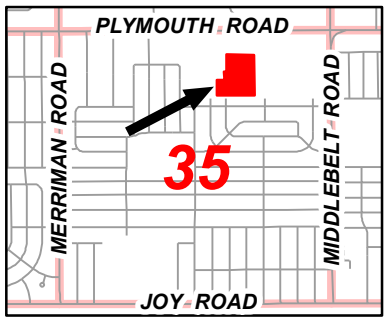


By: Stephen E. Duczynski
Its: Authorized Representative

SED/amg

Encls.





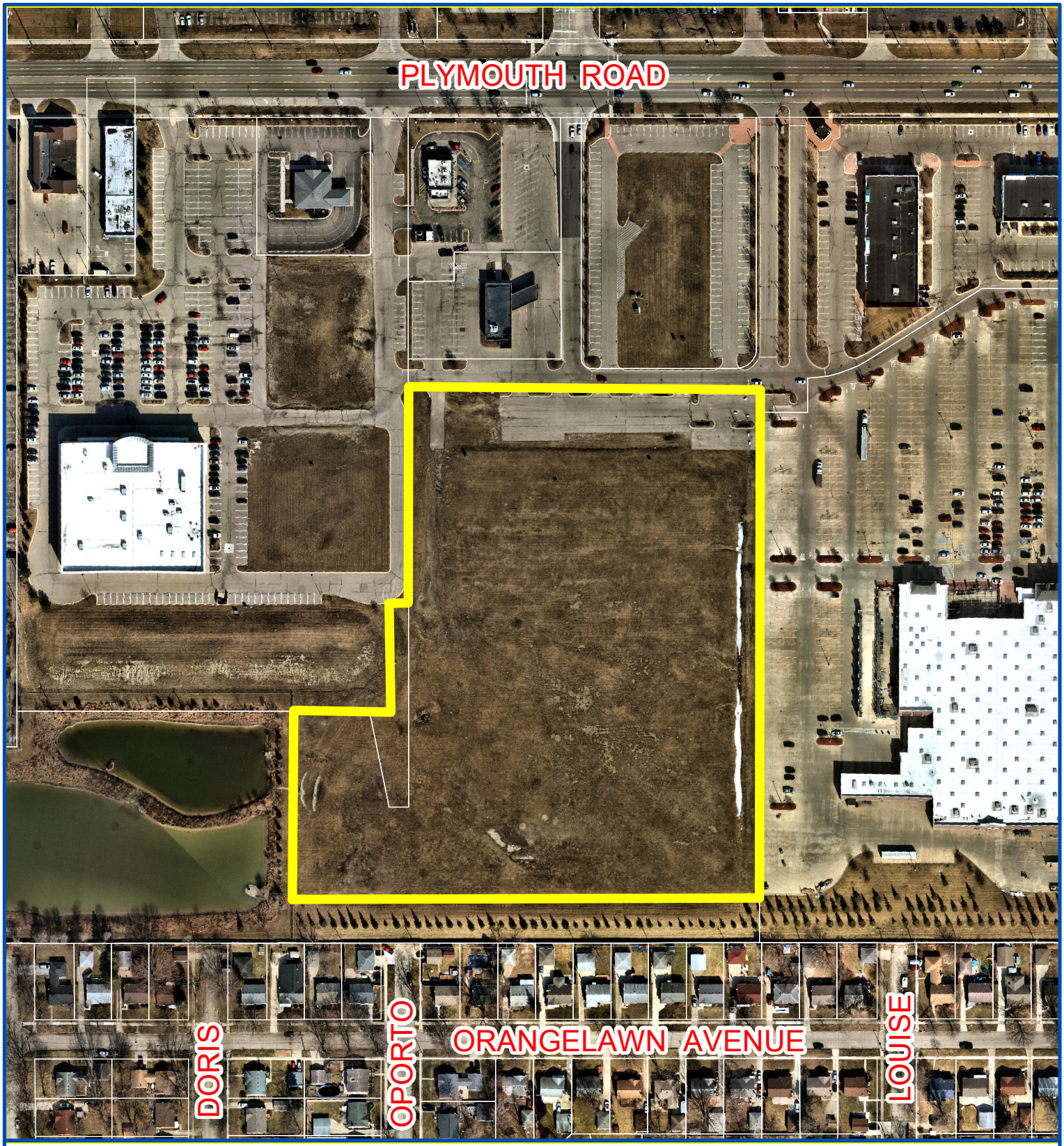
Address & Zoning Map

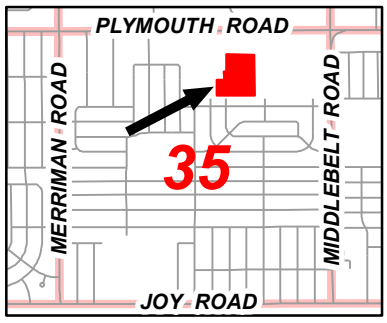
Petition 2020-08-01-06
Middlebelt Plymouth Venture L.L.C.
29707 & 30273 Plymouth Road
C-2 to NM2

N

Not to Scale

City of Livonia
Planning Department





Aerial Map

Petition 2020-08-01-06
Middlebelt Plymouth Venture L.L.C.
29707 & 30273 Plymouth Road
C-2 to NM2

N

Not to Scale

City of Livonia
Planning Department

PLANNING COMMISSION STAFF NOTES

PUBLIC HEARING

ITEM 1

Petition 2020-08-01-06 submitted by Middlebelt Plymouth Venture L.L.C. pursuant to Section 13.15 of the Livonia Vision 21 Zoning Ordinance, requesting to rezone parts of the properties at 29707 & 30273 Plymouth Road, located on the south side of Plymouth Road between Middlebelt Road and Milburn Avenue in the Northeast ¼ of Section 35, from C-2 (General Business) to NM2 (Neighborhood Multifamily).

October 27, 2020: Study Meeting:

This petition seeks to rezone a large portion of the remaining vacant land at Wonderland Village. The change would be from commercial, C-2 (General Business), to R-8 (High Rise Multiple Family Residential). The area to be rezoned consists of approximately 10.86 acres located between the Walmart Supercenter and LA Fitness. Abutting the site to the south is an approximate 8-foot-high berm and masonry screen wall that extends along the rear of the commercial shopping complex forming a barrier between the non-residential zoning district and the adjacent single-family homes that are a part of the Bel-Aire Gardens Subdivision, zoned R-1 (One Family Residential). The distance between the wall, which runs coterminous with the property line, and southerly limit of the proposed R-8 District is 69.1 feet. As proposed, this relatively narrow strip of land between the wall and the proposed zoning boundary would remain under the C-2 zoning classification. Site access is available from both Plymouth and Middlebelt Roads via the existing commercial drive aisles located within Wonderland Village.

The purpose of the rezoning is to facilitate the future development of an apartment complex. Article XXVII of the City of Livonia Zoning Ordinance No. 543, as amended, sets forth the standards and regulations that govern land development in an R-8 zoning district. Multiple dwellings are treated as a permitted use and must be over two (2) stories in height but not exceeding four (4) stories in height. Setback, lot coverage, and density requirements are also provided, as well as other minimum development standards including a provision under Section 27.07 that requires the site of a multiple family development not be located within one thousand (1,000) feet of any other residentially zoned property as measured from any point on the respective properties. As mentioned above, the site abuts single-family to south, and therefore fails to comply with this standard.

A preliminary site plan submitted with the application shows five (5) three-story apartment buildings and a one-story clubhouse. The north half of the site includes the clubhouse along with an outdoor pool flanked on either side by apartment buildings identified on the plan as Building Type “B”. Each Type “B” apartment building has overall dimensions of approximately 244 ft. x 56 ft. and would contain thirty-six (36) one- and two-bedroom units. Shown on the south half of the site are three (3) apartment buildings, two (2) of which are identified as Building Type “A” and the other identified as Building Type “C”. The Type “A” building is the largest of the five (5), measuring 328 ft. x 56 ft. and containing forty-eight (48) one- and two-bedroom units. Whereas the Type “C” is the smallest with overall measurements of 170 ft. x 56 ft. with twenty-four (24) one- and two-bedroom units. Combined, the five (5) buildings would contain 192 apartments, including 89 one-bedroom units and 103 two-bedroom units.

Section 27.06 limits building ground coverage to twenty percent (20%) of the overall site. According to the data on the site plan, total building coverage would equal 15%. Minimum lot area per dwelling unit (also referred to as maximum allowed density) is based on building height (expressed in stories) and the corresponding number of bedrooms per dwelling unit. The minimum land area requirements for each one- and two-bedroom unit in a 3-story building are 2,200 square feet or 3,300 square feet, respectively. Accordingly, the minimum required site area based on a total of 89 one-bedroom units and 103 two-bedroom units is 535,700 square feet (89 x 2,200 + 103 x 3,300), or 12.3 acres. However, the total area of the site is 473,258 square feet, 10.86 acres, and is therefore deficient. The planned number of units exceeds the density allowance under Section 27.06(2) and would therefore require a variance from the Zoning Board of Appeals (ZBA). Required setbacks are also determined by building height. The minimum front yard setback for a 3-story building is seventy-five feet (75') and the minimum required rear and side yards are both fifty feet (50'). As shown, this development would meet all setback requirements.

Required off-street parking is 2½ spaces per dwelling unit. As such, a proposed apartment complex with 192 units requires no fewer than 480 spaces. The preliminary site plan shows 385 off-street parking spaces, resulting in a deficiency of 95 spaces. The R-8 District also requires enclosed parking at a ratio of one (1) space per dwelling unit. The preliminary plan shows carports with a capacity to accommodate a total of 117 vehicles and a resulting deficiency of 75 enclosed spaces. The deficiencies in both off-street parking and enclosed parking would require variances from the ZBA.

The Livonia Vision 21 (LV21) Future Land Use map designates the entire Wonderland development, including the subject land area, as Mixed Development Center. Attached dwellings and apartments are identified in LV21 as an appropriate land use within a Mixed Development Center, subject to a maximum density of 20 dwelling units per acre. Residential options include attached and upper-story units, including townhomes, lofts, and apartments. Mixed Development Centers are intended to have higher densities and massing, be walkable and pedestrian-friendly, and integrated with and connected to surrounding areas and neighborhoods.

The Petitioner's concept plan for the apartment complex reflects an overall density of 17.67 dwelling units per acre. Zoning districts that permit multiple dwelling housing are R-C, R-7, R-8, R-8C, and R-9. Below is a comparison of the five (5) multi-family zoning districts, including the type of housing allowed, building height, and overall density based according to the current site and design parameters: parcel size (10.86 acres), building height (2 or 3 stories depending on the district's height limitation), and applying the same proportion of 1- and 2-bedroom units (46% and 54%, respectively):

1) R-C, Condominium Residential District
    a. Permitted uses – condominium multiple dwellings.
    b. Building height – 2 stories (maximum)
    c. Density – 119 dwelling units (10.95 units/acre)

2) R-7, Multiple Family Residential District
    a. Permitted uses – condominium multiple dwellings and apartments.
    b. Building height – 2 stories (maximum)
    c. Density – 119 dwelling units (10.95 units/acre)

3) R-8, High Rise Multiple Family Residential District
    a. Permitted uses – condominium multiple dwellings and apartments.
    b. Building height – 3 stories
    c. Density – 176 dwelling units (16.2 units/acre)

4) R-8C, Condominium High Rise Multiple Family Residential District
    a. Permitted uses – condominium multiple dwellings.
    b. Building height – 3 stories
    c. Density – 165 dwelling units (15.2 units/acre)

5) R-9, Housing for the Elderly District
    a. Permitted uses – housing for the elderly.
    b. Building height – 3 stories
    c. Density – 184 dwellings units (16.9 units/acre)

November 10, 2020: Public Hearing:

At the Study Meeting, the Petitioner responded to questions regarding the size of the units, projected rental rates, building design, landscaping, and parking. It was indicated that the units would range in size from approximately 735 square feet for the smallest 1-bedroom apartment to 1,015 square feet for the largest 2-bedroom apartment. Rental rates would average approximately $1.35 per square foot. With respect to parking, the Petitioner believes the number of spaces currently shown on the preliminary site plan is adequate. This is based on current market trends and the Developer's experience with other multi-family apartment projects. Little information is known about the architecture of the buildings. Regarding landscaping, mostly as it affects the view of the apartments from the abutting single-family homes, the Petitioner stated that additional evergreen trees would be planted on top of the existing berm that runs parallel with the southern boundary of the site.

Please note that the October 27th Staff Notes on this item have been corrected regarding the Future Land Use designation of the property. On the original report, it was erroneously stated that the site is classified as Corridor Commercial. The correct LV21 designation is Mixed Development Center which recommends a maximum residential density of 20 units/acre.

July 20, 2021: Study Meeting:

At the Petitioner's request, this item was tabled at the November 10, 2020, Public Hearing. On June 25, 2021, new revised preliminary plans were submitted with a request from the

Petitioner that this item be placed back on the Planning Commission's agenda. This item has been readvertised and is scheduled for a public hearing on July 27th.

The new design reduces the number of three-story apartment buildings from five (5) down to two (2). Both buildings are "C"-shaped, identified on the plans as Building A and Building B. Similar to the layout of the apartments at Haggerty Center, the two (2) apartment buildings would mirror one another, creating a central courtyard and common area. Building A would have a gross floor area of 101,194 square feet with 104 one and two-bedroom units. Building B is slightly larger at 101,338 square feet and would have 97 one and two-bedroom units. Combined, the two (2) apartment buildings would contain a total of 201 units on 10.86 acres, which corresponds to an overall density of 18.5 dwelling units per acre. In comparison, the original site plan had 192 units over the same land area, representing a density of 17.68 dwelling units per acre.

Section 27.06(1) of the R-8 High Rise Multiple Family Residential District regulations limits the ground coverage by principal structures to twenty percent (20%) of the site. As proposed, the ground coverage of the two (2) apartment buildings would constitute 14.27%, which is slightly less than the 15% shown on the previous preliminary plans.

Minimum lot area per dwelling unit is specified under Section 27.06(2). This provision establishes the minimum amount of land that is needed to support the number of apartment dwelling units and is calculated as a function of both building height and the number of bedrooms per unit. Based on the revised number of one- and two-bedroom units, the minimum required total land area for this project is 577,500 square feet (78 x 2,200 + 123 x 3,300), or 13.25 acres. As with the original plan, the land area of the site at 473,258 square feet, or 10.86 acres, is not sufficient for the number of proposed units. (Note: Under the current draft of the Livonia Vision 21 Zoning Ordinance, this requirement would no longer apply.)

A major advantage of the revised site plan over the original design is the placement of the buildings with respect to the adjoining residential district. The more compact arrangement allows the buildings to be moved further north on the site, away from the single-family homes. At the closest point, the rear of apartment Building B would be approximately 300 feet from the residential district. The original plan, on the other hand, showed the closest apartment building at a distance of 129.6 feet from the rear lot lines of the homes along Orangelawn Avenue. Separating the single-family district from the multi-family district is a five foot (5') high masonry screen wall, as well as an approximate nine foot (9') high berm planted with a double row of evergreen trees and a green space area. Located between the edge of the green space and Building B, the plan shows a paved lot with four (4) rows of parking spaces, including a carport along the south end.

For parking, the proposed apartment complex requires 503 total spaces (2½ parking spaces for each unit) of which 201 spaces (1 space per unit) are required to be contained in enclosed parking structures, such as garages or carports. The plan shows a total 436 parking spaces, 112 of which are enclosed in carports, resulting in shortages that would require variances for both the total number of available spaces as well as the number of enclosed spaces.

Access to the apartment complex would be from two (2) driveways, both of which are at the north end of the complex with connections to the main east-west drive aisle at Wonderland Village and which are located on either side of the existing signalized driveway that runs north-south and connects to Plymouth Road across from Tech Center Drive.

July 27, 2021: Public Hearing:

At the July 20, 2021, Prehearing Study Meeting, the Planning Commission asked for both approving and denying resolutions. The biggest concerns revolved around density, integration with the surrounding commercial uses to create a mixed-use development, and the appearance/design of the apartment buildings.

The following considers the various scenarios that are possible with the adoption of the LV21 Zoning Ordinance:

1) R-8 zoning automatically converts to NM2 which eliminates certain standards, including the minimum land area requirement (density) and the minimum 1,000-foot separation from other residential districts.

2) R8C zoning would also convert to NM2. Under the current zoning ordinance, the R8C district regulations allow only condominium multiple dwellings and not apartments. This would no longer be the case with the NM2 zoning district, as both forms of housing—condominiums and apartments—would be permitted. R8C zoning also has an overall lower density of roughly one (1) dwelling unit per acre. However, this too, would no longer be applicable under the LV21 Zoning Ordinance.

3) Both the RC and R-7 zoning districts become NM1, which would restrict the type of multi-family housing to condominiums and also limit building height to 2-½ stories. Like the NM2, the proposed NM1 district regulations do not have specific density limitations.

4) If this petition is rejected, then the site would remain under the C-2 zoning classification which would continue to be the case with the LV21 Zoning Ordinance. The Petitioner would then have the option of filing an application under the provisions as set forth in Section 5.02, Special Waiver Use Standards for Planned Residential Developments, which would be available in any commercial zoning district and is intended to encourage the implementation of form-based design standards.

October 12, 2021: Study Meeting:

At the Petitioner's request, for a second time, this item was tabled at the July 27, 2021, Public Hearing. On September 17, 2021, new revised preliminary plans were submitted with a request from the Petitioner that this item be placed back on the Planning Commission's agenda. This item has been readvertised and is scheduled for a public hearing on October 19th.

Since the last time this item was considered, the Livonia Vision 21 Zoning Ordinance and Livonia Vision 21 Zoning Map were officially adopted thus changing the proposed zoning classification from R-8 High-Rise Multiple Family Residential to NM2 Neighborhood Multifamily. In most respects, the NM2 District regulations align with the former R-8 District; however, there are a few significant changes as noted below:

1) Minimum building height has been reduced from three (3) stories to one (1) story.
2) 20% Maximum ground coverage by principal structure was replaced with 30% Maximum useable floor area as percentage of lot area.
3) Minimum lot area per dwelling unit was eliminated.
4) The requirement that multiple family developments not be located within 1,000 feet of any other residentially zoned property was eliminated.
5) The requirement for covered parking spaces was eliminated.

These, along with a few other changes between Ordinance #543 and the Livonia Vision 21 Zoning Ordinance as they affect the revised plans, were identified by the Petitioner and itemized in an email correspondence as provided below. (Note: where applicable and for ease of reference, the relevant sections of the new ordinance have been provided and are highlighted in red):

SITE PLANS C-3 (black & white) & C-4 (colored up), C-5 (colored up overviewed)

On C-3, to supplement this email, we provide further detail on legend: (1) "TABLE OF LAND USE AND ZONING" and (2) "OFF STREET PARKING REQUIREMENT", to further describe the "required" vs "proposed"

Most of the changes to the site plans (C-3, 4, 5) were the result of the NM2 ordinance, now incorporated into the plans as follows:

- NM2 does not seem to suggest any covered parking requirements, however we are still proposing +/-101 carports.
- NM2 no longer requires 1,000-foot set back, we are still proposing +/- 300-foot set back from single family residence to the south.
- NM2 reduced parking spaces to 2 per unit *(Section 9.05)* (in lieu of 2.5), there are 422 proposed, whereas 402 spaces are required.
- NM2 now requires a 20-foot commercial side yard "landscape" buffer *(Section 10.03(5))*, which we've satisfied, whereas the prior ordinance did not specify landscape sets backs, but rather only 50-foot building setbacks.
    - In an effort to accommodate the 20-foot landscape buffer the driveways on east and west sides were reduce to 22 feet with 18 feet deep parking stalls, with 2 foot hang over at the perimeter outer parking stalls only. All other drive isles are 24 feet, with 20 feet deep parking stalls.
- NM2 now requires 10% of the parking areas to be designated for snow storage, which has been satisfied. *(Section 9.03(7))*
- NM2 now requires 300 square foot landscape island every 20 spaces *(Section 10.03(2)B))*, which has been satisfied.

- Waiver requirement remains for max useable floor area 30% permitted, whereas 33.5% proposed.

RENDERINGS C-6 thru C11:

In general, we incorporated more exterior façade features, provided additional perspective views, as inquired and requested by Planning Commission at the 2 previous study sessions:

1) Added a varying range of smaller building façade "bump outs" along the exterior façade, giving more balanced to the overall residential appearance.
2) Added full size balconies, and a mixture of Juliet balconies (facing single-family), for additional architectural feature.
3) Added a mixture of "eyebrow" decorative details above various window locations.
4) New mixture and arrange of material colors and textures to soften the overall reside.
5) Provided the additional drawing perspectives C-8, C-9, & C-11.

October 19, 2021: Regular Meeting:

At the October 12, 2021 Study Meeting, Commissioners continued to express concerns over the preliminary site plan and building designs, suggesting that the current proposal fails to meet the goals and objectives of the Livonia Vision 21 Master Plan of creating a mixed-use development that includes multifamily residential on more of a neighborhood scale and with better integration with the surrounding commercial and single-family land uses.

Approving Resolution: That the request to rezone portions of 29707 and 30273 Plymouth Road as described in the submitted application, from C-2 (General Business) to R-8 (High Rise Multiple Family Residential) is hereby approved, subject to City Council approval, for the following reasons:

1. That the proposed change of zoning is compatible to and in harmony with the surrounding land uses and zoning districts in the area.

2. That the proposed change of zoning is consistent with the developing character of the area.

3. That the proposed change of zoning will provide for the development of the subject property in a manner that is appropriate with its size and location.

4. That the proposed change of zoning will allow the development of a multi-family residential apartment complex that can be integrated within the surrounding commercial land uses, and

5. That the proposed zoning change is supported by Livonia Vision 21 and the Future Land Use Plan which shows the subject land area as Mixed Development Center which recommends a maximum residential density of twenty (20) units per acre.

Denying Reasons: That the request to rezone parts of the properties at 29707 & 30273 Plymouth Road from C-2 to R-8 is hereby denied for the following reasons:

1. That the Petitioner has failed to affirmatively show that the proposed change of zoning to NM2 Multifamily Residential and the intended design and layout of the development as presented to the Planning Commission would be compatible to and in harmony with the surrounding residential neighborhoods.

2. That the design concept as presented by the Petitioner fails to achieve the goals and objectives of the Livonia Vision 21 Master Plan which seeks to create a mixed-use development in which the apartments are integrated within the surrounding commercial land uses.

3. That the plan to construct two (2) very large, three-story apartment buildings, each containing approximately 100 dwelling units, is contrary to the goals and objectives of the Livonia Vision 21 Master Plan which recommends high density residential in buildings that have a residential scale and character by creating smaller buildings close to streets and in smaller blocks to establish a walkable pedestrian environment with better connectivity to the surrounding area.

4. That development of multifamily residential on the subject site pursuant to the standards and guidelines as set forth in Section 5.04, Form-Based Development Option in Commercial Districts, would achieve the desired outcome of creating a mixed-use development that is consistent with the Livonia Vision 21 Master Plan and that integrates multifamily housing with the existing surrounding commercial land uses.

5. That the proposed change of zoning is inconsistent with the established pattern of development in the surrounding area and would adversely alter the character of the neighborhood, and

6. That the proposed zoning and use is contrary to the purposes, goals and objectives of the Zoning Ordinance, which seek to ensure compatibility and appropriateness of uses so as to enhance property values and to create and promote a more favorable environment for neighborhood use and enjoyment.

REZONING DOCUMENTS

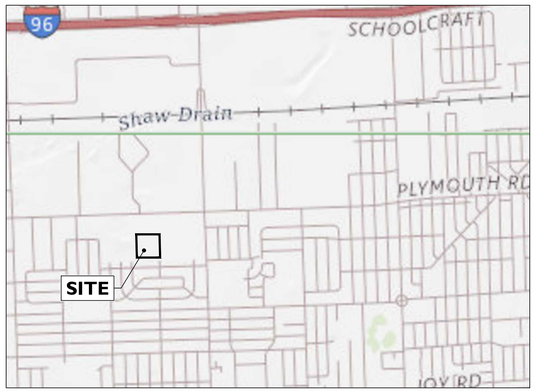
FOR

PROPOSED RESIDENTIAL DEVELOPMENT

PARCEL IDS: 137-99-0008-010, 137-99-0004-002
CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN

APPLICANT / OWNER

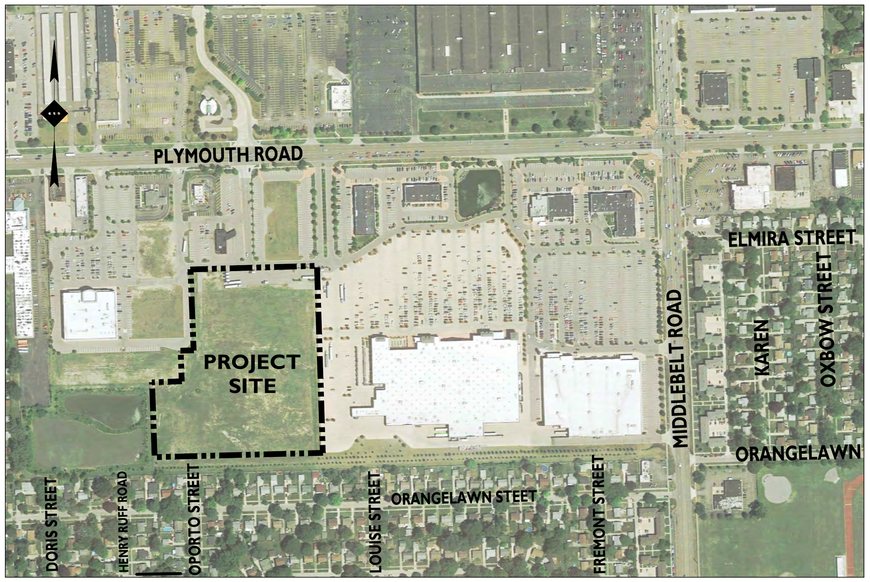
STEPHEN E. DUCZYNSKI II
MIDDLEBELT PLYMOUTH VENTURE LLC
17800 NORTH LAUREL PARK DRIVE
#200C
LIVONIA, MICHIGAN



SOURCE: USGS MAPS

LOCATION MAP

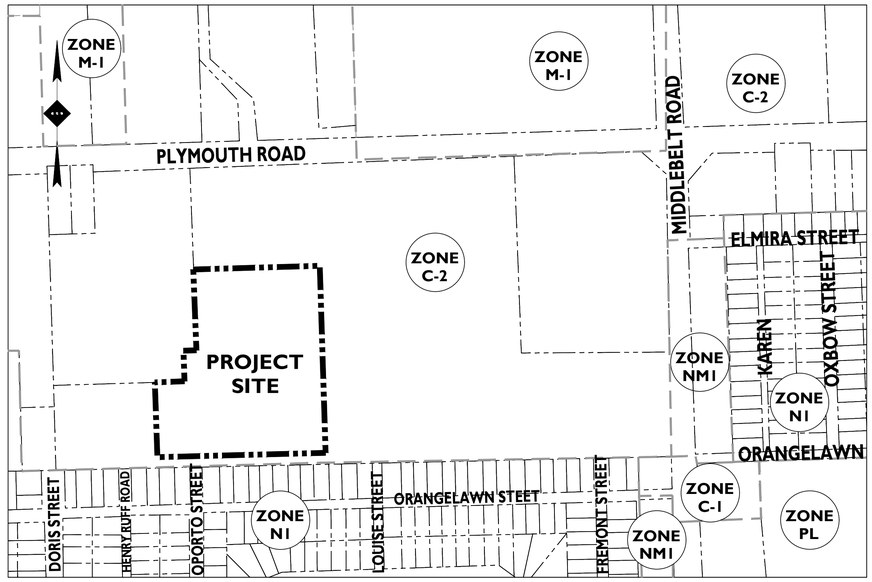
SCALE: 1" = 2000'±



SOURCE: GOOGLE EARTH PRO

AERIAL MAP

SCALE: 1" = 300'±



SOURCE: WAYNE COUNTY PARCEL VIEWER

TAX & ZONING MAP

SCALE: 1" = 300'±

PLAN REFERENCE MATERIALS:

1. THIS PLAN SET REFERENCES THE FOLLOWING DOCUMENTS INCLUDING, BUT NOT LIMITED TO:
   - SURVEY PREPARED BY HUBBELL, ROTH & CLARK, INC DATED: JUNE 2019
   - REZONING LEGAL EXHIBITS PREPARED BY HUBBELL, ROTH & CLARK, INC, REVISED 09/15/2021
   - ARCHITECTURAL PLANS PREPARED BY SPIRE DESIGN GROUP DATED: 09/17/2021
   - GEOTECHNICAL REPORT PREPARED BY SME DATED: 06/28/2019
   - AERIAL MAP OBTAINED FROM GOOGLE EARTH PRO
   - LOCATION MAP OBTAINED FROM USGS MAPS
2. ALL REFERENCE MATERIAL LISTED ABOVE SHALL BE CONSIDERED A PART OF THIS PLAN SET AND ALL INFORMATION CONTAINED WITHIN THESE MATERIALS SHALL BE UTILIZED IN CONJUNCTION WITH THIS PLAN SET. THE CONTRACTOR IS RESPONSIBLE TO OBTAIN A COPY OF EACH REFERENCE AND REVIEW IT THOROUGHLY PRIOR TO THE START OF CONSTRUCTION.

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Phone 248.247.1115

SHEET INDEX

DRAWING TITLE	SHEET #
COVER SHEET	C-1
REZONING PLAN	C-2
PRELIMINARY SITE PLAN	C-3
PRELIMINARY SITE PLAN RENDERING	C-4
PRELIMINARY SITE PLAN RENDERING (OVERALL)	C-5
SITE PERSPECTIVE VIEWS	C-6 THUR C-11

ADDITIONAL SHEETS

DRAWING TITLE	SHEET #
WONDERLAND MALL TOPOGRAPHIC & ALTA/NSPS LAND TITLE SURVEY	1 THRU 2 OF 2
OVERALL WONDERLAND MALL ALTA/NSPS LAND TITLE SURVEY	1 THRU 2 OF 2
WONDERLAND MALL REZONING LEGAL EXHIBITS	1 THRU 4 OF 4

ISSUE	DATE	BY	DESCRIPTION
1	09/17/2021	MGM/PH	FOR REZONING APPROVAL

NOT APPROVED FOR CONSTRUCTION

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607 Shelby Suite 200, Detroit, MI 48226
Phone 248.247.1115

REZONING DOCUMENTS

Schostak BROTHERS & COMPANY

PROPOSED RESIDENTIAL DEVELOPMENT

PARCEL IDS: 137990008000, 137990008001, & 137990004002
11310 MIDDLEBELT ROAD
CITY OF LIVONIA
WAYNE COUNTY, MICHIGAN

STATE OF MICHIGAN
JONATHAN REID COOKSEY
ENGINEER
No. 6201060426
J. REID COOKSEY, P.E.
LICENSED PROFESSIONAL ENGINEER

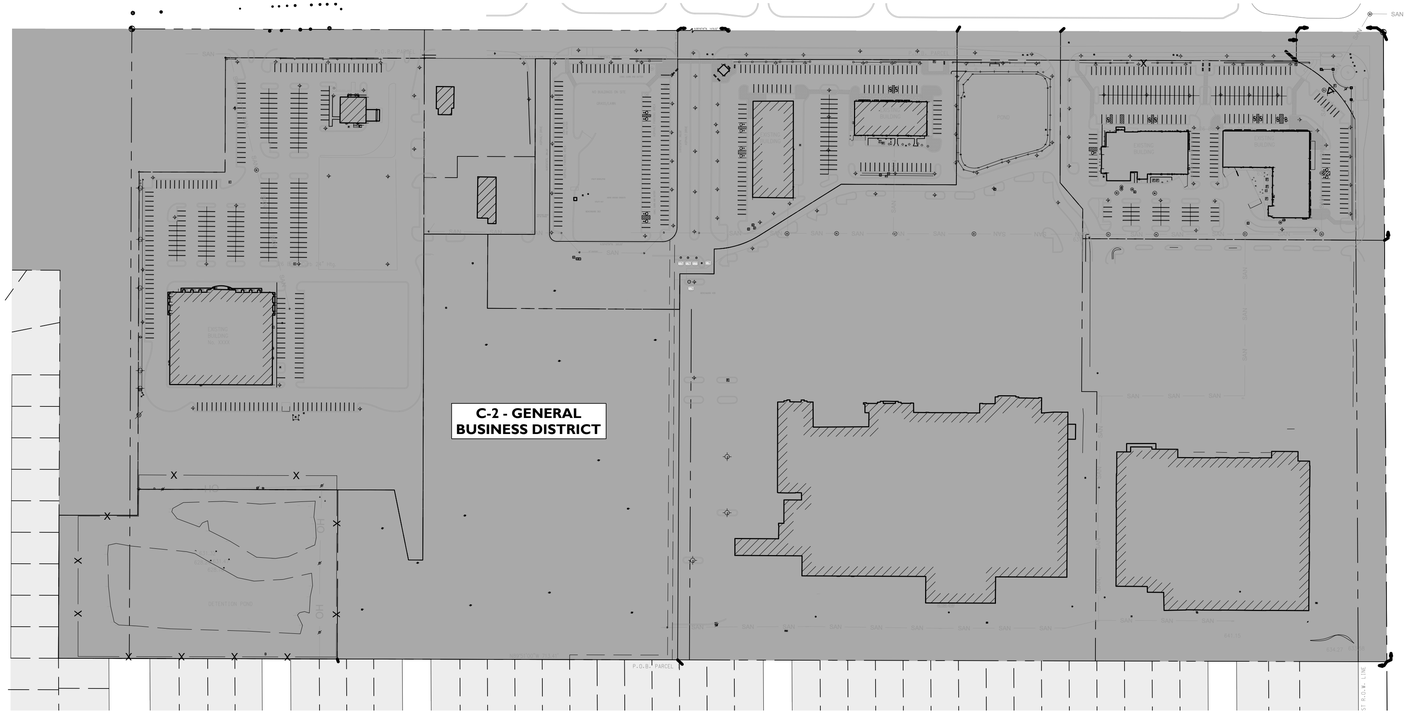
STONEFIELD engineering & design

SCALE: AS SHOWN | PROJECT ID: M-19052

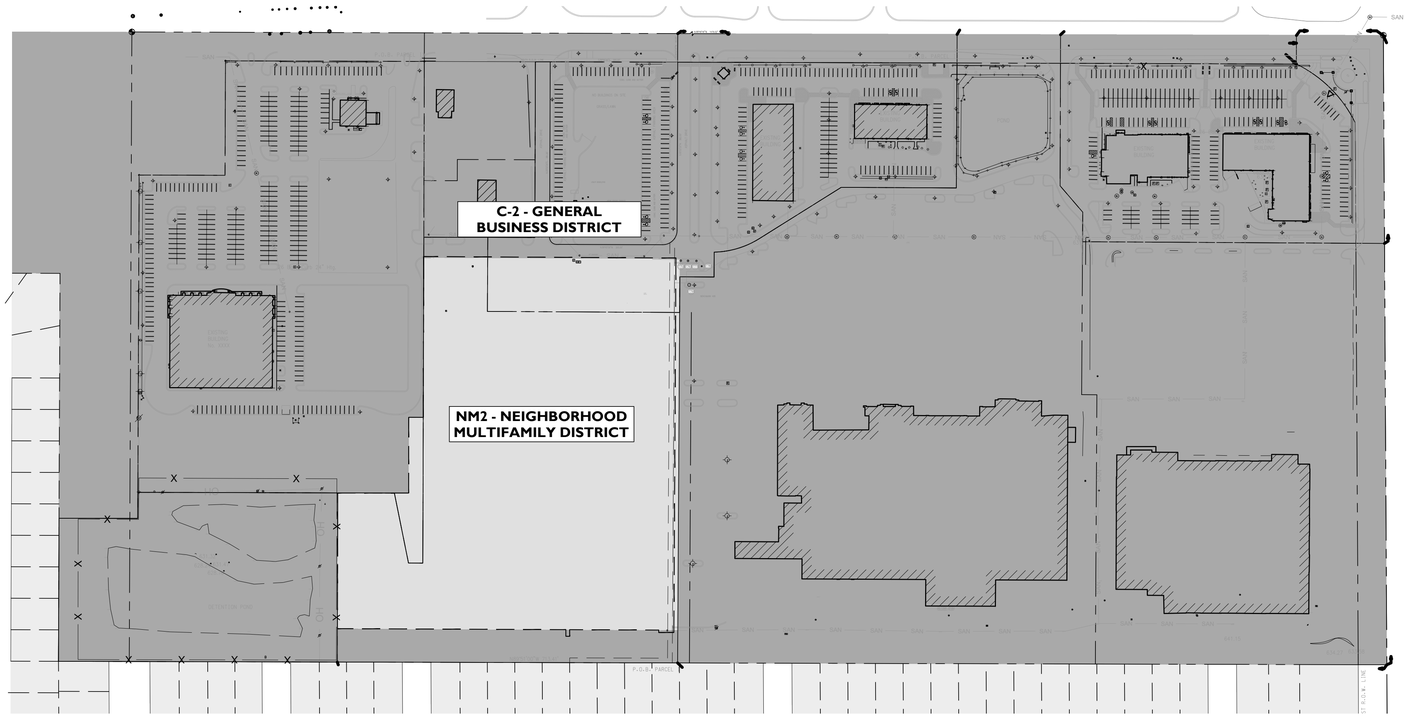
TITLE: COVER SHEET

DRAWING: C-1

V:\2019\M-19052\LD\SCHOSTAK BROTHERS-MIDDLEBELT ROAD AND PLYMOUTH ROAD, LIVONIA, MI\CAD\EXHIBITS\2021-09-17 REZONE EXHIBIT\REZONING EXHIBIT PLOT 2021-09-17.DWG



CURRENT ZONING



PROPOSED ZONING

SYMBOL	DESCRIPTION
	PROPERTY LINE
	NEIGHBORHOOD MULTIFAMILY DISTRICT (NM2)
	GENERAL BUSINESS DISTRICT (C-2)

150 0' 150 300

GRAPHIC SCALE IN FEET
1"=150'

ISSUE	DATE	BY	DESCRIPTION
1	09/15/2021	MG/MPH	FOR REZONING APPROVAL

NOT APPROVED FOR CONSTRUCTION

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Phone 248.247.1115

SITE DEVELOPMENT PLANS

Schostak BROTHERS & COMPANY

PROPOSED RESIDENTIAL DEVELOPMENT

PARCEL IDS: 13799008008, 13799008001, & 13799004002
11320 MIDDLEBELT ROAD
CITY OF LIVONIA
WAYNE COUNTY, MICHIGAN

STATE OF MICHIGAN
JONATHAN REID COOKSEY
ENGINEER
No. 6201067107
PROFESSIONAL ENGINEER
J. REID COOKSEY, P.E.
LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE: 1" = 150' | PROJECT ID: M-19052.01

TITLE:
REZONING PLAN

DRAWING:
C-2

V:\19052.001\CAD\SCHOSTAK BROTHERS-MIDDLEBELT ROAD AND PLYMOUTH ROAD, LIVONIA, MI\CAD\DWG\REZONING EXHIBIT\PLOTTED\19052.001 - REZONE EXHIBIT.DWG

TABLE OF LAND USE AND ZONING

PARCEL ID: 137990008008, 137990008001, & 137990003002

NEIGHBORHOOD MULTIFAMILY DISTRICT (NM2)

PROPOSED USE

MULTIPLE FAMILY DWELLINGS — PERMITTED USE

ZONING REQUIREMENT	REQUIRED	PROPOSED
MINIMUM LOT AREA	N/A	473,258 SF (10.86 AC)
MINIMUM LANDSCAPED AREA(1)	15% (80,355 SF)	PROVIDED
MAXIMUM USABLE FLOOR AREA (% OF LOT AREA)	30% (141,977 SF)	33.5 % (158,773 SF)(2)(W)
MAXIMUM BUILDING HEIGHT	4 STORIES	3 STORIES
MINIMUM FRONT YARD SETBACK	50 FT	110.3 FT
MINIMUM SIDE YARD SETBACK	25 FT	91.0 FT
MINIMUM SIDE YARD SETBACK (BOTH)	60 FT	221.9 FT
MINIMUM REAR YARD SETBACK	50 FT	231.0 FT
FENCED RECREATION AREA(3)	5,650 SF	12,150 SF
RESIDENTIAL LANDSCAPE BUFFER	20 FT	98.6 FT
COMMERCIAL LANDSCAPE BUFFER	20 FT	20.0 FT

(1) PER THE CITY OF LIVONIA'S SITE PLAN APPLICATION

(2) USABLE SQUARE FOOTAGE
198,466 x 80 % =158,773 SF

(3) FENCED RECREATION AREA = 25 SF PER DWELLING UNIT
(25 SF / UNIT) (201 UNITS) = 5,025 SF

(W) WAIVER

OFF-STREET PARKING REQUIREMENTS

CODE SECTION	REQUIRED	PROPOSED
§ 9.05	REQUIRED PARKING: 2.0 SPACE FOR EACH UNIT WITH 1 OR 2 BEDROOMS (201 UNITS)(2.0 SPACES) = 402 SPACES	422 SPACES
§ 9.03 (5)	MAXIMUM PERMITTED PARKING: 20 % ABOVE MINIMUM REQUIREMENT (402 SPACES) (1.20) = 482 SPACES	422 SPACES
§ 9.03 (7)	SNOW STORAGE: 10% OF THE REQUIRED PARKING STALL AREA 200 SF X 422 SPACES = 84,400 SF	> 84,400 SF
§ 9.04 (1)	90° PARKING DIMENSIONS: 20 FT(1) X 10 FT W/ 24 FT DRIVE AISLE	20 FT X 10 FT W/ 22 FT AISLE

(1) STALL LENGTH MY BE REDUCED BY TWO FEET WHERE 90-DEGREE PARKING ABUTS A 8 FT SIDEWALK OR 2 FEET OF ADDITIONAL LANDSCAPING. THIS IS TO ACCOUNT FOR THE VEHICLE OVERHANG.

SYMBOL	DESCRIPTION
	PROPERTY LINE
	SETBACK LINE
	PROPOSED CURB AND GUTTER
	PROPOSED FLUSH CURB
	PROPOSED SIGNS / BOLLARDS
	PROPOSED CARPORT SPACES
	PROPOSED BUILDING
	PROPOSED CONCRETE
	PROPOSED STORM STRUCTURES

PROPOSED FULL MOVEMENT GATED DRIVEWAY

PROPOSED FULL MOVEMENT GATED DRIVEWAY

20 FT LANDSCAPE BUFFER

50 FT FRONT YARD SETBACK

PROPOSED 6 FT SCREENING FENCE

PROPOSED RESIDENTIAL BUILDING 'A'
33,731 SF FOOTPRINT (3 STORIES)

PROPOSED BIKE RACK (6-TYPICAL)

PROPOSED 4 FT DECORATIVE FENCE

PROPOSED POOL

PROPOSED POOL HOUSE

PROPOSED BIKE RACK (6-TYPICAL)

PROPOSED 4 FT CHAIN LINK FENCE

PROPOSED DOG RUN

PROPOSED MAINTENANCE ACCESS TO DETENTION BASIN

PROPOSED MAINTENANCE GARAGE

PROPOSED RESIDENTIAL BUILDING 'B'
33,079 SF FOOTPRINT (3 STORIES)

PROPOSED 6 FT SCREENING FENCE

EXISTING DTE EASEMENT

PROPOSED TRASH ENCLOSURE (TYP.)

50 FT REAR YARD SETBACK

20 FT LANDSCAPE BUFFER

EXISTING LANDSCAPED BERM TO REMAIN

EXISTING LANDSCAPED BERM TO REMAIN

EXISTING LANDSCAPED BERM TO REMAIN

N89°51'00"W 713.41'

P.O.B. PARCEL

GRAPHIC SCALE IN FEET
1" = 50'

ISSUE	DATE	BY	DESCRIPTION
1	09/17/2021	MGM/PH	FOR REZONING APPROVAL

NOT APPROVED FOR CONSTRUCTION

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607 Shelby Suite 200, Detroit, MI 48226
Phone 248.247.1115

SITE DEVELOPMENT PLANS

Schostak BROTHERS & COMPANY

PROPOSED RESIDENTIAL DEVELOPMENT

PARCEL IDS: 137990008008, 137990008001, & 137990004002
11310 MIDDLEBELT ROAD
CITY OF LIVONIA
WAYNE COUNTY, MICHIGAN

STATE OF MICHIGAN — JONATHAN REID COOKSEY — ENGINEER — No. 6201062425 — LICENSED PROFESSIONAL ENGINEER

J. REID COOKSEY, P.E.

STONEFIELD engineering & design

SCALE:	1" = 50'	PROJECT ID: M-19052.01

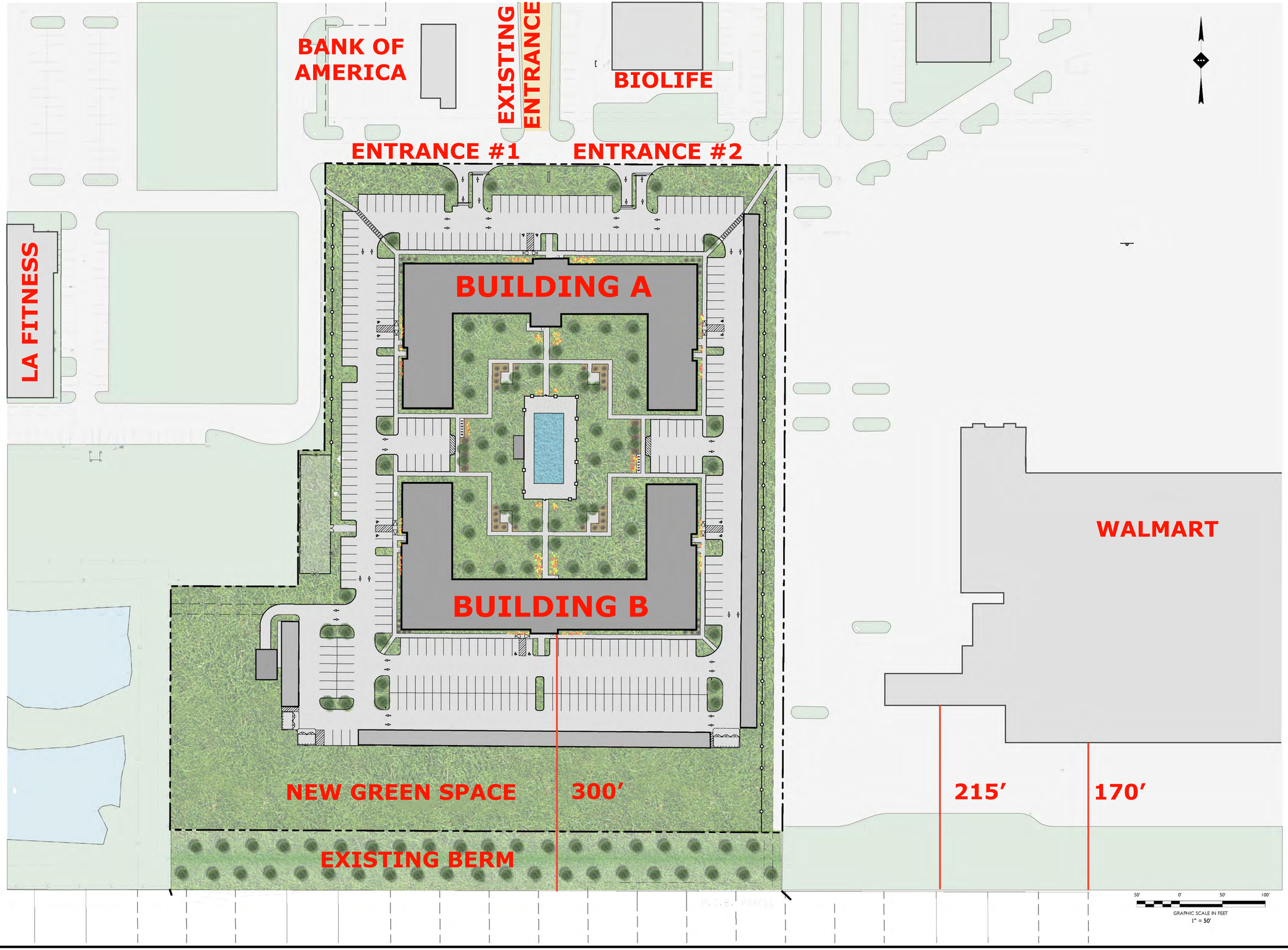
TITLE:

PRELIMINARY SITE PLAN

DRAWING:

C-3

V:\PROJ\19\M-19052.01 SCHOSTAK BROTHERS-MIDDLEBELT ROAD AND PLYMOUTH ROAD, LIVONIA, MI\CAD\PLOT\SDP-04-SITE.DWG



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NOT APPROVED FOR CONSTRUCTION

ISSUE	DATE	BY	DESCRIPTION
1	09/17/2021	MG/MPH	FOR REZONING APPROVAL

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PROPOSED RESIDENTIAL DEVELOPMENT

PARCEL IDS: 13799008008, 13799008001, & 13799004002
11320 MIDDLEBELT ROAD
CITY OF LIVONIA
WAYNE COUNTY, MICHIGAN

J. REID COOKSEY, P.E.
LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

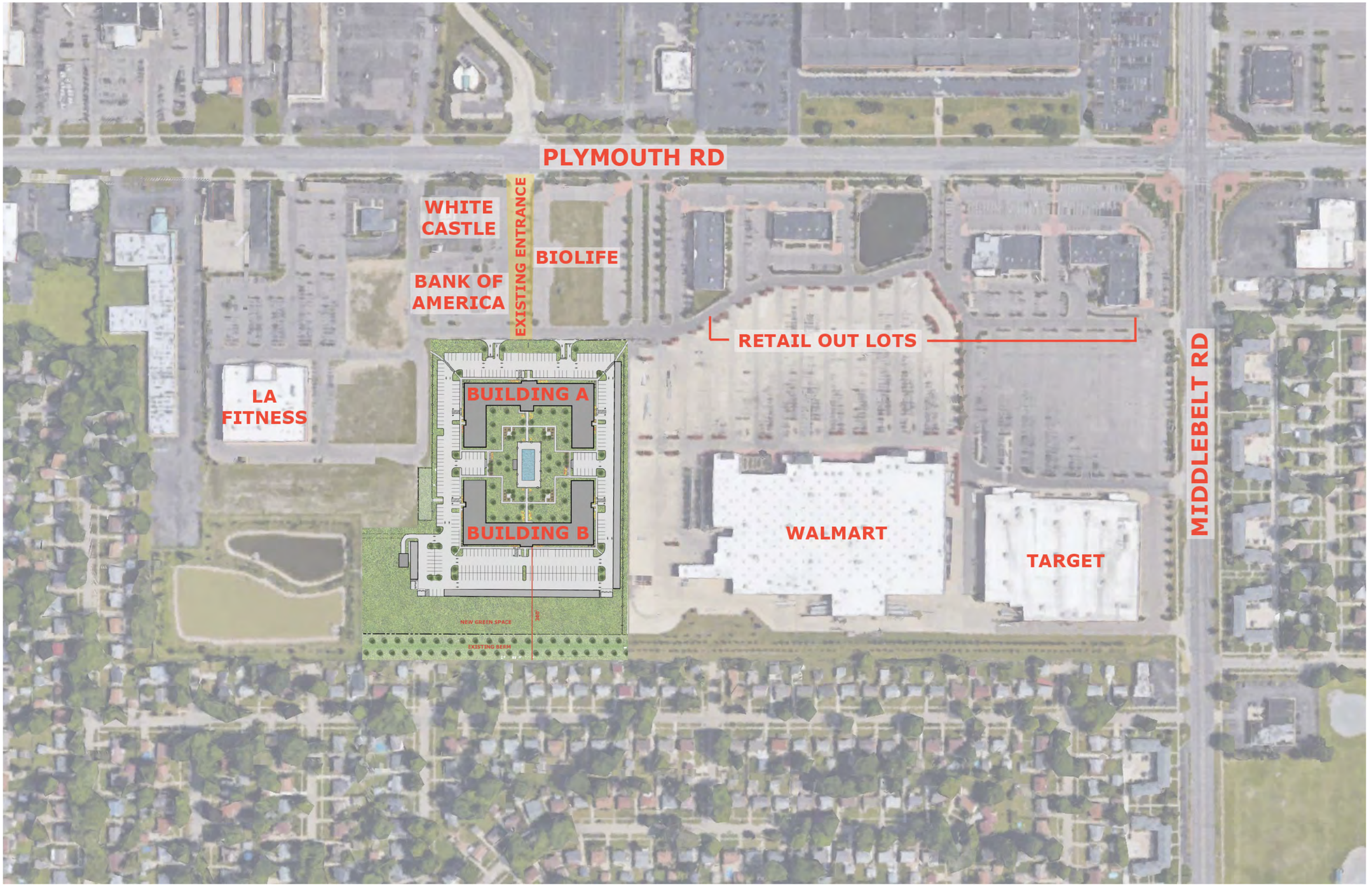
SCALE: 1" = 50' | PROJECT ID: M-19052.01

TITLE:

PRELIMINARY SITE PLAN RENDERING

DRAWING:

C-4



ISSUE	DATE	BY	DESCRIPTION
1	09/17/2021	MG/MPH	FOR REZONING APPROVAL

NOT APPROVED FOR CONSTRUCTION

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Phone 248.247.1115

SITE DEVELOPMENT PLANS

Schostak BROTHERS & COMPANY

PROPOSED RESIDENTIAL DEVELOPMENT

PARCEL IDS: 13799008000, 13799008001, & 13799004002
11210 MIDDLEBELT ROAD
CITY OF LIVONIA
WAYNE COUNTY, MICHIGAN

J. REID COOKSEY, P.E.
LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE:

PROJECT ID: M-19052.01

TITLE:

PRELIMINARY SITE PLAN RENDERING

DRAWING:

C-5

V:\19\M-19\19052.01\SCHOSTAK BROTHERS\MIDDLEBELT ROAD AND PLYMOUTH ROAD, LIVONIA, MI\CAD\PLOT\SDP-06-SITE3.DWG



C-6

Schostak Brothers & Company

PERSPECTIVE VIEW BUILDING A – FROM PLYMOUTH RD

SDG Spire Design Group

September 17, 2021



C-7

Schostak Brothers & Company

PRESPECTIVE VIEW OF BUILDING B – FROM SINGLE FAMILY

SDG Spire Design Group

September 17, 2021



C-8

Schostak Brothers & Company

COURTYARD VIEW

SDG Spire Design Group

September 17, 2021



C-9

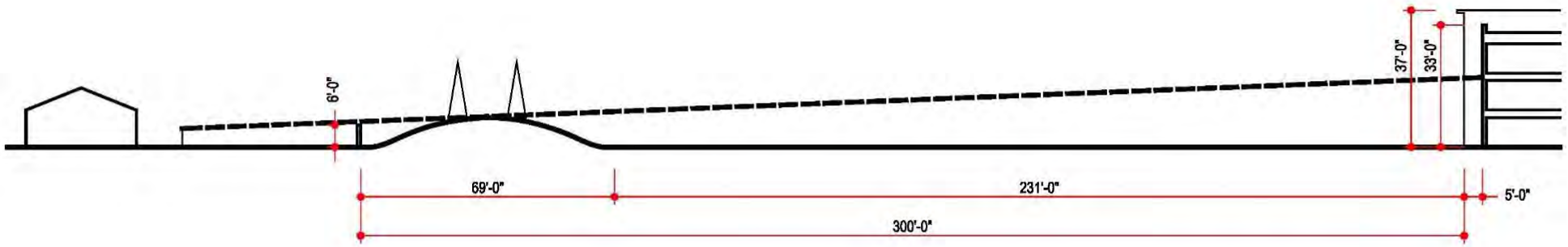
Schostak Brothers & Company

AERIAL VIEW

SDG Spire Design Group

September 17, 2021





C-10

Schostak Brothers & Company

VIEW FROM BACKYARD OF SINGLE-FAMILY HOUSES

SDG Spire Design Group



C-11

Schostak Brothers & Company

VIEW FROM THIRD FLOOR OF APARTMENTS

SDG Spire Design Group

September 17, 2021

FLOOD ZONE INFORMATION

SUBJECT PROPERTY FALLS IN ZONE "X", MINIMAL FLOODING, AS SHOWN IN FEMA MAP 26163C0227E, DATED 02/02/2012.

NOTES:

NO EVIDENCE OF RECENT EARTH MOVING WORK ON SITE.

I AM NOT AWARE OF ANY PROPOSED CHANGES IN STREET RIGHT OF WAY LINES.

UTILITY STATEMENT

THE LOCATIONS AND ELEVATIONS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS DRAWING ARE ONLY APPROXIMATE. NO GUARANTEE IS EITHER EXPRESSED OR IMPLIED AS TO THE COMPLETENESS OR ACCURACY THEREOF. THE CONTRACTOR SHALL BE EXCLUSIVELY RESPONSIBLE FOR DETERMINING THE EXACT UTILITY LOCATIONS AND ELEVATIONS PRIOR TO THE START OF CONSTRUCTION.

LEGEND

BUILDING
STORM — ST
SANITARY — SA
WATERMAIN — WM
GAS
UND. TELEPHONE — T
UND. ELECTRICAL — E
TRAVERSE LINE & TRAVERSE POINT
BENCH MARK SYMBOL
DEAD TREE
DECIDUOUS TREE
DECIDUOUS SHRUB
CONIFERIOUS TREE
CONIFERIOUS SHRUB
STUMP
SQ. & RD. CATCH BASINS & INLETS IN PAVEMENT
STORM MANHOLE & PIPE END
UNSPECIFIED MH.
RISER & DOWN SPOUT
PUMP STATION
FIRE HYDRANT
GATE & VALVE, & WELL
CISTERN & WELL
WATER STOP BOX & SPRINKLER HEAD
WATER TOWER BASE & METER PIT
UTILITY POLE
LIGHT POLE
GUY WIRE ANCHOR
UNDERGROUND MARKER
RISER
GAS BOX & BLOW OFF
BUILD. CORNER & 1st FLOOR ELEV.
℄ OF DITCH &TOE OF SLOPE
TOP OF BANK & RIDGE
TOP OF BERM &TOE OF BERM
EDGE OF WATER & WATER SURFACE
HEADWALL & RETAINING WALL
SIGNS & SIGN POST
LOCAL LOW POINT & LOCAL HIGH POINT
COLUMN OR PIER

BENCHMARK

BENCHMARK No. 408
N. END TOP LAMP POLE BASE
ELEVATION 639.62 NAVD 88 DATUM

BENCHMARK No. 409
CHISELED SQUARE W. TOP OF CONC. LAMP POLE BASE
ELEVATION 641.24 NAVD 88 DATUM

BENCHMARK No. 415
ARROW ON FIRE HYDRANT
ELEVATION 639.59 NAVD 88 DATUM

N

SCALE: 1" = 50'

0' 25' 50' 100'
SCALE: 1"=50'

NE CORNER OF SECTION 35, T1S, R9E, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN. L. 27004, P. 587, W.C.R.

BENCHMARK No. 415

BENCHMARK No. 408

BENCHMARK No. 450

BENCHMARK No. 409

S89°49'46"E 134.12'

S00°19'25"W 155.23'

S89°40'35"E 403.00'

S00°19'25"W 74.78'

S00°19'25"W 734.81'

N00°10'14"E 683.40'

N89°51'00"W 584.47'

N89°51'00"W 2200.01'

N89°51'00"W 713.41'

N89°51'00"W 1486.60'

S00°16'53"E 1318.07'

S89°51'00"E 164.95

N00°14'03"E 54.78'

N00°14'03"E 300.00'

S89°49'46"E 419.13'

S89°49'46"E 118.62'

S17°24'45"E 149.72'

S89°51'00"E 30.00'

S00°10'14"W 354.63'

N00°10'14"E 354.63'

PARCEL I
10.83 ACRES
471,602.0 SF

PARCEL III
4.55 ACRES
198,222.0 SF

PARCEL IV
11.57 ACRES
504,080.3 SF

P.O.B. PARCEL III

P.O.B. PARCEL I

20' WIDE WATER MAIN EASEMENT L.14112, P.576

ACCESS EASEMENT AND PERMANENT ACCESS DRIVE L. 45505, P. 375 L. 46492, P. 914

12' WATER MAIN EASEMENT L.14112, P.576

ABANDONED 10' GAS EASEMENT L.13843, P.598

30' WIDE SANITARY, STORM, WATER MAIN EASEMENT L.14112, P.576

6' WIDE GAS EASEMENT L.13843, P.598

PARKING EASEMENT L.23507, P.725

DTE OVERHEAD ESMT L.48070, P.708

6' WIDE TELEPHONE EASEMENT L.17364, P.746

APPROXIMATE LOCATION OF UNDERGROUND GAS LINE PER AVAILABLE RECORDS

EDGE OF PAVEMENT FALLS WEST OF PROPERTY LINE

CONCRETE PARKING

ACCESS DRIVE L. 45505, P. 375 L. 46492, P. 914

ASPHALT

TRASH ENCLOSURE

NO CURB/GUTTER PAN ONLY

LANDSCAPE BERM

FENCE LINE

OVERHEAD LINES

GATE

EDGE OF WATER

CHAIN LINK FENCE

MH LOCATION PER RECORDS, COULD NOT LOCATE

CRUSHED STONE

TOP OF RIDGE

DETENTION POND

LOCATION OF SOIL BORE (TYP)

SOIL BORE (TYP)

BOTH STRUCTURES ARE FILLED WITH WATER/DRT/GRAVEL, COULD NOT DETERMINE INVERTS.

COULD NOT DETERMINE INVERTS FILLED W/ DEBRIS

Cast-iron Monitoring Well 637.61

TOE OF SLOPE
TOP OF BERM

SIGN

Water Surface 629.91

Water Surface 630.02

DEVONSHIRE PARK L. 76 P. 54

HENRY RUFF ROAD

DORIS AVENUE

OPORTO AVENUE

10' WIDE WALL EASEMENT L.24145, P.872 & 876

10' WIDE WALL EASEMENT L.24145, P.848 & 852

10' WIDE WALL EASEMENT L.24145, P.836 & 840

10' WIDE WALL EASEMENT L.24145, P.864 & 868

10' WIDE WALL EASEMENT L.24145, P.840 & 844

10' WIDE WALL EASEMENT L.24145, P.832 & 836

10' WIDE WALL EASEMENT L.24145, P.824 & 828

10' WIDE WALL EASEMENT L.24145, P.816 & 820

10' WIDE WALL EASEMENT L.24145, P.804 & 812

HRC

HUBBELL, ROTH & CLARK, INC
CONSULTING ENGINEERS SINCE 1915

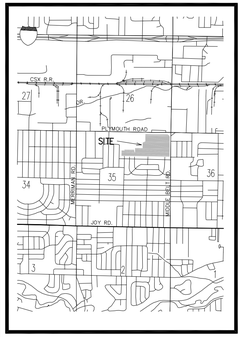
555 HULET DRIVE
BLOOMFIELD HILLS, MICH.

P.O. BOX 824
48303 - 0824

PHONE: (248) 454-6300
FAX (1st. Floor): (248) 454-6312
FAX (2nd. Floor): (248) 454-6359

WEB SITE: http:// www.hrcengr.com

DATE	ADDITIONS AND/OR REVISIONS
DESIGNED	
DRAWN	B.PIGGOTT
CHECKED	G.CHALICE
APPROVED	G.CHALICE



CITY OF LIVONIA

WONDERLAND MALL

TOPOGRAPHICAL SURVEY

HRC JOB NO.	SCALE
20190258	1"=50'
DATE	SHEET NO.
June 2019	1 OF 2

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HRC_OLW.ctb
Piggott, Robert

6/11/2019 4:58 PM

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SANITARY STRUCTURE DATA	
Structure Name	Structure Details
49	RIM=637.64 INV IN=623.37 SW 12" FROM 10809 INV IN=623.14 W 12" FROM INV OUT=623.14 E 18" TO 10672
5441	RIM=637.46 INV IN=625.40 NE 12" FROM INV OUT=624.75 E 12" TO 10816
10672	RIM=637.68 INV IN=623.08 W 18" FROM 49 INV OUT=623.07 E 18" TO
10809	RIM=638.10 INV IN=624.26 W 12" FROM 10956 INV OUT=624.22 NE 12" TO 49
10816	RIM=638.27 INV IN=624.69 W 12" FROM 5441 INV OUT=624.65 SE 12" TO 10956
10956	RIM=637.50 INV IN=623.66 NW 12" FROM 10816 INV OUT=623.59 E 12" TO 10809
11007	RIM=637.47
20029	RIM=639.69 INV IN=629.74 W 12" FROM INV OUT=629.72 E 12" TO

WATER STRUCTURE DATA	
Structure Name	Structure Details
5437	RIM=638.19 T/P IN=632.26 W 12" DI FROM T/P OUT=632.26 E 12" DI TO
5475	RIM=636.90 T/P IN=629.90 N 12" DI FROM T/P OUT=629.90 S 12" DI TO
10810	RIM=638.31 T/P IN=631.95 W 12" DI FROM T/P OUT=631.95 E 12" DI TO
11064	RIM=636.76 T/P IN=630.21 W 12" DI FROM T/P OUT=630.21 E 12" DI TO
11072	RIM=636.60 T/P IN=630.60 W 12" DI TO T/P OUT=630.60 N 12" DI TO

STORM STRUCTURE DATA	
Structure Name	Structure Details
71	RIM=635.73 INV OUT=631.61 N 12" RCP TO 20309
5026	RIM=636.34 INV OUT=631.70 E 12" RCP TO 10871
5029	RIM=636.88
5054	RIM=635.87 INV OUT=632.72 SW 12" RCP TO 5020
5384	RIM=637.91 INV IN=628.22 E 24" RCP FROM INV OUT=628.11 W 24" RCP TO
5440	RIM=638.07 INV IN=631.61 N 15" RCP FROM INV IN=631.44 W 12" RCP FROM INV OUT=631.36 S 15" RCP TO 10908
5575	RIM=637.14 (FILLED WITH WATER & DIRT)
5576	RIM=636.82 (FILLED WITH WATER & DIRT)
5689	RIM=640.77 (FILLED WITH DEBRIS)
5721	RIM=634.88 INV OUT=632.11 S 12"
6124	RIM=634.85 INV IN=626.91 N 48" CONC FROM 11068 INV OUT=626.91 S 48" CONC TO
10692	RIM=635.71 INV OUT=632.19 E 12" RCP TO 10691
10708	RIM=635.67 INV IN=632.21 W 12" RCP FROM 10709 INV OUT=631.91 E 12" RCP TO 10596
10709	RIM=635.59 INV OUT=632.46 E 12" RCP TO 10708
10747	RIM=635.72 INV OUT=632.60 S 12" RCP TO 10770
10770	RIM=637.75 INV IN=633.40 N 12" RCP FROM 10747 INV OUT=633.33 E 12" RCP TO 10598
10800	RIM=638.59 INV IN=630.87 NE 36" RCP FROM INV OUT=630.74 SW 48" RCP TO 11015
10814	RIM=638.42 INV IN=631.85 N 18" RCP FROM 10817 INV IN=631.66 W 48" RCP FROM INV IN=631.46 E 48" RCP FROM INV OUT=631.85 S 18" RCP TO 10952
10817	RIM=638.44 INV IN=631.96 N 18" RCP FROM 10831 INV IN=632.84 W 12" RCP FROM INV OUT=631.94 S 18" RCP TO 10814
10831	RIM=637.18 INV IN=631.62 N 18" RCP FROM 10850 INV IN=631.62 W 12" RCP FROM 10871 INV IN=632.63 E 12" RCP FROM INV OUT=631.41 S 18" RCP TO 10817
10850	RIM=637.63 INV IN=631.47 N 18" RCP FROM 10851 INV IN=631.47 W 12" RCP FROM 10868 INV IN=632.26 E 12" RCP FROM INV OUT=631.33 S 18" RCP TO 10831
10851	RIM=637.81 INV IN=631.97 W 12" RCP FROM 5020 INV IN=631.84 NE 12" RCP FROM 10861 INV OUT=631.77 S 18" RCP TO 10850
10859	RIM=636.73 INV OUT=632.76 W 12" RCP TO 10861
10861	RIM=637.36 INV IN=632.30 E 12" RCP FROM 10859 INV OUT=632.26 SW 12" RCP TO 10851
10868	RIM=635.93 INV IN=631.97 W 12" RCP FROM 5019 INV OUT=631.71 E 12" RCP TO 10850
10871	RIM=636.31 INV IN=631.82 W 12" RCP FROM 5026 INV OUT=632.01 E 12" RCP TO 10831
10908	RIM=635.93 INV IN=630.79 N 15" RCP FROM 5440 INV IN=0.00 W 33" RCP FROM 11067 INV OUT=628.21 E 48" RCP TO 10931

STORM STRUCTURE DATA	
Structure Name	Structure Details
11068	RIM=637.11 INV IN=628.53 S 48" RCP FROM INV OUT=628.49 N 48" RCP TO
11069	RIM=637.99 INV IN=632.73 S 12" RCP FROM 11070 INV OUT=632.71 N 12" RCP TO 11067
11070	RIM=638.11 INV OUT=633.11 N 12" RCP TO 11069
20028	RIM=644.28 INV IN=630.73 S 12" CONC FROM 20305 INV OUT=627.73 W CONC FROM 20309 INV IN=627.83 E
20034	RIM=634.73 INV IN=628.87 N 21" RCP FROM 20062 INV OUT=628.83 E 24" RCP TO
20062	RIM=635.90 INV IN=631.25 N 15" RCP FROM 20078 INV OUT=631.00 S 21" RCP TO 20034
20078	RIM=635.98 INV OUT=631.56 S 15" RCP TO 20062
20113	RIM=635.90 INV OUT=631.72 E 12" RCP TO
20136	RIM=636.26 INV OUT=630.76 NW 12" RCP TO
20295	RIM=636.03 INV OUT=632.08 N 12" RCP TO
20296	RIM=641.20 INV IN=622.92 W 24" RCP FROM 20319 INV OUT=622.70 E 24" RCP TO 20300
20300	RIM=641.85 INV IN=622.13 W 24" RCP FROM 20296 INV IN=622.33 N 24" RCP FROM INV OUT=622.25 E 24" RCP TO 20303
20303	RIM=642.35 INV IN=621.91 W 24" RCP FROM 20300 INV OUT=621.79 E 24" RCP TO
20305	RIM=635.46 INV OUT=631.26 N 12" RCP TO
20309	RIM=645.02 INV IN=627.81 E 48" RCP FROM INV IN=631.10 S 12" RCP FROM 71 INV OUT=627.98 W 48" RCP TO 20313
20313	RIM=646.87 INV IN=627.85 E 48" RCP FROM 20309 INV OUT=627.75 W 48" RCP TO 20315
20315	RIM=647.23 INV IN=627.36 E 48" RCP FROM 20313 INV IN=628.11 W 48" RCP FROM
20319	RIM=644.93 INV IN=623.50 W 24" RCP FROM 20327 INV OUT=623.43 E 24" RCP TO 20296
20327	RIM=632.57 INV IN=625.15 NW 12" RCP FROM 20328 INV OUT=623.75 E 24" RCP TO 20319
20328	RIM=632.82 INV OUT=627.24 SE 12" RCP TO 20327
20463	RIM=630.68 T/P=627.48
10924	RIM=635.71 INV IN=631.41 NW 12" RCP FROM INV OUT=629.35 S 12" RCP TO 10931
10931	RIM=635.77 INV IN=629.07 N 12" RCP FROM 10924 INV IN=629.01 W 48" RCP FROM 10908 INV OUT=629.01 E 48" RCP TO 10952
10952	RIM=636.93 INV IN=630.17 N 18" RCP FROM 10814 INV IN=629.43 W 48" RCP FROM 10931 INV OUT=629.43 E 48" RCP TO 10996
10996	RIM=636.01 INV IN=628.53 W 48" RCP FROM 10952 INV OUT=628.53 E 48" RCP TO 11015
11015	RIM=637.37 INV IN=629.82 W 48" RCP FROM 10996 INV IN=0.00 NE 48" RCP FROM 10800 INV OUT=629.82 E 48" RCP TO
11067	RIM=638.35 INV IN=633.73 SW 12" RCP FROM INV IN=628.74 NW 33" RCP FROM INV IN=632.54 S 12" RCP FROM 11069 INV OUT=628.75 E 33" RCP TO 10908

PROPERTY DESCRIPTION

AS PROVIDED BY CLIENT IN TITLE WORK BY FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT No: 844447 AND DATED MARCH 08, 2019

Land in the City of Livonia, Wayne County, MI, described as follows:

PARCEL I:
Part of the Northeast ¼ of Section 35, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as:
Commencing at the Northeast corner of said section; thence
South 00 degrees 18 minutes 53 seconds East, 1,319.07 feet along the East line of said section and the centerline of Middlebelt Road (120 foot right of way) to the extended South line of "Bel-Aire Gardens", a subdivision according to the plat thereof as recorded in Liber 75 of Plats, page 48, Wayne County Records; thence North 89 degrees 51 minutes 00 seconds West, 1,486.60 feet along said extended North line to the Point of Beginning; thence North 89 degrees 51 minutes 00 seconds West, 713.41 feet along said North line extended; thence North 00 degrees 10 minutes 14 seconds East, 354.63 feet; thence South 89 degrees 49 minutes 46 seconds East, 118.62 feet; thence South 11 degrees 24 minutes 45 seconds East, 149.72 feet; thence South 89 degrees
51 minutes 00 seconds East, 30.00 feet; thence North 00 degrees 10 minutes 14 seconds East, 683.40 feet; thence South 89 degrees 49 minutes 46 seconds East, 134.12 feet; thence South 00 degrees 19 minutes 25 seconds West, 155.23 feet; thence South 89 degrees 40 minutes 35 seconds East, 403.00 feet; thence South 00 degrees 19 minutes 25 seconds West, 734.81 feet to the Point of Beginning. Containing 471,602 sf and/or 10.83 acres of land.

PARCEL III:
Part of the Northeast ¼ and the Northwest ¼ of Section 35, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as: Commencing at the Northeast corner of said section; thence South 00 degrees 18 minutes 53 seconds East, 1,319.07 feet along the East line of said section and the centerline of Middlebelt Road (120 foot right of to the extended North line of "Bel-Aire Gardens", a subdivision according to the plat thereof as recorded in Liber 75 of Plats, page 48, Wayne County Records; thence North 89 degrees 51 minutes 00 seconds West, 2,200.01 feet along said extended North line to the Point of Beginning; thence North 89 degrees 51 minutes 00 seconds West, 584.47 feet; thence North 00 degrees 14 minutes 03 seconds East, 300.00 feet; thence South 89 degrees 51 minutes 00 seconds East, 164.95 feet; thence North 00 degrees 14 minutes 03 seconds East, 54.78 feet; thence South 89 degrees 49 minutes 46 seconds East, 419.13 feet; thence South 00 degrees 10 minutes 14 seconds West, 354.63 feet to the Point of Beginning. Containing 198,222.0 sf and/or 4.55 acres of land.

EXCEPTIONS

(11) Water Easement in favor of Board of County Road Commissioners of the County of Wayne and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 6221, page 394, Register #C614552. (CANNOT DETERMINE LOCATION DUE TO POOR UNREADABLE DOCUMENT)

(12) Underground Permit in favor of Michigan Bell Telephone Company and the Covenants, Conditions and Restrictions contained in Instrument recorded in Liber 10350, page 682, Register #D444586, as to Parcel IV. (CANNOT DETERMINE LOCATION DUE TO POOR UNREADABLE DOCUMENT)

(13) Agreement for Right of Way in favor of Consumers Power Company and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 13843, page 598, Register #E394605. (CANNOT DETERMINE LOCATION DUE TO POOR UNREADABLE DOCUMENT)

(14) Terms and Conditions contained in Easement as disclosed by instrument recorded in Liber 14112, page 572, Register #E460956, Liber 14112, page 576, Register #E460957, and in Liber 14112, page 581, Register #E460958. (AS SHOWN ON SURVEY)

(15) Release of Right-of-Way in favor of County of Wayne and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 14186, page 497, Register #E506328, as to Parcels I, II and IV. (SHOWN ON SURVEY)

(16) Terms and Conditions contained in Warranty Deed as disclosed by instrument recorded in Liber 16839, page 70, Register #F334920, as to Parcel IV. (NOT PLOTTABLE)

(17) Terms and Conditions contained in Easement Right of Way as disclosed by instrument recorded in Liber 17364, page 746, Register #F493791, as to Parcel III. (SHOWN ON SURVEY)

(18) Easement in favor of Consumers Power Company and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 19200, page 933, Register #G32769, as to Parcel II. (SHOWN ON SURVEY)

(19) Right of Way in favor of Michigan Bell Telephone Company and the Covenants, Conditions and Restrictions contained in Instrument recorded in Liber 21399, page 129, Register #G663495. (SHOWN ON SURVEY)

(20) Right of Way in favor of Michigan Bell Telephone Company and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 21399, page 130, Register #G663496 and Modification of Right of Way recorded in Liber 21645, page 636, Register #G736037. (SHOWN ON SURVEY)

(21) Grant of Easement in favor of The Detroit Edison Company and the Covenants, Conditions and Restrictions contained in Instrument recorded in Liber 22458, page 91. (SHOWN ON SURVEY)

(22) Terms and Conditions contained in Easement Agreement as disclosed by instrument recorded in Liber 23507, page 725. (SHOWN ON SURVEY)

(23) Terms and Conditions contained in Wall Easement Agreement as disclosed by instrument recorded in Liber 24145, page 804, Liber 24145, page 812, Liber 24145, page 816, Liber 24145, page 820, Liber 24145, page 824, Liber 24145, page 828, Liber 24145, page 832, Liber 24145, page 836, Liber 24145, page 840, Liber 24145, page 844, Liber 24145, page 848, Liber 24145, page 852, Liber 24145, page 856, Liber 24145, page 860, Liber 24145, page 864, Liber 24145, page 868, Liber 24145, page 872, and in Liber 24145, page 876. (AS SHOWN ON SURVEY)

(24) Highway Easement Release for signal pole in favor of Michigan Department of Transportation and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 24610, page 483, as to Parcel II. (SHOWN ON SURVEY)

(25) Terms and Conditions contained in Beautification Easement Agreement as disclosed by instrument recorded in Liber 34069, page 321, and in Liber 34069, page 339. (SHOWN ON SURVEY)

(26) Terms and Conditions contained in Easement as disclosed by instrument recorded in Liber 35211, page 153, as to Parcel IV. (SHOWN ON SURVEY)

(27) Easements, Terms and Conditions contained in Easement as disclosed by instrument recorded in Liber 45464, page 1201, as to Parcels I and II. (NOT PLOTTABLE)

(28) Terms and Conditions contained in Grant of Easement as disclosed by instrument recorded in Liber 45464, page 275, as to Parcel I and II. (NOT PLOTTABLE)

(29) Terms and Conditions contained in Operation and Easement Agreement as disclosed by instrument recorded in Liber 45505, page 375, and in First Amendment to Operation and Easement Agreement as disclosed by instrument recorded in Liber 46492, page 914. (SHOWN ON SURVEY)

(30) Terms and Conditions contained in Declaration of Covenants, Conditions, Restrictions, and Easements as disclosed by instrument recorded in Liber 46878, page 103, as to Parcel IV. (SHOWN ON SURVEY)

(31) Detroit Edison Underground Easement (Right of Way) In favor of The Detroit Edison Company and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 48070, page 708, as to Parcel IV. (SHOWN ON SURVEY)

(36) Survey by Hubbell, Roth and Clark, Inc., dated February 27, 2003, Job No. 20030115;, discloses the following:
- a. Theater is built over 10 foot gas main, which has been abandoned. (N/A)
- b. Party Wall between the enclosed mall and the Target Store. (N/A)
- c. Power lines overhead at various locations.
- d. Asphalt paving over the easement areas, gas mains, water, sewer, telephone and electrical lines.
- e. Building designated as the Montgomery Wards Building encroaches onto the Easement Parcel at various points. (N/A)
- f. Building designated as Ward's Automotive Center is built over the easement for sanitary sewer recorded in Liber 14112, page 572, Wayne County Records

NOTE: (THE FOLLOWING WAS SHOWN ON HRC JOB No. 20090336.04, WITH A REVISION DATE OF 07/23/09.)

EASEMENTS SCHEDULED FOR TERMINATION PER DEVELOPER INFORMATION AND EASEMENT DRAWING OF HUBBELL, ROTH & CLARK DEPICTION DATED 02-09-06-, FINAL REVISION 03-02-06.
6' WIDE GAS EASEMENT, L.13843, P.598
10' WIDE GAS EASEMENT, L. 13843, P.598 (ABANDONED LINE)
12' WIDE STORM SEWER EASEMENT, L.14112, P.572
24' WIDE SANITARY, STORM, WATER MAIN EASEMENT, L.14112, P.572
30' WIDE SANITARY, STORM, WATER MAIN EASEMENT, L.14112, P.572
12' WIDE SANITARY SEWER EASEMENT, L.14112, P.572
12' WIDE WATER MAIN EASEMENT, L.14112, P.576
12' WIDE WATER MAIN EASEMENT, L.14112, P.576
20' WIDE WATER MAIN EASEMENT, L.14112, P.576
30' WIDE STORM SEWER AND WATER SYSTEM EASEMENT, L.14112, P.576
30' WIDE SANITARY, STORM, WATER MAIN EASEMENT, L.14112, P.576
30' WIDE SANITARY, STORM, WATER MAIN EASEMENT, L.14112, P.576
24' WIDE SANITARY SEWER AND WATER MAIN EASEMENT, L.14112, P.576
12' WIDE STORM SEWER EASEMENT, L.14112, P.576

SURVEYOR'S CERTIFICATION

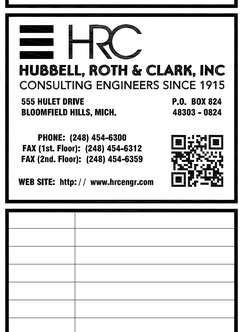
THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 5, 8, 9, 11, 13, 14, 16, 17, OF TABLE A THEREOF.

_____
GARY M. CHALICE
PROFESSIONAL SURVEYOR No. 55939

Schostak Brothers & Company

HRC
HUBBELL, ROTH & CLARK, INC
CONSULTING ENGINEERS SINCE 1915
555 HULET DRIVE
BLOOMFIELD HILLS, MICH.
P.O. BOX 824
48303 - 0824
PHONE: (248) 454-6300
FAX (1st. Floor): (248) 454-6312
FAX (2nd. Floor): (248) 454-6359
WEB SITE: http:// www.hrcengr.com

DATE	ADDITIONS AND/OR REVISIONS
DESIGNED	
DRAWN	B.PIGGOTT
CHECKED	G.CHALICE
APPROVED	G.CHALICE



CITY OF LIVONIA

WONDERLAND MALL

ALTA/NSPS
LAND TITLE
SURVEY

HRC JOB NO.	SCALE
20190258	1"=50'
DATE: June 2019	SHEET NO. 2 OF 2

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Piggott, Robert

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BENCHMARK

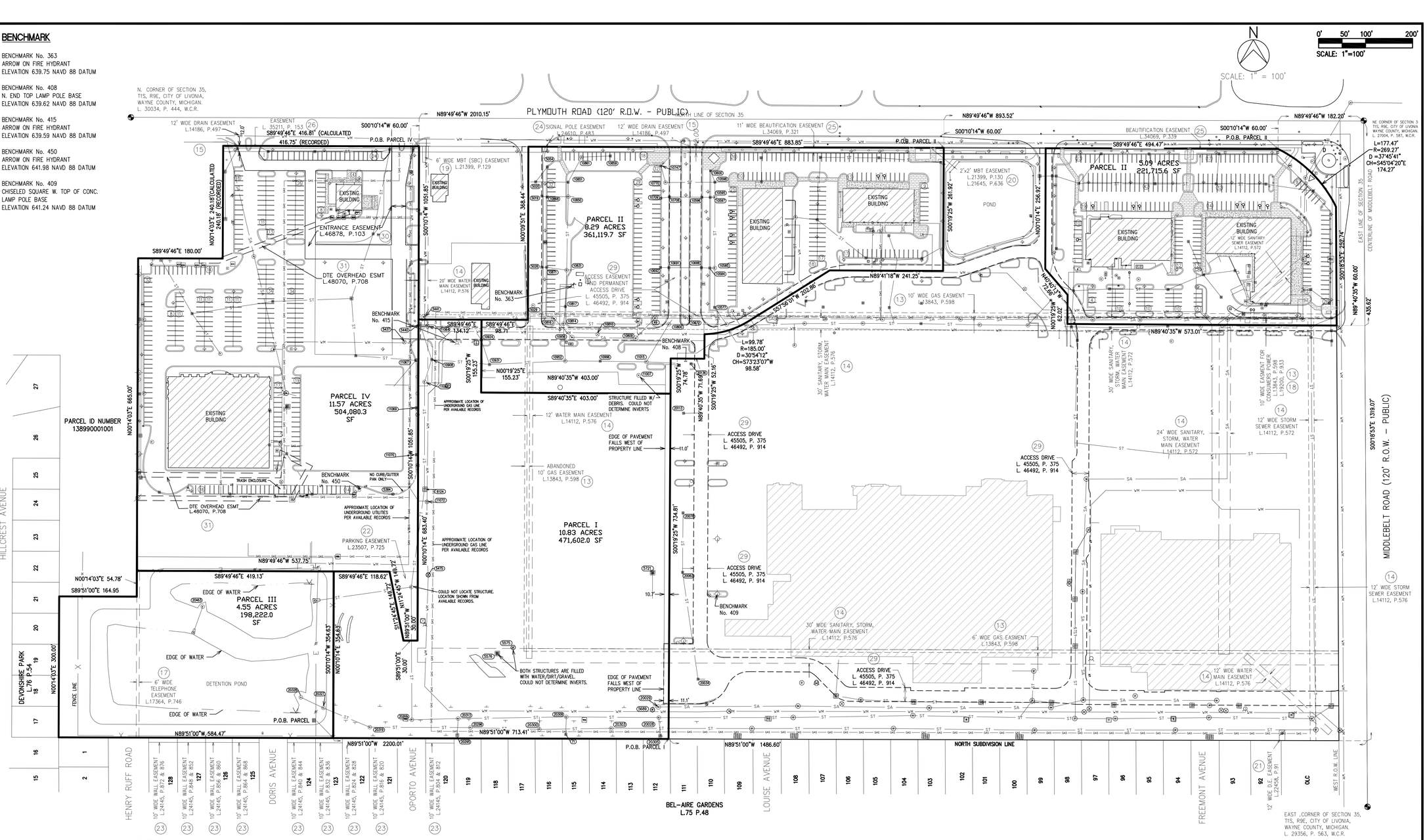
BENCHMARK No. 363
ARROW ON FIRE HYDRANT
ELEVATION 639.75 NAVD 88 DATUM

BENCHMARK No. 408
N. END TOP LAMP POLE BASE
ELEVATION 639.62 NAVD 88 DATUM

BENCHMARK No. 415
ARROW ON FIRE HYDRANT
ELEVATION 639.59 NAVD 88 DATUM

BENCHMARK No. 450
ARROW ON FIRE HYDRANT
ELEVATION 641.98 NAVD 88 DATUM

BENCHMARK No. 409
CHISELED SQUARE W. TOP OF CONC.
LAMP POLE BASE
ELEVATION 641.24 NAVD 88 DATUM



LEGEND

BUILDING
STORM — ST
SANITARY — SA
WATERMAIN — WM
GAS — GAS
UND. TELEPHONE — T
UND. ELECTRICAL — E
TRAVERSE LINE & TRAVERSE POINT
BENCH MARK SYMBOL
DEAD TREE
DECIDUOUS TREE
DECIDUOUS SHRUB
CONIFERIOUS TREE
CONIFERIOUS SHRUB
STUMP
SQ. & RD. CATCH BASINS & INLETS IN PAVEMENT
STORM MANHOLE & PIPE END
UNSPECIFIED MH.

RISER & DOWN SPOUT
PUMP STATION
FIRE HYDRANT
GATE & VALVE, & WELL
CISTERN & WELL
WATER STOP BOX & SPRINKLER HEAD
WATER TOWER BASE & METER PIT
UTILITY POLE
LIGHT POLE
GUY WIRE ANCHOR
UNDERGROUND MARKER
RISER
GAS BOX & BLOW OFF
BUILD. CORNER & 1st FLOOR ELEV.
℄ OF DITCH &TOE OF SLOPE
TOP OF BANK & RIDGE
TOP OF BERM &TOE OF BERM
EDGE OF WATER & WATER SURFACE
HEADWALL & RETAINING WALL
SIGNS & SIGN POST
LOCAL LOW POINT & LOCAL HIGH POINT
COLUMN OR PIER

FLOOD ZONE INFORMATION

SUBJECT PROPERTY FALLS IN ZONE "X", MINIMAL FLOODING, AS SHOWN IN FEMA MAP 26163C0227E, DATED 02/02/2012.

PARKING INFORMATION

PARCEL I – 0 SPACES

PARCEL II – 519 SPACES (20 HANDICAP/499 REGULAR (EAST – 10 HANDICAP/250 REGULAR; WEST – 10 HANDICAP/249 REGULAR)

PARCEL III – 0 SPACES

PARCEL IV – 349 SPACES (10 HANDICAP/339 REGULAR)

TOTAL PARKING SPACES:
868 SPACES
(30 HANDICAP/838 REGULAR)

NOTES:

NO EVIDENCE OF RECENT EARTH MOVING WORK ON SITE.

NOT AWARE OF ANY PROPOSED CHANGES IN STREET RIGHT OF WAY LINES.

UTILITY STATEMENT

THE LOCATIONS AND ELEVATIONS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS DRAWING ARE ONLY APPROXIMATE. NO GUARANTEE IS EITHER EXPRESSED OR IMPLIED AS TO THE COMPLETENESS OR ACCURACY THEREOF. THE CONTRACTOR SHALL BE EXCLUSIVELY RESPONSIBLE FOR DETERMINING THE EXACT UTILITY LOCATIONS AND ELEVATIONS PRIOR TO THE START OF CONSTRUCTION.

SURVEYOR'S CERTIFICATION

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 5, 8, 9, 11, 13, 14, 16, 17, OF TABLE A THEREOF.

GARY M. CHALICE
PROFESSIONAL SURVEYOR No. 55939

Schostak Brothers & Company

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DATE	ADDITIONS AND/OR REVISIONS
DESIGNED	
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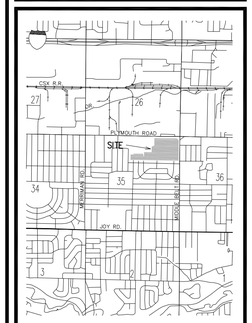
CHECKED	G.CHALICE
APPROVED	G.CHALICE



CITY OF LIVONIA

WONDERLAND MALL

ALTA/NSPS
LAND TITLE
SURVEY

HRC JOB NO.	SCALE
20190258	1"=100'
DATE: June 2019	SHEET NO. 1 OF 2

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Piggott, Robert

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SANITARY STRUCTURE DATA	
Structure Name	Structure Details
49	RIM=637.64 INV IN=623.37 SW 12" FROM 10809 INV IN=623.14 W 12" FROM INV OUT=623.14 E 18" TO 10672
5441	RIM=637.46 INV IN=625.40 NE 12" FROM INV OUT=624.75 E 12" TO 10816
10672	RIM=637.68 INV IN=623.08 W 18" FROM 49 INV OUT=623.07 E 18" TO
10809	RIM=638.10 INV IN=624.26 W 12" FROM 10956 INV OUT=624.22 NE 12" TO 49
10816	RIM=638.27 INV IN=624.69 W 12" FROM 5441 INV OUT=624.65 SE 12" TO 10956
10956	RIM=637.50 INV IN=623.66 NW 12" FROM 10816 INV OUT=623.59 E 12" TO 10809
11007	RIM=637.47
20029	RIM=639.69 INV IN=629.74 W 12" FROM INV OUT=629.72 E 12" TO

WATER STRUCTURE DATA	
Structure Name	Structure Details
5437	RIM=638.19 T/P IN=632.26 W 12" DI FROM T/P OUT=632.26 E 12" DI TO
5475	RIM=636.90 T/P IN=629.90 N 12" DI FROM T/P OUT=629.90 S 12" DI TO
10810	RIM=638.31 T/P IN=631.95 W 12" DI FROM T/P OUT=631.95 E 12" DI TO
11064	RIM=636.76 T/P IN=630.21 W 12" DI FROM T/P OUT=630.21 E 12" DI TO
11072	RIM=636.60 T/P IN=630.60 W 12" DI FROM T/P OUT=630.60 N 12" DI TO

STORM STRUCTURE DATA	
Structure Name	Structure Details
71	RIM=635.73 INV OUT=631.61 N 12" RCP TO 20309
5019	RIM=636.23 INV OUT=632.43 E 12" RCP TO 10868
5020	RIM=636.64 INV IN=632.33 NE 12" RCP FROM 5054 INV IN=632.49 W 12" RCP FROM INV OUT=632.49 E 12" RCP TO 10851
5026	RIM=636.34 INV OUT=631.70 E 12" RCP TO 10871
5029	RIM=636.88 (COULD NOT OPEN)
5054	RIM=635.87 INV OUT=632.72 SW 12" RCP TO 5020
5384	RIM=637.91 INV IN=628.22 E 24" RCP FROM INV OUT=628.11 W 24" RCP TO
5440	RIM=638.07 INV IN=631.61 N 15" RCP FROM INV IN=631.44 W 12" RCP FROM INV OUT=631.36 S 15" RCP TO 10908
5575	RIM=637.14 (FILLED WITH WATER & DIRT)
5576	RIM=636.82 (FILLED WITH WATER & DIRT)
5689	RIM=640.77 (FILLED WITH DEBRIS)
5721	RIM=634.88 INV OUT=632.11 S 12"
6124	RIM=634.85 INV IN=626.91 N 48" CONC FROM 11068 INV OUT=626.91 S 48" CONC TO
10577	RIM=636.81 INV IN=631.09 N 18" RCP FROM 10585 INV OUT=631.09 SE 24" RCP TO
10584	RIM=635.66 INV IN=631.58 W 12" RCP FROM 10688 INV OUT=631.58 E 12" RCP TO 10585
10585	RIM=636.08 INV IN=631.33 N 18" RCP FROM 10597 INV IN=631.46 W 12" RCP FROM 10584 INV OUT=631.21 S 18" RCP TO 10577
10595	RIM=635.63 INV IN=631.98 W 12" RCP FROM 10596 INV OUT=631.94 E 12" RCP TO 10597
10596	RIM=635.44 INV IN=632.09 W 12" RCP FROM 10708 INV OUT=632.19 E 12" RCP TO 10595
10597	RIM=635.94 INV IN=632.06 N 15" RCP FROM 10598 INV IN=632.00 W 12" RCP FROM 10595 INV OUT=632.05 S 18" RCP TO 10585
10598	RIM=636.27 INV IN=631.86 W 12" RCP FROM 10770 INV IN=632.15 N 12" RCP FROM 10600 INV IN=631.73 E 12" RCP FROM INV OUT=631.64 S 15" RCP TO 10597
10600	RIM=635.78 INV OUT=632.03 S 12" RCP TO 10598
10688	RIM=635.63 INV IN=631.71 W 12" RCP FROM 10691 INV OUT=631.65 E 12" RCP TO 10584
10691	RIM=635.70 INV IN=632.12 W 12" RCP FROM 10692 INV OUT=632.07 E 12" RCP TO 10688

STORM STRUCTURE DATA	
Structure Name	Structure Details
10692	RIM=635.71 INV OUT=632.19 E 12" RCP TO 10691
10708	RIM=635.67 INV IN=632.21 W 12" RCP FROM 10709 INV OUT=631.91 E 12" RCP TO 10596
10709	RIM=635.59 INV OUT=632.46 E 12" RCP TO 10708
10747	RIM=635.72 INV OUT=632.60 S 12" RCP TO 10770
10770	RIM=637.75 INV IN=633.40 N 12" RCP FROM 10747 INV OUT=633.33 E 12" RCP TO 10598
10800	RIM=638.59 INV IN=630.87 NE 36" RCP FROM INV OUT=630.74 SW 48" RCP TO 11015
10814	RIM=638.42 INV IN=631.85 N 18" RCP FROM 10817 INV IN=631.66 W 48" RCP FROM INV IN=631.46 E 48" RCP FROM INV OUT=631.85 S 18" RCP TO 10952
10817	RIM=638.44 INV IN=631.96 N 18" RCP FROM 10831 INV IN=632.84 W 12" RCP FROM INV OUT=631.94 S 18" RCP TO 10814
10831	RIM=637.18 INV IN=631.62 N 18" RCP FROM 10850 INV IN=631.62 W 12" RCP FROM 10871 INV IN=632.63 E 12" RCP FROM INV OUT=631.41 S 18" RCP TO 10817
10850	RIM=637.63 INV IN=631.47 N 18" RCP FROM 10851 INV IN=631.47 W 12" RCP FROM 10868 INV IN=632.26 E 12" RCP FROM INV OUT=631.33 S 18" RCP TO 10831
10851	RIM=637.81 INV IN=631.97 W 12" RCP FROM 5020 INV IN=631.84 NE 12" RCP FROM 10861 INV OUT=631.77 S 18" RCP TO 10850
10859	RIM=636.73 INV OUT=632.76 W 12" RCP TO 10861
10861	RIM=637.36 INV IN=632.30 E 12" RCP FROM 10859 INV OUT=632.26 SW 12" RCP TO 10851
10868	RIM=635.93 INV IN=631.97 W 12" RCP FROM 5019 INV OUT=631.71 E 12" RCP TO 10850
10871	RIM=636.31 INV IN=631.82 W 12" RCP FROM 5026 INV OUT=632.01 E 12" RCP TO 10831
10908	RIM=635.93 INV IN=630.79 N 15" RCP FROM 5440 INV IN=0.00 W 33" RCP FROM 11067 INV OUT=628.21 E 48" RCP TO 10931
10924	RIM=635.71 INV IN=631.41 NW 12" RCP FROM INV OUT=629.35 S 12" RCP TO 10931
10931	RIM=635.77 INV IN=629.07 N 12" RCP FROM 10924 INV IN=629.01 W 48" RCP FROM 10908 INV OUT=629.01 E 48" RCP TO 10952
10952	RIM=636.93 INV IN=630.17 N 18" RCP FROM 10814 INV IN=629.43 W 48" RCP FROM 10931 INV OUT=629.43 E 48" RCP TO 10996
10996	RIM=636.01 INV IN=628.53 W 48" RCP FROM 10952 INV OUT=628.53 E 48" RCP TO 11015
11015	RIM=637.37 INV IN=629.82 W 48" RCP FROM 10996 INV IN=0.00 NE 48" RCP FROM 10800 INV OUT=629.82 E 48" RCP TO
11067	RIM=638.35 INV IN=633.73 SW 12" RCP FROM INV IN=628.74 NW 33" RCP FROM INV IN=632.54 S 12" RCP FROM 11069 INV OUT=628.75 E 33" RCP TO 10908

STORM STRUCTURE DATA	
Structure Name	Structure Details
11068	RIM=637.11 INV IN=628.53 S 48" RCP FROM INV OUT=628.49 N 48" RCP TO
11069	RIM=637.99 INV IN=632.73 S 12" RCP FROM 11070 INV OUT=632.71 N 12" RCP TO 11067
11070	RIM=638.11 INV OUT=633.11 N 12" RCP TO 11069
20028	RIM=644.28 INV IN=630.73 S 12" CONC FROM 20305 INV OUT=627.73 W CONC FROM 20309 INV IN=627.83 E
20034	RIM=634.73 INV IN=628.87 N 21" RCP FROM 20062 INV OUT=628.83 E 24" RCP TO
20062	RIM=635.90 INV IN=631.25 N 15" RCP FROM 20078 INV OUT=631.00 S 21" RCP TO 20034
20078	RIM=635.98 INV OUT=631.56 S 15" RCP TO 20062
20113	RIM=635.90 INV OUT=633.72 E 12" RCP TO
20136	RIM=636.26 INV OUT=630.76 NW 12" RCP TO
20295	RIM=636.03 INV OUT=632.08 N 12" RCP TO
20296	RIM=641.20 INV IN=622.92 W 24" RCP FROM 20319 INV OUT=622.70 E 24" RCP TO 20300
20300	RIM=641.85 INV IN=622.13 W 24" RCP FROM 20296 INV IN=622.33 N 24" RCP FROM INV OUT=622.25 E 24" RCP TO 20303
20303	RIM=642.35 INV IN=621.91 W 24" RCP FROM 20300 INV OUT=621.79 E 24" RCP TO
20305	RIM=635.46 INV OUT=631.26 N 12" RCP TO
20309	RIM=645.02 INV IN=627.81 E 48" RCP FROM INV IN=631.10 S 12" RCP FROM 71 INV OUT=627.98 W 48" RCP TO 20313
20313	RIM=646.87 INV IN=627.85 E 48" RCP FROM 20309 INV OUT=627.75 W 48" RCP TO 20315
20315	RIM=647.23 INV IN=627.36 E 48" RCP FROM 20313 INV IN=628.11 W 48" RCP FROM
20319	RIM=644.93 INV IN=623.50 W 24" RCP FROM 20327 INV OUT=623.43 E 24" RCP TO 20296
20327	RIM=632.57 INV IN=625.15 NW 12" RCP FROM 20328 INV OUT=623.75 E 24" RCP TO 20319
20328	RIM=632.82 INV OUT=627.24 SE 12" RCP TO 20327
20463	RIM=630.68 T/P 627.48

PROPERTY DESCRIPTION

AS PROVIDED BY CLIENT IN TITLE WORK BY FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT No: 844447 AND DATED MARCH 08, 2019

Land in the City of Livonia, Wayne County, MI, described as follows:

PARCEL I:
Part of the Northeast ¼ of Section 35, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as:
Commencing at the Northeast corner of said section; thence
South 00 degrees 18 minutes 53 seconds East, 1,319.07 feet along the East line of said section and the centerline of Middlebelt Road (120 foot right of way) to the extended South line of 'Bel-Aire Gardens', a subdivision according to the plat thereof as recorded in Liber 75 of Plats, page 48, Wayne County Records; thence North 89 degrees 51 minutes 00 seconds West, 1,486.60 feet along said extended North line to the Point of Beginning; thence North 89 degrees 51 minutes 00 seconds West, 713.41 feet along said North line extended; thence North 00 degrees 10 minutes 14 seconds East, 354.63 feet; thence South 89 degrees 49 minutes 46 seconds East, 118.62 feet; thence South 11 degrees 24 minutes 45 seconds East, 149.72 feet; thence South 89 degrees 51 minutes 00 seconds East, 30.00 feet; thence North 00 degrees 10 minutes 14 seconds East, 683.40 feet; thence South 89 degrees 49 minutes 46 seconds East, 134.12 feet; thence South 00 degrees 19 minutes 25 seconds West, 155.23 feet; thence South 89 degrees 40 minutes 35 seconds East, 403.00 feet; thence South 00 degrees 19 minutes 25 seconds West, 734.81 feet to the Point of Beginning. Containing 471,602 sf and/or 10.83 acres of land.

PARCEL II:
Part of the Northeast ¼ of Section 35, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as:
Commencing at the Northeast corner of said section; thence North 89 degrees 49 minutes 46 seconds West, 182.20 feet along the North line of said section and the centerline of Plymouth Road (120 foot right of way); thence South 00 degrees 10 minutes 14 seconds West, 60.00 feet to the South right of way line of said Plymouth Road and the Point of Beginning; thence along a curve to the right 177.47 feet, said curve having a radius of 269.27 feet, a central angle of 37 degrees 45 minutes 41 seconds, and a chord bearing South 45 degrees 04 minutes 20 seconds East, 174.27 feet to the West right of way line of Middlebelt Road (120 foot right of way); thence South 00 degrees 18 minutes 53 seconds East, 252.74 feet along the said right of way line; thence North 89 degrees 40 minutes 35 seconds West, 573.01 feet; thence North 00 degrees 19 minutes 25 seconds East, 62.02 feet; thence North 40 degrees 40 minutes 13 seconds West, 72.66 feet; thence North 00 degrees 10 minutes 14 seconds East, 256.92 feet to the South right of way line of said Plymouth Road; thence South 89 degrees 49 minutes 46 seconds East, 494.47 feet along said right of way line to the Point of Beginning. Containing 221,715.6 sf and/or 5.09 acres of land.

ALSO
Part of the Northeast ¼ of Section 35, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described Commencing at the Northeast corner of said section; thence North 89 degrees 49 minutes 46 seconds West, 893.52 feet along the North line of said section and the centerline of said Plymouth Road; thence South 00 degrees 10 minutes 14 seconds West, 60.00 feet to the South right of way line of said Plymouth Road and the Point of Beginning; thence South 00 degrees 19 minutes 25 seconds West, 261.92 feet; thence North 89 degrees 41 minutes 18 seconds West, 241.25 feet; thence South 57 degrees 56 minutes 01 second West, 202.86 feet; thence along a curve to the right 99.78 feet, said curve having a radius of 185.00 feet, a central angle of 30 degrees 54 minutes 12 seconds, and a chord bearing South 73 degrees 23 minutes 07 seconds West, 98.58 feet; thence South 00 degrees 19 minutes 25 seconds West, 52.16 feet; thence North 89 degrees 40 minutes 35 seconds West, 71.69 feet; thence South 00 degrees 19 minutes 25 seconds West, 74.78 feet; thence North 89 degrees 40 minutes 35 seconds West, 403.00 feet; thence North 00 degrees 19 minutes 25 seconds East, 155.23 feet; thence South 89 degrees 49 minutes 46 seconds East, 98.71 feet; thence North 00 degrees 09 minutes 51 seconds East, 368.44 feet to the South right of way line of said Plymouth Road; thence South 89 degrees 49 minutes 46 seconds East, 883.85 feet along said right of way line to the Point of Beginning. Containing 361,119.7 sf and/or 8.29 acres of land.

PARCEL III:
Part of the Northeast ¼ and the Northwest ¼ of Section 35, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as: Commencing at the Northeast corner of said section; thence South 00 degrees 18 minutes 53 seconds East, 1,319.07 feet along the East line of said section and the centerline of Middlebelt Road (120 foot right of to the extended North line of 'Bel-Aire Gardens', a subdivision according to the plat thereof as recorded in Liber 75 of Plats, page 48, Wayne County Records; thence North 89 degrees 51 minutes 00 seconds West, 2,200.01 feet along said extended North line to the Point of Beginning; thence North 89 degrees 51 minutes 00 seconds West, 584.47 feet; thence North 00 degrees 14 minutes 03 seconds East, 300.00 feet; thence South 89 degrees 51 minutes 00 seconds East, 164.95 feet; thence North 00 degrees 14 minutes 03 seconds East, 54.78 feet; thence South 89 degrees 49 minutes 46 seconds East, 419.13 feet; thence South 00 degrees 10 minutes 14 seconds West, 354.63 feet to the Point of Beginning. Containing 198,222.0 sf and/or 4.55 acres of land.

PARCEL IV:
Part of the North ½ of the Northeast ¼ of Section 35, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as: Beginning at a point distant North 89 degrees 49 minutes 46 seconds West, 2,010.15 feet along the North line of said Section 35 and South 00 degrees 10 minutes 14 seconds West, 60.00 feet from the Northeast corner of said Section 35; thence South 00 degrees 10 minutes 14 seconds West, 1,051.85 feet; thence North 89 degrees 51 minutes 00 seconds West, 30.00 feet; thence North 11 degrees 24 minutes 45 seconds West, 149.72 feet; thence North 89 degrees 49 minutes 46 seconds West, 537.75 feet; thence North 00 degrees 14 minutes 03 seconds East, 665.00 feet; thence South 89 degrees 49 minutes 46 seconds East, 180.00 feet; thence North 00 degrees 14 minutes 03 seconds East, 240.18 feet (calculated) 240.00 feet (recorded); thence South 89 degrees 49 minutes 46 seconds East, 416.81 feet (calculated) 416.75 feet (recorded) to the Point of Beginning. Containing 504,080.3 sf and/or 11.57 acres of land.

EXCEPTIONS

(11) Water Easement in favor of Board of County Road Commissioners of the County of Wayne and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 6221, page 394, Register #C614552. (CANNOT DETERMINE LOCATION DUE TO POOR UNREADABLE DOCUMENT)

(12) Underground Permit in favor of Michigan Bell Telephone Company and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 10350, page 682, Register #D444586, as to Parcel IV. (CANNOT DETERMINE LOCATION DUE TO POOR UNREADABLE DOCUMENT)

(13) Agreement for Right of Way in favor of Consumers Power Company and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 13843, page 598, Register #E394605. (CANNOT DETERMINE LOCATION DUE TO POOR UNREADABLE DOCUMENT)

(14) Terms and Conditions contained in Easement as disclosed by instrument recorded in Liber 14112, page 572, Register #E480966, Liber 14112, page 576, Register #E480957, and in Liber 14112, page 581, Register #E480958. (AS SHOWN ON SURVEY)

(15) Release of Right-of-Way in favor of County of Wayne and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 14186, page 497, Register #E506328, as to Parcels I, II and IV. (SHOWN ON SURVEY)

(16) Terms and Conditions contained in Warranty Deed as disclosed by instrument recorded in Liber 16839, page 70, Register #F334920, as to Parcel IV. (NOT PLOTTABLE)

(17) Terms and Conditions contained in Easement Right of Way as disclosed by instrument recorded in Liber 17364, page 746, Register #F493791, as to Parcel III. (SHOWN ON SURVEY)

(18) Easement in favor of Consumers Power Company and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 19200, page 933, Register #G32769, as to Parcel III. (SHOWN ON SURVEY)

(19) Right of Way in favor of Michigan Bell Telephone Company and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 21399, page 129, Register #G663495. (SHOWN ON SURVEY)

(20) Right of Way in favor of Michigan Bell Telephone Company and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 21399, page 130, Register #G663496 and Modification of Right of Way recorded in Liber 21645, page 636, Register #G736037. (SHOWN ON SURVEY)

(21) Grant of Easement in favor of The Detroit Edison Company and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 22458, page 91. (SHOWN ON SURVEY)

(22) Terms and Conditions contained in Easement Agreement as disclosed by instrument recorded in Liber 23507, page 725. (SHOWN ON SURVEY)

(23) Terms and Conditions contained in Wall Easement Agreement as disclosed by instrument recorded in Liber 24145, page 804, Liber 24145, page 812, Liber 24145, page 816, Liber 24145, page 820, Liber 24145, page 824, Liber 24145, page 828, Liber 24145, page 832, Liber 24145, page 836, Liber 24145, page 840, Liber 24145, page 844, Liber 24145, page 848, Liber 24145, page 852, Liber 24145, page 856, Liber 24145, page 860, Liber 24145, page 864, Liber 24145, page 868, Liber 24145, page 872, and in Liber 24145, page 876. (AS SHOWN ON SURVEY)

(24) Highway Easement Release for signal pole in favor of Michigan Department of Transportation and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 24610, page 483, as to Parcel II. (SHOWN ON SURVEY)

(25) Terms and Conditions contained in Beautification Easement Agreement as disclosed by instrument recorded in Liber 34069, page 321, and in Liber 34069, page 339. (SHOWN ON SURVEY)

(26) Terms and Conditions contained in Easement as disclosed by instrument recorded in Liber 35211, page 153, as to Parcel IV. (SHOWN ON SURVEY)

(27) Easements, Terms and Conditions contained in Easement as disclosed by instrument recorded in Liber 45464, page 1201, as to Parcels I and II. (NOT PLOTTABLE)

(28) Terms and Conditions contained in Grant of Easement as disclosed by instrument recorded in Liber 45464, page 275, as to Parcel I and II. (NOT PLOTTABLE)

(29) Terms and Conditions contained in Operation and Easement Agreement as disclosed by instrument recorded in Liber 45505, page 375, and in First Amendment to Operation and Easement Agreement as disclosed by instrument recorded in Liber 46492, page 914. (SHOWN ON SURVEY)

(30) Terms and Conditions contained in Declaration of Covenants, Conditions, Restrictions, and Easements as disclosed by instrument recorded in Liber 46878, page 103, as to Parcel IV. (SHOWN ON SURVEY)

(31) Detroit Edison Underground Easement (Right of Way) In favor of The Detroit Edison Company and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 48070, page 708, as to Parcel IV. (SHOWN ON SURVEY)

(36) Survey by Hubbell, Roth and Clark, Inc., dated February 27, 2003, Job No. 20030115;, discloses the following:
- a. Theater is built over 10 foot gas main, which has been abandoned. (N/A)
- b. Party Wall between the enclosed mall and the Target Store. (N/A)
- c. Power lines overhead at various locations.
- d. Asphalt paving over the easement areas, gas mains, water, sewer, telephone and electrical lines.
- e. Building designated as the Montgomery Wards Building encroaches onto the Easement Parcel at various points. (N/A)
- f. Building designated as Ward's Automotive Center is built over the easement for sanitary sewer recorded in Liber 14112, page 572, Wayne County Records

NOTE: (THE FOLLOWING WAS SHOWN ON HRC JOB No. 20090336.04, WITH A REVISION DATE OF 07/23/09.)

EASEMENTS SCHEDULED FOR TERMINATION PER DEVELOPER INFORMATION AND EASEMENT DRAWING OF HUBBELL, ROTH & CLARK DEPICTION DATED 02-09-06-, FINAL REVISION 03-02-06.
6" WIDE GAS EASEMENT, L.13843, P.598
10" WIDE GAS EASEMENT, L. 13843, P.598 (ABANDONED LINE)
12" WIDE STORM SEWER EASEMENT, L.14112, P.572
24" WIDE SANITARY, STORM, WATER MAIN EASEMENT, L.14112, P.572
30" WIDE SANITARY, STORM, WATER MAIN EASEMENT, L.14112, P.572
12" WIDE SANITARY SEWER EASEMENT, L.14112, P.572
12" WIDE WATER MAIN EASEMENT, L.14112, P.576
12" WIDE WATER MAIN EASEMENT, L.14112, P.576
20" WIDE WATER MAIN EASEMENT, L.14112, P.576
30" WIDE STORM SEWER AND WATER SYSTEM EASEMENT, L.14112, P.576
30" WIDE SANITARY, STORM, WATER MAIN EASEMENT, L.14112, P.576
30" WIDE SANITARY, STORM, WATER MAIN EASEMENT, L.14112, P.576
24" WIDE SANITARY SEWER AND WATER MAIN EASEMENT, L.14112, P.576
12" WIDE STORM SEWER EASEMENT, L.14112, P.576

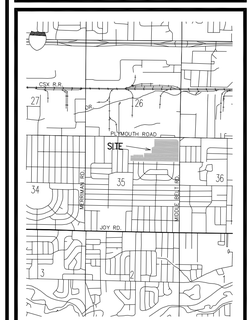
SURVEYOR'S CERTIFICATION

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 5, 8, 9, 11, 13, 14, 16, 17, OF TABLE A THEREOF.

_____
GARY M. CHALICE
PROFESSIONAL SURVEYOR No. 55939

HRC
HUBBELL, ROTH & CLARK, INC
CONSULTING ENGINEERS SINCE 1915
555 HULET DRIVE
BLOOMFIELD HILLS, MICH.
P.O. BOX 824
48303 - 0824
PHONE: (248) 454-6300
FAX (1st. Floor): (248) 454-6312
FAX (2nd. Floor): (248) 454-6359
WEB SITE: http: // www.hrcengr.com

DATE	ADDITIONS AND/OR REVISIONS
DESIGNED	
DRAWN	B.PIGGOTT
CHECKED	G.CHALICE
APPROVED	G.CHALICE



CITY OF LIVONIA

WONDERLAND MALL

ALTA/NSPS
LAND TITLE
SURVEY

HRC JOB NO.	SCALE
20190258	1"=100'
DATE: June 2019	SHEET NO. 2 OF 2

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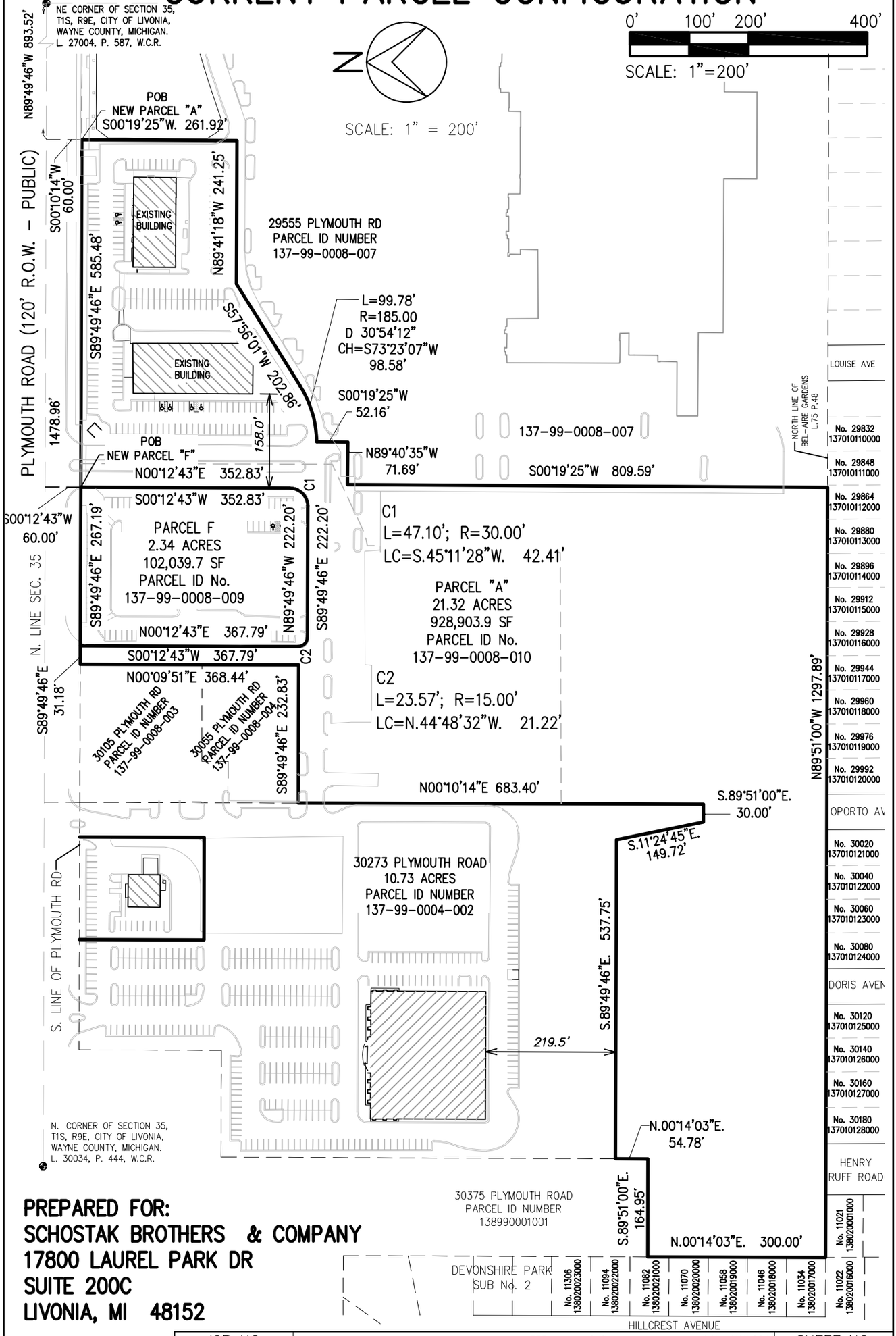
Piggott, Robert

CURRENT PARCEL CONFIGURATION



PREPARED FOR:
SCHOSTAK BROTHERS & COMPANY
17800 LAUREL PARK DR
SUITE 200C
LIVONIA, MI 48152

JOB NO.	HUBBELL, ROTH & CLARK, INC	SHEET NO.
20190419	CONSULTING ENGINEERS SINCE 1915	1
DATE	555 HULET DRIVE P.O. BOX 824	OF 4
03-11-2020	BLOOMFIELD HILLS, MICH. 48303 - 0824	
REVISED 05/28/2020	PHONE: (248) 454-6300 FAX (1st. Floor): (248) 454-6312 FAX (2nd. Floor): (248) 454-6359 WEB SITE: http: / / www.hrcengr.com	

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Piggott, Robert

CURRENT PARCEL DESCRIPTIONS

PROPERTY DESCRIPTION PARCEL "A"

Land situated in the City of Livonia, County of Wayne, State of Michigan, described as follows:
Part of the Northeast ¼ of Section 35, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as: Commencing at the Northeast corner of said section; thence North 89 degrees 49 minutes 46 seconds West, 893.52 feet along the North line of said section and the centerline of Plymouth Road (120 foot right of way); thence South 00 degrees 10 minutes 14 seconds West 60.00 feet to the South Right of Way line of Plymouth Road and the POINT OF BEGINNING; thence South 00 degrees 19 minutes 25 seconds West 261.92 feet; thence North 89 degrees 41 minutes 18 seconds West 241.25 feet; thence South 57 degrees 56 minutes 01 seconds West 202.86 feet; thence along a curve to the right 99.78 feet, said curve having a radius of 185.00 feet, a central angle of 30 degrees 54 minutes 12 seconds and a chord bearing South 73 degrees 23 minutes 07 seconds West 98.58 feet; thence South 00 degrees 19 minutes 25 seconds West 52.16 feet; thence North 89 degrees 40 minutes 35 seconds West 71.69 feet; thence South 00 degrees 19 minutes 25 seconds West 809.59 feet to the north line of "Bel-Aire Gardens", a subdivision of part of the South ½ of the North ½ of Section 35, Township 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, as recorded in Liber 75 of Plats, Page 48, Wayne County Records; thence North 89 degrees 51 minutes 00 seconds West 1297.89 feet along said subdivision line; thence North 00 degrees 14 minutes 03 seconds East 300.00 feet; thence South 89 degrees 51 minutes 00 seconds East 164.95 feet; thence North 00 degrees 14 minutes 03 seconds East 54.78 feet; thence South 89 degrees 49 minutes 46 seconds East 537.75 feet; thence South 11 degrees 24 minutes 45 seconds East 149.72 feet; thence South 89 degrees 51 minutes 00 seconds East 30.00 feet; thence North 00 degrees 10 minutes 14 seconds East 683.40 feet; thence South 89 degrees 49 minutes 46 seconds East 232.83 feet; thence North 00 degrees 09 minutes 51 seconds East 368.44 feet to the South right of way line of said Plymouth Road; thence South 89 degrees 49 minutes 46 seconds East, 31.18 feet along said right of way line; thence South 00 degrees 12 minutes 43 seconds West 367.79 feet; thence 23.57 feet along a curve to the left, having a radius of 15.00 feet and a long chord which bears South 44 degrees 48 minutes 32 seconds East 21.22 feet; thence South 89 degrees 49 minutes 46 seconds East 222.20 feet; thence 47.10 feet along a curve to the left, having a radius of 30.00 feet and a long chord which bears North 45 degrees 11 minutes 28 seconds East 42.41 feet; thence North 00 degrees 12 minutes 43 seconds East 352.83 feet to the South right of way line of said Plymouth Road; thence South 89 degrees 49 minutes 46 seconds East 585.48 feet to the POINT OF BEGINNING. Containing 928,903.9 sf and/or 21.32 acres of land. Subject to all easements and restrictions of record.

DESCRIPTION OF PROPERTY (137-99-0004-002) (NO CHANGES)

Part of the Northeast ¼ of Section 35, Township 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as:
Commencing at the Northeast Corner of said Section 35; thence North 89 degrees 49 minutes 46 seconds West 2010.15 feet along the north line of said Section and centerline of Plymouth Road (120 feet wide); thence South 00 degrees 10 minutes 14 seconds West 60.00 feet to the south right of way line of said Plymouth Road and the POINT OF BEGINNING; thence South 00 degrees 10 minutes 14 seconds West 1051.84 feet; thence North 89°51'00" West 30.00 feet; thence North 11 degrees 24 minutes 45 seconds West 149.72 feet; thence North 89 degrees 49 minutes 46 secodns West 537.75 feet; thence North 00 degrees 14 minutes 03 seconds East 665.00 feet; thence South 89 degrees 49 minutes 46 seconds East 180.00 feet; thence North 00 degrees 14 minutes 03 seconds East 240.18 feet; thence South 89 degrees 49 minutes 46 seconds East 185.80 feet; thence South 00 degrees 10 minutes 14 seconds West 210.00 feet; thence South 89 degrees 49 minutes 46 seconds East 173.00 feet; thence North 00 degrees 10 minutes 14 seconds East 210.00 feet; thence South 89 degrees 49 minutes 46 seconds East 58.01 feet to THE POINT OF BEGINNING. Said parcel contains 10.737 acres, more or less.

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Piggott, Robert

HUBBELL, ROTH & CLARK, INC
CONSULTING ENGINEERS SINCE 1915
555 HULET DRIVE P.O. BOX 824
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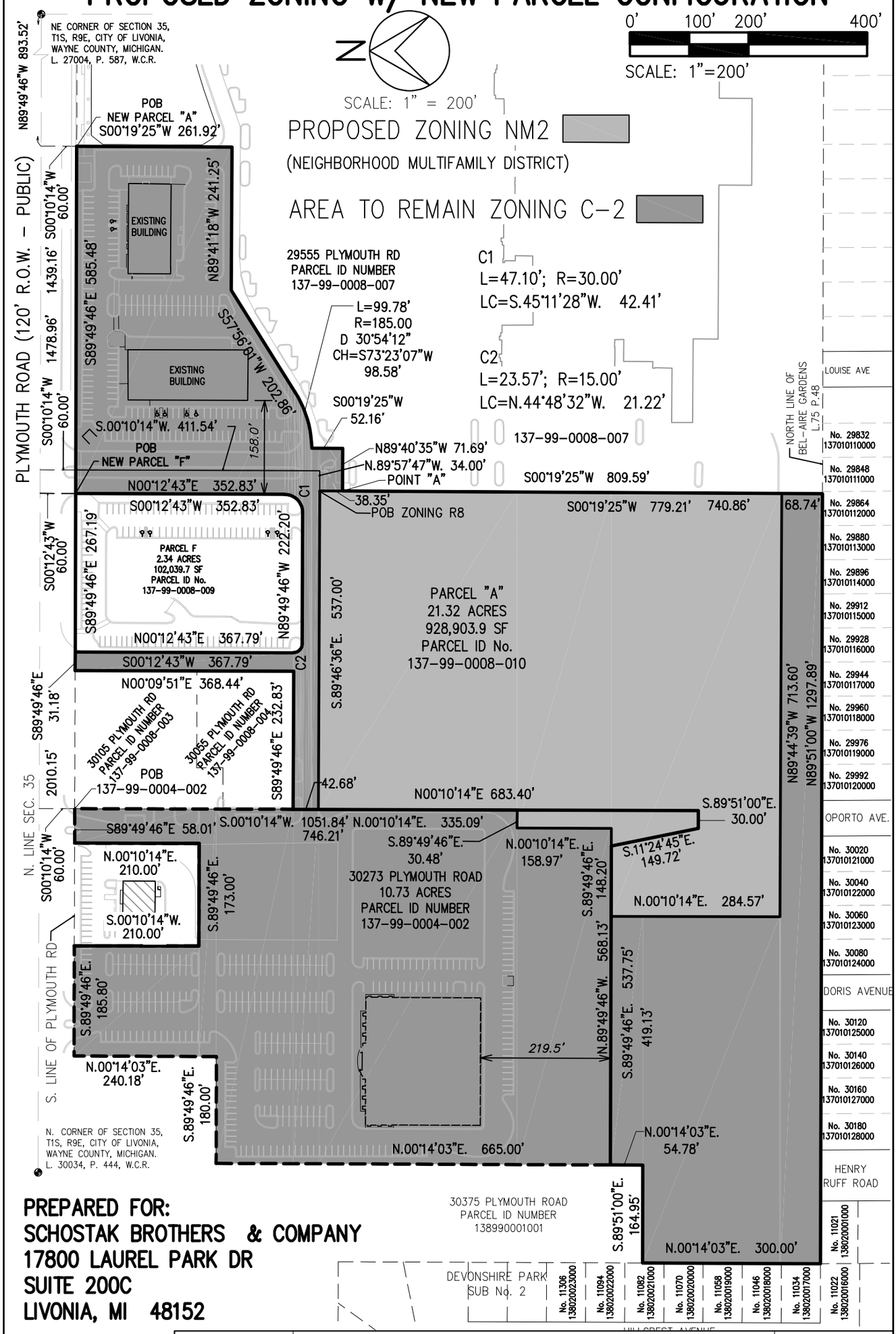
FAX (2nd. Floor): (248) 454-6359
WEB SITE: http: / / www.hrcengr.com

PROPOSED ZONING W/ NEW PARCEL CONFIGURATION



PREPARED FOR:
SCHOSTAK BROTHERS & COMPANY
17800 LAUREL PARK DR
SUITE 200C
LIVONIA, MI 48152

REVISED 09/15/2021
REVISED 08/06/2020
REVISED 05/28/2020

JOB NO. 20190419
DATE 03-11-2020

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Piggott, Robert

PROPOSED ZONING W/ NEW PARCEL CONFIGURATION

DESCRIPTION OF NEW ZONING NM2 (NEIGHBORHOOD MULTIFAMILY DISTRICT)

Part of the Northeast ¼ of Section 35, Township 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as: Commencing at the Northeast Corner of said Section 35; thence North 89 degrees 49 minutes 46 seconds West 1439.16 feet along the north line of said Section and centerline of Plymouth Road (120 feet wide); thence South 00 degrees 10 minutes 14 seconds West 60.00 feet to the South line of Plymouth Road; thence continuing South 00 degrees 10 minutes 14 seconds West 411.54 feet ; thence North 89 degrees 57 minutes 47 seconds West 34.00 feet to the POINT OF BEGINNING; thence South 00 degrees 19 minutes 25 seconds West 779.21 feet; thence North 89 degrees 44 minutes 39 seconds West 713.60 feet; thence North 00 degrees 10 minutes 14 seconds East 284.57 feet; thence South 89 degrees 49 minutes 46 seconds East 148.20 feet; thence North 00 degrees 10 minutes 14 seconds East 158.97 feet; thence South 89 degrees 49 minutes 46 seconds East 30.48 feet; thence North 00 degrees 10 minutes 14 seconds East 335.09 feet; thence South 89 degrees 46 minutes 36 seconds East 537.00 feet to the POINT OF BEGINNING. Containing 473,257.9 SF and/or 10.86 acres.

PROPERTY DESCRIPTION PROPOSED PARCEL "A" TO REMAIN SAME ZONING

Land situated in the City of Livonia, County of Wayne, State of Michigan, described as follows:
Part of the Northeast ¼ of Section 35, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as: Commencing at the Northeast corner of said section; thence North 89 degrees 49 minutes 46 seconds West, 893.52 feet along the North line of said section and the centerline of Plymouth Road (120 foot right of way); thence South 00 degrees 10 minutes 14 seconds West 60.00 feet to the South Right of Way line of Plymouth Road and the POINT OF BEGINNING; thence South 00 degrees 19 minutes 25 seconds West 261.92 feet; thence North 89 degrees 41 minutes 18 seconds West 241.25 feet; thence South 57 degrees 56 minutes 01 seconds West 202.86 feet; thence along a curve to the right 99.78 feet, said curve having a radius of 185.00 feet, a central angle of 30 degrees 54 minutes 12 seconds and a chord bearing South 73 degrees 23 minutes 07 seconds West 98.58 feet; thence South 00 degrees 19 minutes 25 seconds West 52.16 feet; thence North 89 degrees 40 minutes 35 seconds West 71.69 feet to point "A"; thence North 00 degrees 19 minutes 25 seconds East 38.35 feet; thence North 89 degrees 46 minutes 36 seconds West 537.00 feet; thence North 00 degrees 10 minutes 14 seconds East 42.68 feet; thence South 89 degrees 49 minutes 46 seconds East 232.83 feet; thence North 00 degrees 09 minutes 51 seconds East 368.44 feet to a point on the South line of Plymouth Road; thence along said South line South 89 degrees 49 minutes 46 seconds East 31.18 feet; thence South 00 degrees 12 minutes 43 seconds West 367.79 feet; thence 23.57 feet along a curve to the left, having a radius of 15.00 feet and a long chord which bears South 44 degrees 48 minutes 32 seconds East 21.22 feet; thence South 89 degrees 49 minutes 46 seconds East 222.20 feet; thence 47.10 feet along a curve to the left, having a radius of 30.00 feet and a long chord which bears North 45 degrees 11 minutes 28 seconds East 42.41 feet; thence North 00 degrees 12 minutes 43 seconds East 352.83 feet to the South right of way line of said Plymouth Road; thence South 89 degrees 49 minutes 46 seconds East 585.48 feet to the POINT OF BEGINNING; also commencing at said point "A"; thence South 00 degrees 19 minutes 25 seconds West 740.86 feet to A POINT OF BEGINNING; thence continuing South 00 degrees 19 minutes 25 seconds West 68.74 feet; thence North 89 degrees 51 minutes 00 seconds West 1297.89 feet; thence North 00 degrees 14 minutes 03 seconds East 300.00 feet; thence South 89 degrees 51 minutes 00 seconds East 164.95 feet; thence North 00 degrees 14 minutes 03 seconds East 54.78 feet; thence South 89 degrees 49 minutes 46 seconds East 419.13 feet; thence South 00 degrees 10 minutes 14 seconds West 284.57 feet; thence South 89 degrees 44 minutes 39 seconds East 713.60 feet to the POINT OF BEGINNING. Containing 467,096.2 SF and/or 10.72 acres.

DESCRIPTION OF PROPERTY (137-99-0004-002) TO REMAIN SAME ZONING

Part of the Northeast ¼ of Section 35, Township 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as: Commencing at the Northeast Corner of said Section 35; thence North 89 degrees 49 minutes 46 seconds West 2010.15 feet along the north line of said Section and centerline of Plymouth Road (120 feet wide); thence South 00 degrees 10 minutes 14 seconds West 60.00 feet to the south right of way line of said Plymouth Road and the POINT OF BEGINNING; thence South 00 degrees 10 minutes 14 seconds West 746.18 feet; thence North 89 degrees 49 minutes 46 seconds West 30.48 feet; thence South 00 degrees 10 minutes 14 seconds West 158.97 feet; thence North 89 degrees 49 minutes 46 seconds West 568.13 feet; thence North 00 degrees 14 minutes 03 seconds East 665.00 feet; thence South 89 degrees 49 minutes 46 seconds East 180.00 feet; thence North 00 degrees 14 minutes 03 seconds East 240.18 feet; thence South 89 degrees 49 minutes 46 seconds East 185.80 feet; thence South 00 degrees 10 minutes 14 seconds West 210.00 feet; thence South 89 degrees 49 minutes 46 seconds East 173.00 feet; thence North 00 degrees 10 minutes 14 seconds East 210.00 feet; thence South 89 degrees 49 minutes 46 seconds East 58.01 feet to THE POINT OF BEGINNING. Containing 456,269.5 SF and/or 10.47 acres.

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Piggott, Robert

REVISED 09/15/2021
REVISED 08/06/2020
REVISED 05/28/2020

JOB NO. 20190419
DATE 03/11/2020

HUBBELL, ROTH & CLARK, INC
CONSULTING ENGINEERS SINCE 1915

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FAX (1st. Floor): (248) 454-6312
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WEB SITE: http: / / www.hrcengr.com

REZONING DOCUMENTS

FOR

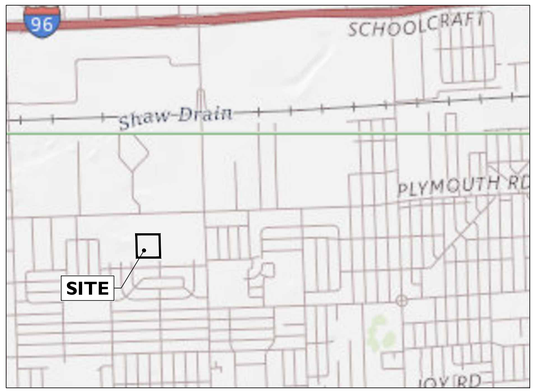
Schostak BROTHERS & COMPANY

PROPOSED RESIDENTIAL DEVELOPMENT

PARCEL IDS: 137-99-0008-010, 137-99-0004-002
CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN

APPLICANT / OWNER

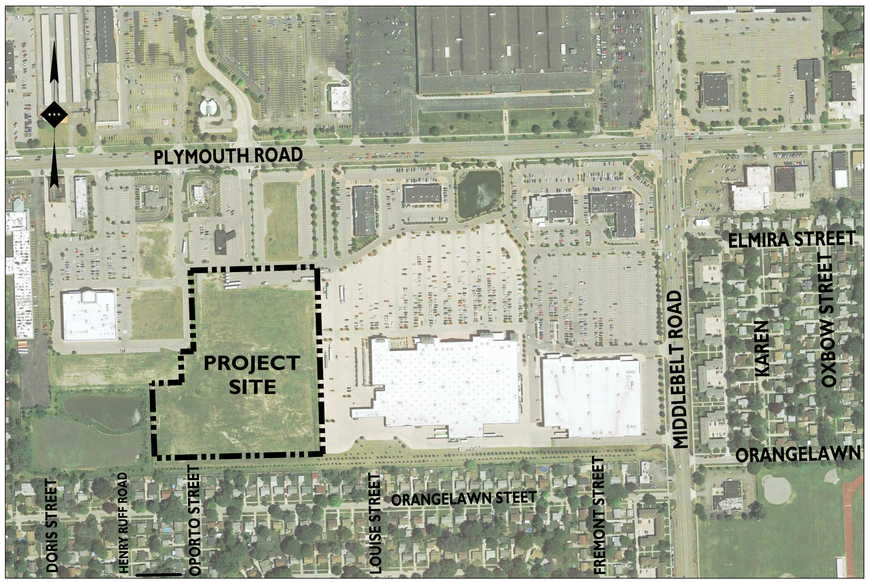
STEPHEN E. DUCZYNSKI II
MIDDLEBELT PLYMOUTH VENTURE LLC
17800 NORTH LAUREL PARK DRIVE
#200C
LIVONIA, MICHIGAN



SOURCE: USGS MAPS

LOCATION MAP

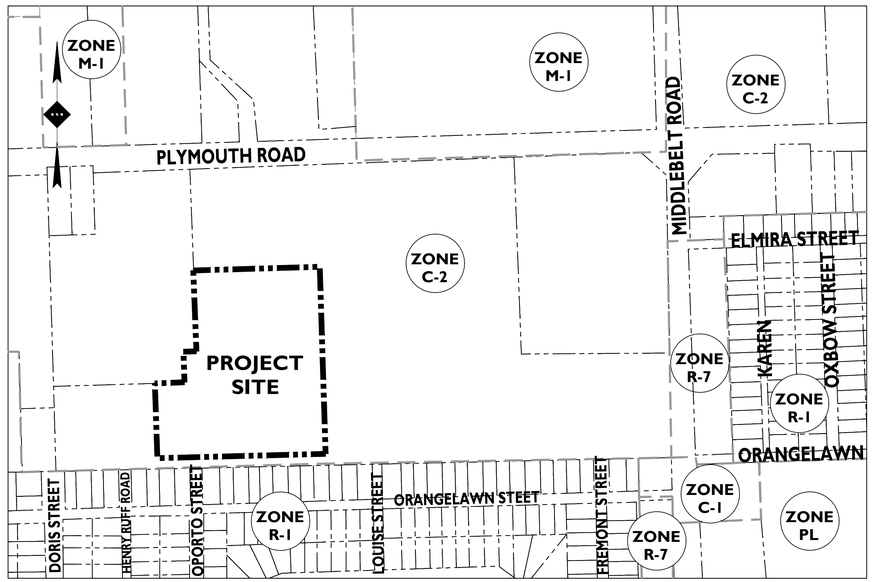
SCALE: 1" = 2000'±



SOURCE: GOOGLE EARTH PRO

AERIAL MAP

SCALE: 1" = 300'±



SOURCE: WAYNE COUNTY PARCEL VIEWER

TAX & ZONING MAP

SCALE: 1" = 300'±

PLAN REFERENCE MATERIALS:

1. THIS PLAN SET REFERENCES THE FOLLOWING DOCUMENTS INCLUDING, BUT NOT LIMITED TO:
   - SURVEY PREPARED BY HUBBELL, ROTH & CLARK, INC DATED: JUNE 2019
   - REZONING LEGAL EXHIBITS PREPARED BY HUBBELL, ROTH & CLARK, INC, REVISED 08/06/2020
   - ARCHITECTURAL PLANS PREPARED BY STUCKY VITALE ARCHITECTS DATED: 06/07/2019
   - GEOTECHNICAL REPORT PREPARED BY SME DATED: 06/28/2019
   - AERIAL MAP OBTAINED FROM GOOGLE EARTH PRO
   - LOCATION MAP OBTAINED FROM USGS MAPS
2. ALL REFERENCE MATERIAL LISTED ABOVE SHALL BE CONSIDERED A PART OF THIS PLAN SET AND ALL INFORMATION CONTAINED WITHIN THESE MATERIALS SHALL BE UTILIZED IN CONJUNCTION WITH THIS PLAN SET. THE CONTRACTOR IS RESPONSIBLE TO OBTAIN A COPY OF EACH REFERENCE AND REVIEW IT THOROUGHLY PRIOR TO THE START OF CONSTRUCTION.

811
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607 Shelby Suite 200, Detroit, MI 48226
Phone 248.247.1115

SHEET INDEX

DRAWING TITLE	SHEET #
COVER SHEET	C-1
REZONING PLAN	C-2
PRELIMINARY SITE PLAN RENDERING	C-3
PRELIMINARY SITE PLAN RENDERING (OVERALL)	C-4
FRONT VIEW OF BUILDING A	C-5
FRONT VIEW OF BUILDING B	C-6
VIEW OF BUILDING BE FROM NEIGHBORS BACKYARD	C-7

ADDITIONAL SHEETS

DRAWING TITLE	SHEET #
WONDERLAND MALL TOPOGRAPHIC & ALTA/NSPS LAND TITLE SURVEY	1 THRU 2 OF 2
OVERALL WONDERLAND MALL ALTA/NSPS LAND TITLE SURVEY	1 THRU 2 OF 2
WONDERLAND MALL REZONING LEGAL EXHIBITS	1 THRU 4 OF 4

ISSUE	DATE	BY	DESCRIPTION
1	06/22/2021	MG/MPH	FOR REZONING APPROVAL

NOT APPROVED FOR CONSTRUCTION

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SITE DEVELOPMENT PLANS

Schostak BROTHERS & COMPANY

PROPOSED RESIDENTIAL DEVELOPMENT

PARCEL IDS: 137990008000, 137990008001, & 137990004002
11310 MIDDLEBELT ROAD
CITY OF LIVONIA
WAYNE COUNTY, MICHIGAN

J. REID COOKSEY, P.E.
LICENSED PROFESSIONAL ENGINEER

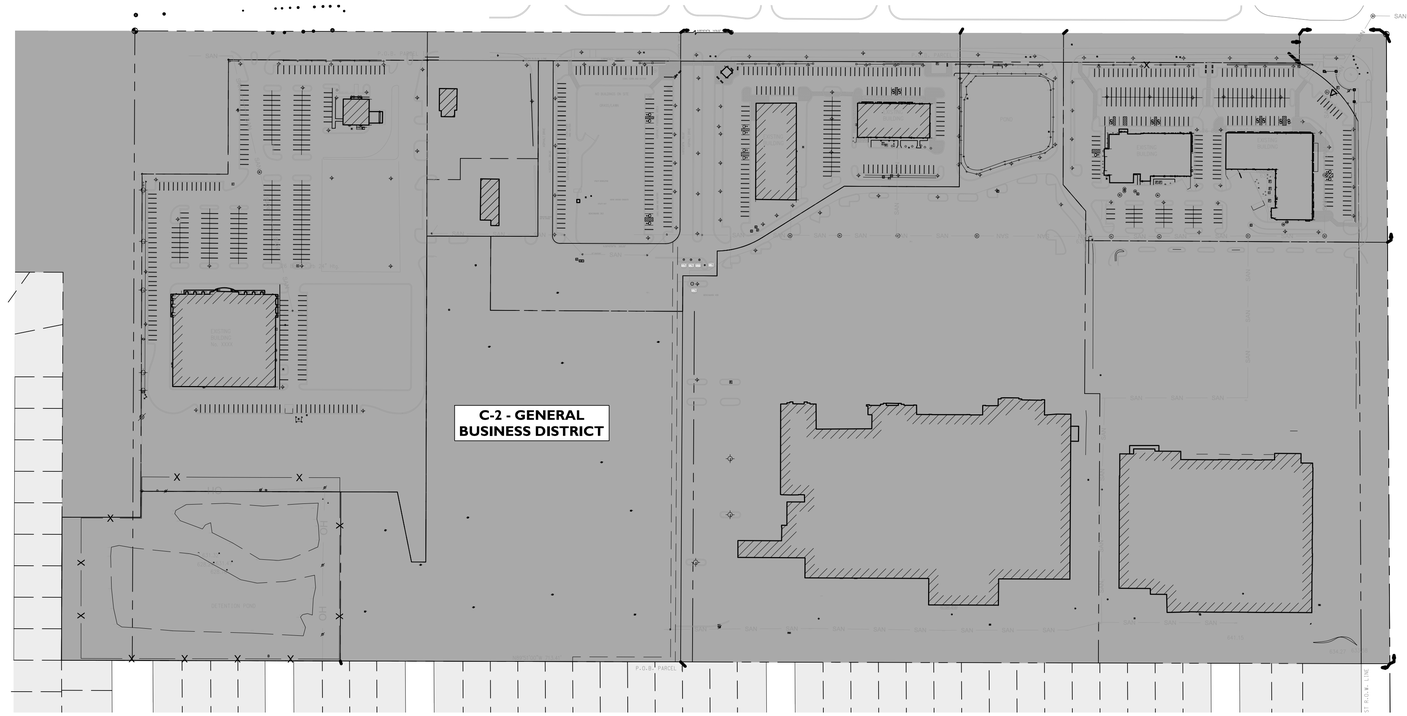
STONEFIELD engineering & design

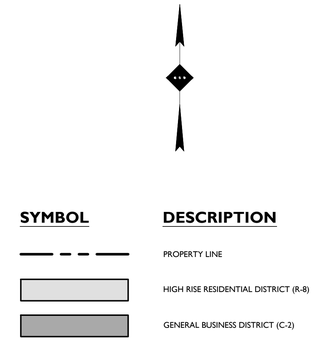
SCALE: AS SHOWN | PROJECT ID: M-19052

TITLE: COVER SHEET

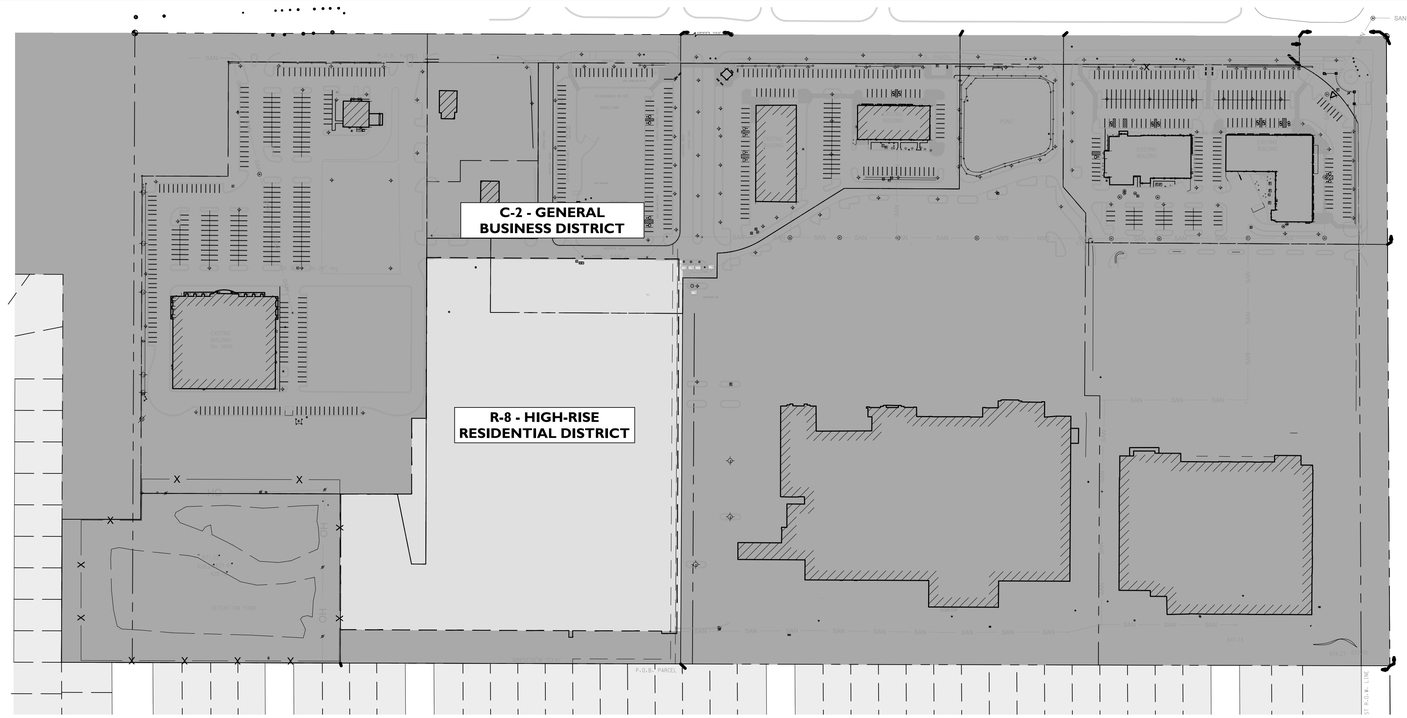
DRAWING: C-1

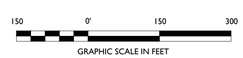
V:\M2019\M-19052\SCHOSTAK BROTHERS\MIDDLEBELT ROAD & PLYMOUTH ROAD, LIVONIA, MI\CAD\SD\MXD\REZONING EXHIBIT\PLOTS\2021-06-22\M-19052 SD COVER.DWG





CURRENT ZONING





PROPOSED ZONING

ISSUE	DATE	BY	DESCRIPTION
1	06/22/2021	MG/MPH	FOR REZONING APPROVAL

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SITE DEVELOPMENT PLANS

Schostak BROTHERS & COMPANY

PROPOSED RESIDENTIAL DEVELOPMENT

PARCEL IDS: 13799008008, 13799008001, & 13799004002
11320 MIDDLEBELT ROAD
CITY OF LIVONIA
WAYNE COUNTY, MICHIGAN

J. REID COOKSEY, P.E.
LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE: 1" = 150' | PROJECT ID: M-19052

TITLE:

REZONING PLAN

DRAWING:

C-2

V:\M\SHPA\19052\SCHOSTAK BROTHERS-MIDDLEBELT ROAD & PLYMOUTH ROAD, LIVONIA, MI\CAD\EXHIBITS\REZONING EXHIBIT\PLOT\21JUN21-REZONE.DWG

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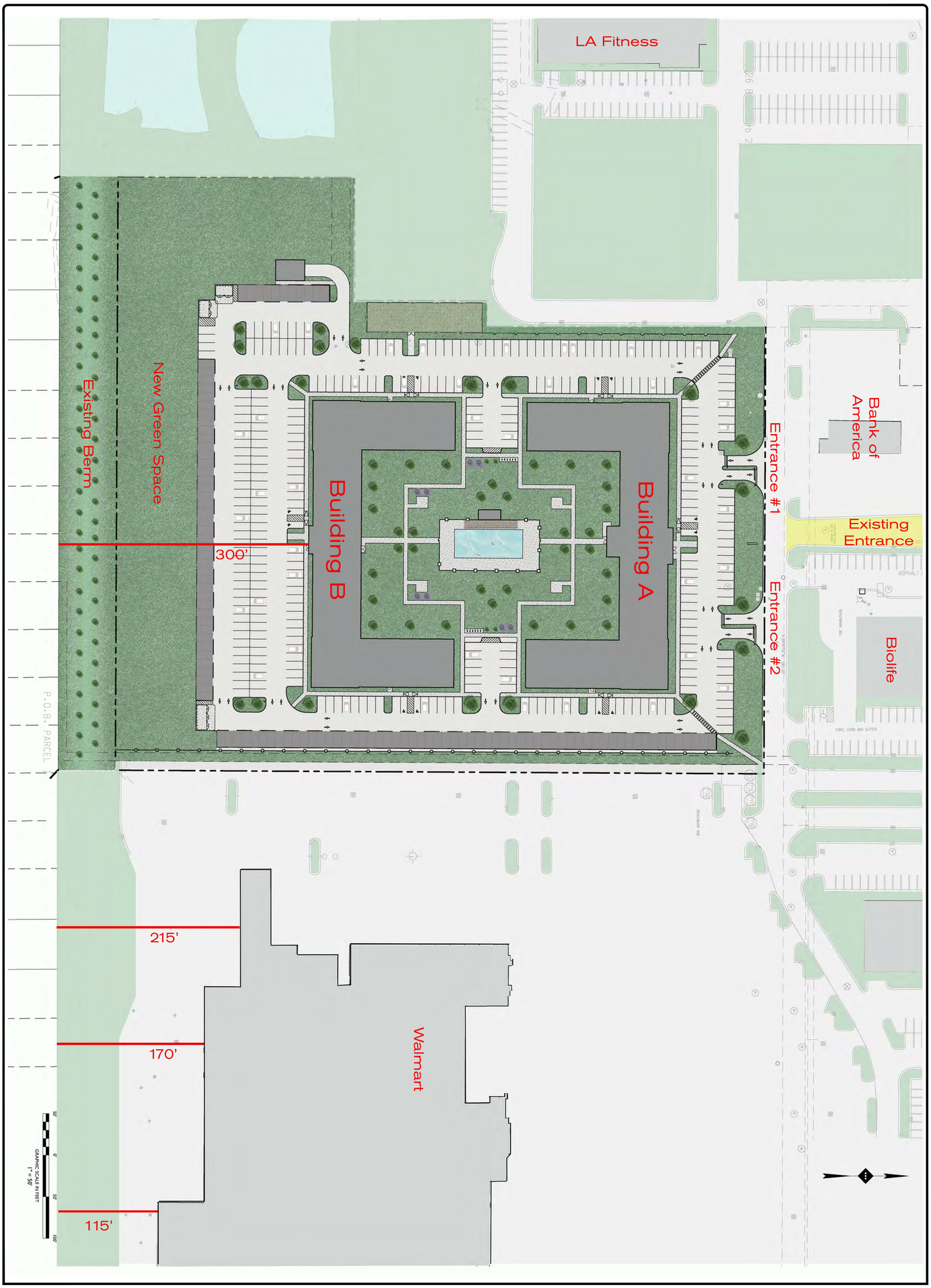

SITE DEVELOPMENT PLANS

schostak BROTHERS & COMPANY

PROPOSED RESIDENTIAL DEVELOPMENT

PARCEL IDS: 137990008008, 137990008001, & 137990004002
11320 MIDDLEBELT ROAD
CITY OF LIVONIA
WAYNE COUNTY, MICHIGAN

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NOT APPROVED FOR CONSTRUCTION

ISSUE	DATE	BY	DESCRIPTION
1	06/22/2021	MG/MPH	FOR REZONING APPROVAL

DRAWING: C-3

TITLE: PRELIMINARY SITE PLAN RENDERING

SCALE: 1" = 50'

PROJECT ID: M-19052

STONEFIELD engineering & design

J. REID COOKSEY, P.E.
LICENSED PROFESSIONAL ENGINEER



ISSUE	DATE	BY	DESCRIPTION
1	06/22/2021	MG/MPH	FOR REZONING APPROVAL

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SITE DEVELOPMENT PLANS

Schostak BROTHERS & COMPANY

PROPOSED RESIDENTIAL DEVELOPMENT

PARCEL IDS: 13799008008, 13799008001, & 13799004002
I-320 MIDDLEBELT ROAD
CITY OF LIVONIA
WAYNE COUNTY, MICHIGAN

J. REID COOKSEY, P.E.
LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

PROJECT ID: M-19052

TITLE:

PRELIMINARY SITE PLAN RENDERING (OVERALL)

DRAWING:

C-4

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Schostak Brothers & Company

FRONT VIEW OF BUILDING A

C-5

SPIRE DESIGN GROUP

JUNE 14, 2021



Schostak Brothers & Company

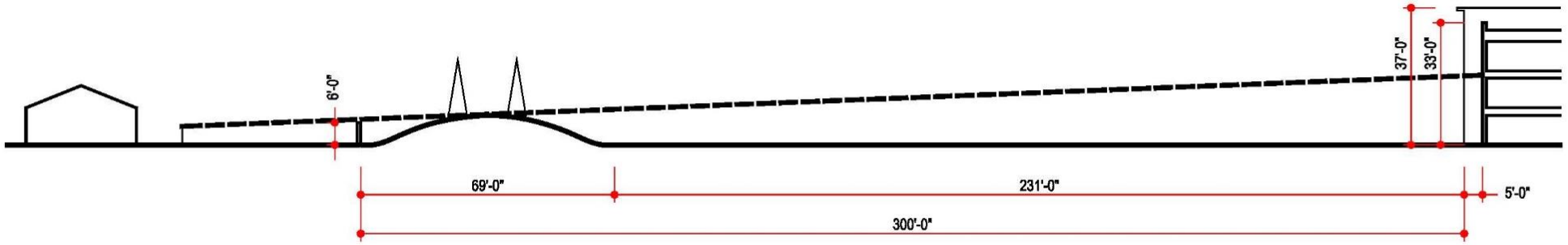
FRONT VIEW OF BUILDING B

C-6

SPIRE DESIGN GROUP

JUNE 14, 2021





Schostak Brothers & Company

VIEW OF BUILDING B FROM NEIGHBORS BACKYARD

C-7

SPIRE DESIGN GROUP

JUNE 14, 2021

FLOOD ZONE INFORMATION

SUBJECT PROPERTY FALLS IN ZONE "X", MINIMAL FLOODING, AS SHOWN IN FEMA MAP 26163C0227E, DATED 02/02/2012.

NOTES:

NO EVIDENCE OF RECENT EARTH MOVING WORK ON SITE.

I AM NOT AWARE OF ANY PROPOSED CHANGES IN STREET RIGHT OF WAY LINES.

UTILITY STATEMENT

THE LOCATIONS AND ELEVATIONS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS DRAWING ARE ONLY APPROXIMATE. NO GUARANTEE IS EITHER EXPRESSED OR IMPLIED AS TO THE COMPLETENESS OR ACCURACY THEREOF. THE CONTRACTOR SHALL BE EXCLUSIVELY RESPONSIBLE FOR DETERMINING THE EXACT UTILITY LOCATIONS AND ELEVATIONS PRIOR TO THE START OF CONSTRUCTION.

LEGEND

BUILDING
STORM — ST
SANITARY — SA
WATERMAIN — WM
GAS
UND. TELEPHONE — T
UND. ELECTRICAL — E
TRAVERSE LINE & TRAVERSE POINT
BENCH MARK SYMBOL
DEAD TREE
DECIDUOUS TREE
DECIDUOUS SHRUB
CONIFERIOUS TREE
CONIFERIOUS SHRUB
STUMP
SQ. & RD. CATCH BASINS & INLETS IN PAVEMENT
STORM MANHOLE & PIPE END
UNSPECIFIED MH.
RISER & DOWN SPOUT
PUMP STATION
FIRE HYDRANT
GATE & VALVE, & WELL
CISTERN & WELL
WATER STOP BOX & SPRINKLER HEAD
WATER TOWER BASE & METER PIT
UTILITY POLE
LIGHT POLE
GUY WIRE ANCHOR
UNDERGROUND MARKER
RISER
GAS BOX & BLOW OFF
BUILD. CORNER & 1st FLOOR ELEV.
℄ OF DITCH &TOE OF SLOPE
TOP OF BANK & RIDGE
TOP OF BERM &TOE OF BERM
EDGE OF WATER & WATER SURFACE
HEADWALL & RETAINING WALL
SIGNS & SIGN POST
LOCAL LOW POINT & LOCAL HIGH POINT
COLUMN OR PIER

BENCHMARK

BENCHMARK No. 408
N. END TOP LAMP POLE BASE
ELEVATION 639.62 NAVD 88 DATUM

BENCHMARK No. 409
CHISELED SQUARE W. TOP OF CONC. LAMP POLE BASE
ELEVATION 641.24 NAVD 88 DATUM

BENCHMARK No. 415
ARROW ON FIRE HYDRANT
ELEVATION 639.59 NAVD 88 DATUM

N

SCALE: 1" = 50'

0' 25' 50' 100'
SCALE: 1"=50'

NE CORNER OF SECTION 35, T1S, R9E, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN. L. 27004, P. 587, W.C.R.

BENCHMARK No. 415

BENCHMARK No. 408

BENCHMARK No. 450

BENCHMARK No. 409

14 20' WIDE WATER MAIN EASEMENT L.14112, P.576

ACCESS EASEMENT AND PERMANENT ACCESS DRIVE L. 45505, P. 375 L. 46492, P. 914

S89°49'46"E 134.12'

S00°19'25"W 155.23'

S89°40'35"E 403.00'

S00°19'25"W 74.78'

S00°19'25"W 734.81'

APPROXIMATE LOCATION OF UNDERGROUND GAS LINE PER AVAILABLE RECORDS

12' WATER MAIN EASEMENT L.14112, P.576

EDGE OF PAVEMENT FALLS WEST OF PROPERTY LINE

ABANDONED 10' GAS EASEMENT L.13843, P.598

PARCEL IV
11.57 ACRES
504,080.3 SF

PARCEL I
10.83 ACRES
471,602.0 SF

PARCEL III
4.55 ACRES
198,222.0 SF

DTE OVERHEAD ESMT L.48070, P.708

TRASH ENCLOSURE

NO CURB/GUTTER PAN ONLY

LANDSCAPE BERM

PARKING EASEMENT L.23507, P.725

FENCE LINE

OVERHEAD LINES

GATE

EDGE OF WATER

CHAIN LINK FENCE

MH LOCATION PER RECORDS, COULD NOT LOCATE

S89°49'46"E 118.62'

S17°24'45"E 149.72'

S89°51'00"E 30.00'

N00°10'14"E 354.63'

S00°10'14"W 354.63'

CRUSHED STONE

TOP OF RIDGE

DETENTION POND

6' WIDE TELEPHONE EASEMENT L.17364, P.746

DEVONSHIRE PARK L. 76 P. 54

N00°14'03"E 300.00'

N00°14'03"E 54.78'

S89°51'00"E 164.95

P.O.B. PARCEL III

N89°51'00"W 584.47'

N89°51'00"W 2200.01'

N89°51'00"W 713.41'

N89°51'00"W 1486.60'

P.O.B. PARCEL I

S00°16'53"E 1318.07'

LOCATION OF SOIL BORE (TYP)

SOIL BORE (TYP)

BOTH STRUCTURES ARE FILLED WITH WATER/DRT/GRAVEL, COULD NOT DETERMINE INVERTS

30' WIDE SANITARY, STORM, WATER MAIN EASEMENT L.14112, P.576

6' WIDE GAS EASEMENT L.13843, P.598

TOE OF SLOPE TOP OF BERM

EDGE OF PAVEMENT FALLS WEST OF PROPERTY LINE

CONCRETE PARKING

ACCESS DRIVE L. 45505, P. 375 L. 46492, P. 914

ASPHALT

SIGN

Cast-iron Monitoring Well 637.61

HENRY RUFF ROAD

DORIS AVENUE

OPORTO AVENUE

10' WIDE WALL EASEMENT L.24145, P.872 & 876 — 128
10' WIDE WALL EASEMENT L.24145, P.848 & 852 — 127
10' WIDE WALL EASEMENT L.24145, P.836 & 840 — 126
10' WIDE WALL EASEMENT L.24145, P.864 & 868 — 125
10' WIDE WALL EASEMENT L.24145, P.840 & 844 — 124
10' WIDE WALL EASEMENT L.24145, P.832 & 836 — 123
10' WIDE WALL EASEMENT L.24145, P.824 & 828 — 122
10' WIDE WALL EASEMENT L.24145, P.816 & 820 — 121
10' WIDE WALL EASEMENT L.24145, P.804 & 812 — 120

119 118 117 116 115 114 113 112 111 110

1 2 15 16 17 18 19 20 21 22 23 24 25 26

HRC

HUBBELL, ROTH & CLARK, INC
CONSULTING ENGINEERS SINCE 1915

555 HULET DRIVE
BLOOMFIELD HILLS, MICH.

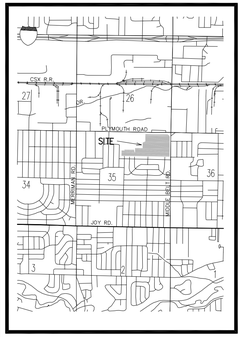
P.O. BOX 824
48303 - 0824

PHONE: (248) 454-6300
FAX (1st. Floor): (248) 454-6312
FAX (2nd. Floor): (248) 454-6359

WEB SITE: http:// www.hrcengr.com

DATE	ADDITIONS AND/OR REVISIONS

DESIGNED	
DRAWN	B.PIGGOTT
CHECKED	G.CHALICE
APPROVED	G.CHALICE



CITY OF LIVONIA

WONDERLAND MALL

TOPOGRAPHICAL SURVEY

HRC JOB NO.	SCALE
20190258	1"=50'
DATE: June 2019	SHEET NO. 1 OF 2

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Piggott, Robert

6/11/2019 4:58 PM

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Piggott, Robert

SANITARY STRUCTURE DATA

Structure Name	Structure Details
49	RIM=637.64 INV IN=623.37 SW 12" FROM 10809 INV IN=623.14 W 12" FROM INV OUT=623.14 E 18" TO 10672
5441	RIM=637.46 INV IN=625.40 NE 12" FROM INV OUT=624.75 E 12" TO 10816
10672	RIM=637.68 INV IN=623.08 W 18" FROM 49 INV OUT=623.07 E 18" TO
10809	RIM=638.10 INV IN=624.26 W 12" FROM 10956 INV OUT=624.22 NE 12" TO 49
10816	RIM=638.27 INV IN=624.69 W 12" FROM 5441 INV OUT=624.65 SE 12" TO 10956
10956	RIM=637.50 INV IN=623.66 NW 12" FROM 10816 INV OUT=623.59 E 12" TO 10809
11007	RIM=637.47
20029	RIM=639.69 INV IN=629.74 W 12" FROM INV OUT=629.72 E 12" TO

WATER STRUCTURE DATA

Structure Name	Structure Details
5437	RIM=638.19 T/P IN=632.26 W 12" DI FROM T/P OUT=632.26 E 12" DI TO
5475	RIM=636.90 T/P IN=629.90 N 12" DI FROM T/P OUT=629.90 S 12" DI TO
10810	RIM=638.31 T/P IN=631.95 W 12" DI FROM T/P OUT=631.95 E 12" DI TO
11064	RIM=636.76 T/P IN=630.21 W 12" DI FROM T/P OUT=630.21 E 12" DI TO
11072	RIM=636.60 T/P IN=630.60 W 12" DI FROM T/P OUT=630.60 N 12" DI TO

STORM STRUCTURE DATA

Structure Name	Structure Details
71	RIM=635.73 INV OUT=631.61 N 12" RCP TO 20309
5026	RIM=636.34 INV OUT=631.70 E 12" RCP TO 10871
5029	RIM=636.88
5054	RIM=635.87 INV OUT=632.72 SW 12" RCP TO 5020
5384	RIM=637.91 INV IN=628.22 E 24" RCP FROM INV OUT=628.11 W 24" RCP TO
5440	RIM=638.07 INV IN=631.61 N 15" RCP FROM INV IN=631.44 W 12" RCP FROM INV OUT=631.36 S 15" RCP TO 10908
5575	RIM=637.14 (FILLED WITH WATER & DIRT)
5576	RIM=636.82 (FILLED WITH WATER & DIRT)
5689	RIM=640.77 (FILLED WITH DEBRIS)
5721	RIM=634.88 INV OUT=632.11 S 12"
6124	RIM=634.85 INV IN=626.91 N 48" CONC FROM 11068 INV OUT=626.91 S 48" CONC TO
10692	RIM=635.71 INV OUT=632.19 E 12" RCP TO 10691
10708	RIM=635.67 INV IN=632.21 W 12" RCP FROM 10709 INV OUT=631.91 E 12" RCP TO 10596
10709	RIM=635.59 INV OUT=632.46 E 12" RCP TO 10708
10747	RIM=635.72 INV OUT=632.60 S 12" RCP TO 10770
10770	RIM=637.75 INV IN=633.40 N 12" RCP FROM 10747 INV OUT=633.33 E 12" RCP TO 10598
10800	RIM=638.59 INV IN=630.87 NE 36" RCP FROM INV OUT=630.74 SW 48" RCP TO 11015
10814	RIM=638.42 INV IN=631.85 N 18" RCP FROM 10817 INV IN=631.66 W 48" RCP FROM INV IN=631.46 E 48" RCP FROM INV OUT=631.85 S 18" RCP TO 10952
10817	RIM=638.44 INV IN=631.96 N 18" RCP FROM 10831 INV IN=632.84 W 12" RCP FROM INV OUT=631.94 S 18" RCP TO 10814
10831	RIM=637.18 INV IN=631.62 N 18" RCP FROM 10850 INV IN=631.62 W 12" RCP FROM 10871 INV IN=632.63 E 12" RCP FROM INV OUT=631.41 S 18" RCP TO 10817
10850	RIM=637.63 INV IN=631.47 N 18" RCP FROM 10851 INV IN=631.47 W 12" RCP FROM 10868 INV IN=632.26 E 12" RCP FROM INV OUT=631.33 S 18" RCP TO 10831
10851	RIM=637.81 INV IN=631.97 W 12" RCP FROM 5020 INV IN=631.84 NE 12" RCP FROM 10861 INV OUT=631.77 S 18" RCP TO 10850
10859	RIM=636.73 INV OUT=632.76 W 12" RCP TO 10861
10861	RIM=637.36 INV IN=632.30 E 12" RCP FROM 10859 INV OUT=632.26 SW 12" RCP TO 10851
10868	RIM=635.93 INV IN=631.97 W 12" RCP FROM 5019 INV OUT=631.71 E 12" RCP TO 10850
10871	RIM=636.31 INV IN=631.82 W 12" RCP FROM 5026 INV OUT=632.01 E 12" RCP TO 10831
10908	RIM=635.93 INV IN=630.79 N 15" RCP FROM 5440 INV IN=0.00 W 33" RCP FROM 11067 INV OUT=628.21 E 48" RCP TO 10931

STORM STRUCTURE DATA

Structure Name	Structure Details
11068	RIM=637.11 INV IN=628.53 S 48" RCP FROM INV OUT=628.49 N 48" RCP TO
11069	RIM=637.99 INV IN=632.73 S 12" RCP FROM 11070 INV OUT=632.71 N 12" RCP TO 11067
11070	RIM=638.11 INV OUT=633.11 N 12" RCP TO 11069
20028	RIM=644.28 INV IN=630.73 S 12" CONC FROM 20305 INV OUT=627.73 W CONC FROM 20309 INV IN=627.83 E
20034	RIM=634.73 INV IN=628.87 N 21" RCP FROM 20062 INV OUT=628.83 E 24" RCP TO
20062	RIM=635.90 INV IN=631.25 N 15" RCP FROM 20078 INV OUT=631.00 S 21" RCP TO 20034
20078	RIM=635.98 INV OUT=631.56 S 15" RCP TO 20062
20113	RIM=635.90 INV OUT=631.72 E 12" RCP TO
20136	RIM=636.26 INV OUT=630.76 NW 12" RCP TO
20295	RIM=636.03 INV OUT=632.08 N 12" RCP TO
20296	RIM=641.20 INV IN=622.92 W 24" RCP FROM 20319 INV OUT=622.70 E 24" RCP TO 20300
20300	RIM=641.85 INV IN=622.13 W 24" RCP FROM 20296 INV IN=622.33 N 24" RCP FROM INV OUT=622.25 E 24" RCP TO 20303
20303	RIM=642.35 INV IN=621.91 W 24" RCP FROM 20300 INV OUT=621.79 E 24" RCP TO
20305	RIM=635.46 INV OUT=631.26 N 12" RCP TO
20309	RIM=645.02 INV IN=627.81 E 48" RCP FROM INV IN=631.10 S 12" RCP FROM 71 INV OUT=627.98 W 48" RCP TO 20313
20313	RIM=646.87 INV IN=627.85 E 48" RCP FROM 20309 INV OUT=627.75 W 48" RCP TO 20315
20315	RIM=647.23 INV IN=627.36 E 48" RCP FROM 20313 INV IN=628.11 W 48" RCP FROM
20319	RIM=644.93 INV IN=623.50 W 24" RCP FROM 20327 INV OUT=623.43 E 24" RCP TO 20296
20327	RIM=632.57 INV IN=625.15 NW 12" RCP FROM 20328 INV OUT=623.75 E 24" RCP TO 20319
20328	RIM=632.82 INV OUT=627.24 SE 12" RCP TO 20327
20463	RIM=630.68 T/P=627.48
10924	RIM=635.71 INV IN=631.41 NW 12" RCP FROM INV OUT=629.35 S 12" RCP TO 10931
10931	RIM=635.77 INV IN=629.07 N 12" RCP FROM 10924 INV IN=629.01 W 48" RCP FROM 10908 INV OUT=629.01 E 48" RCP TO 10952
10952	RIM=636.93 INV IN=630.17 N 18" RCP FROM 10814 INV IN=629.43 W 48" RCP FROM 10931 INV OUT=629.43 E 48" RCP TO 10996
10996	RIM=636.01 INV IN=628.53 W 48" RCP FROM 10952 INV OUT=628.53 E 48" RCP TO 11015
11015	RIM=637.37 INV IN=629.82 W 48" RCP FROM 10996 INV IN=0.00 NE 48" RCP FROM 10800 INV OUT=629.82 E 48" RCP TO
11067	RIM=638.35 INV IN=633.73 SW 12" RCP FROM INV IN=628.74 NW 33" RCP FROM INV IN=632.54 S 12" RCP FROM 11069 INV OUT=628.75 E 33" RCP TO 10908

PROPERTY DESCRIPTION

AS PROVIDED BY CLIENT IN TITLE WORK BY FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT No: 844447 AND DATED MARCH 08, 2019

Land in the City of Livonia, Wayne County, MI, described as follows:

PARCEL I:
Part of the Northeast ¼ of Section 35, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as:
Commencing at the Northeast corner of said section; thence
South 00 degrees 18 minutes 53 seconds East, 1,319.07 feet along the East line of said section and the centerline of Middlebelt Road (120 foot right of way) to the extended South line of "Bel-Aire Gardens", a subdivision according to the plat thereof as recorded in Liber 75 of Plats, page 48, Wayne County Records; thence North 89 degrees 51 minutes 00 seconds West, 1,486.60 feet along said extended North line to the Point of Beginning; thence North 89 degrees 51 minutes 00 seconds West, 713.41 feet along said North line extended; thence North 00 degrees 10 minutes 14 seconds East, 354.63 feet; thence South 89 degrees 49 minutes 46 seconds East, 118.62 feet; thence South 11 degrees 24 minutes 45 seconds East, 149.72 feet; thence South 89 degrees
51 minutes 00 seconds East, 30.00 feet; thence North 00 degrees 10 minutes 14 seconds East, 683.40 feet; thence South 89 degrees 49 minutes 46 seconds East, 134.12 feet; thence South 00 degrees 19 minutes 25 seconds West, 155.23 feet; thence South 89 degrees 40 minutes 35 seconds East, 403.00 feet; thence South 00 degrees 19 minutes 25 seconds West, 734.81 feet to the Point of Beginning. Containing 471,602 sf and/or 10.83 acres of land.

PARCEL III:
Part of the Northeast ¼ and the Northwest ¼ of Section 35, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as: Commencing at the Northeast corner of said section; thence South 00 degrees 18 minutes 53 seconds East, 1,319.07 feet along the East line of said section and the centerline of Middlebelt Road (120 foot right of to the extended North line of "Bel-Aire Gardens", a subdivision according to the plat thereof as recorded in Liber 75 of Plats, page 48, Wayne County Records; thence North 89 degrees 51 minutes 00 seconds West, 2,200.01 feet along said extended North line to the Point of Beginning; thence North 89 degrees 51 minutes 00 seconds West, 584.47 feet; thence North 00 degrees 14 minutes 03 seconds East, 300.00 feet; thence South 89 degrees 51 minutes 00 seconds East, 164.95 feet; thence North 00 degrees 14 minutes 03 seconds East, 54.78 feet; thence South 89 degrees 49 minutes 46 seconds East, 419.13 feet; thence South 00 degrees 10 minutes 14 seconds West, 354.63 feet to the Point of Beginning. Containing 198,222.0 sf and/or 4.55 acres of land.

EXCEPTIONS

(11) Water Easement in favor of Board of County Road Commissioners of the County of Wayne and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 6221, page 394, Register #C614552. (CANNOT DETERMINE LOCATION DUE TO POOR UNREADABLE DOCUMENT)

(12) Underground Permit in favor of Michigan Bell Telephone Company and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 10350, page 682, Register #D444586, as to Parcel IV. (CANNOT DETERMINE LOCATION DUE TO POOR UNREADABLE DOCUMENT)

(13) Agreement for Right of Way in favor of Consumers Power Company and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 13843, page 598, Register #E394605. (CANNOT DETERMINE LOCATION DUE TO POOR UNREADABLE DOCUMENT)

(14) Terms and Conditions contained in Easement as disclosed by instrument recorded in Liber 14112, page 572, Register #E480956, Liber 14112, page 576, Register #E480957, and in Liber 14112, page 581, Register #E480958. (AS SHOWN ON SURVEY)

(15) Release of Right-of-Way in favor of County of Wayne and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 14186, page 497, Register #E506328, as to Parcels I, II and IV. (SHOWN ON SURVEY)

(16) Terms and Conditions contained in Warranty Deed as disclosed by instrument recorded in Liber 16839, page 70, Register #F334920, as to Parcel IV. (NOT PLOTTABLE)

(17) Terms and Conditions contained in Easement Right of Way as disclosed by instrument recorded in Liber 17364, page 746, Register #F493791, as to Parcel III. (SHOWN ON SURVEY)

(18) Easement in favor of Consumers Power Company and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 19200, page 933, Register #G32769, as to Parcel II. (SHOWN ON SURVEY)

(19) Right of Way in favor of Michigan Bell Telephone Company and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 21399, page 129, Register #G663495. (SHOWN ON SURVEY)

(20) Right of Way in favor of Michigan Bell Telephone Company and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 21399, page 130, Register #G663496 and Modification of Right of Way recorded in Liber 21645, page 636, Register #G736037. (SHOWN ON SURVEY)

(21) Grant of Easement in favor of The Detroit Edison Company and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 22458, page 91. (SHOWN ON SURVEY)

(22) Terms and Conditions contained in Easement Agreement as disclosed by instrument recorded in Liber 23507, page 725. (SHOWN ON SURVEY)

(23) Terms and Conditions contained in Wall Easement Agreement as disclosed by instrument recorded in Liber 24145, page 804, Liber 24145, page 812, Liber 24145, page 816, Liber 24145, page 820, Liber 24145, page 824, Liber 24145, page 828, Liber 24145, page 832, Liber 24145, page 836, Liber 24145, page 840, Liber 24145, page 844, Liber 24145, page 848, Liber 24145, page 852, Liber 24145, page 856, Liber 24145, page 860, Liber 24145, page 864, Liber 24145, page 868, Liber 24145, page 872, and in Liber 24145, page 876. (AS SHOWN ON SURVEY)

(24) Highway Easement Release for signal pole in favor of Michigan Department of Transportation and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 24610, page 483, as to Parcel II. (SHOWN ON SURVEY)

(25) Terms and Conditions contained in Beautification Easement Agreement as disclosed by instrument recorded in Liber 34069, page 321, and in Liber 34069, page 339. (SHOWN ON SURVEY)

(26) Terms and Conditions contained in Easement as disclosed by instrument recorded in Liber 35211, page 153, as to Parcel IV. (SHOWN ON SURVEY)

(27) Easements, Terms and Conditions contained in Easement as disclosed by instrument recorded in Liber 45464, page 1201, as to Parcels I and II. (NOT PLOTTABLE)

(28) Terms and Conditions contained in Grant of Easement as disclosed by instrument recorded in Liber 45464, page 275, as to Parcel I and II. (NOT PLOTTABLE)

(29) Terms and Conditions contained in Operation and Easement Agreement as disclosed by instrument recorded in Liber 45505, page 375, and in First Amendment to Operation and Easement Agreement as disclosed by instrument recorded in Liber 46492, page 914. (SHOWN ON SURVEY)

(30) Terms and Conditions contained in Declaration of Covenants, Conditions, Restrictions, and Easements as disclosed by instrument recorded in Liber 46878, page 103, as to Parcel IV. (SHOWN ON SURVEY)

(31) Detroit Edison Underground Easement (Right of Way) in favor of The Detroit Edison Company and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 48070, page 708, as to Parcel IV. (SHOWN ON SURVEY)

(36) Survey by Hubbell, Roth and Clark, Inc., dated February 27, 2003, Job No. 20030115:, discloses the following:
a. Theater is built over 10 foot gas main, which has been abandoned. (N/A)
b. Party Wall between the enclosed mall and the Target Store. (N/A)
c. Power lines overhead at various locations.
d. Asphalt paving over the easement areas, gas mains, water, sewer, telephone and electrical lines.
e. Building designated as the Montgomery Wards Building encroaches onto the Easement Parcel at various points. (N/A)
f. Building designated as Ward's Automotive Center is built over the easement for sanitary sewer recorded in Liber 14112, page 572, Wayne County Records

NOTE: (THE FOLLOWING WAS SHOWN ON HRC JOB No. 20090336.04, WITH A REVISION DATE OF 07/23/09.)

EASEMENTS SCHEDULED FOR TERMINATION PER DEVELOPER INFORMATION AND EASEMENT DRAWING OF HUBBELL, ROTH & CLARK DEPICTION DATED 02-09-06-, FINAL REVISION 03-02-06.
6' WIDE GAS EASEMENT, L.13843, P.598
10' WIDE GAS EASEMENT, L. 13843, P.598 (ABANDONED LINE)
12' WIDE STORM SEWER EASEMENT, L.14112, P.572
24' WIDE SANITARY, STORM, WATER MAIN EASEMENT, L.14112, P.572
30' WIDE SANITARY, STORM, WATER MAIN EASEMENT, L.14112, P.572
12' WIDE SANITARY SEWER EASEMENT, L.14112, P.572
12' WIDE WATER MAIN EASEMENT, L.14112, P.576
12' WIDE WATER MAIN EASEMENT, L.14112, P.576
20' WIDE WATER MAIN EASEMENT, L.14112, P.576
30' WIDE STORM SEWER AND WATER SYSTEM EASEMENT, L.14112, P.576
30' WIDE SANITARY, STORM, WATER MAIN EASEMENT, L.14112, P.576
30' WIDE SANITARY, STORM, WATER MAIN EASEMENT, L.14112, P.576
24' WIDE SANITARY SEWER AND WATER MAIN EASEMENT, L.14112, P.576
12' WIDE STORM SEWER EASEMENT, L.14112, P.576

SURVEYOR'S CERTIFICATION

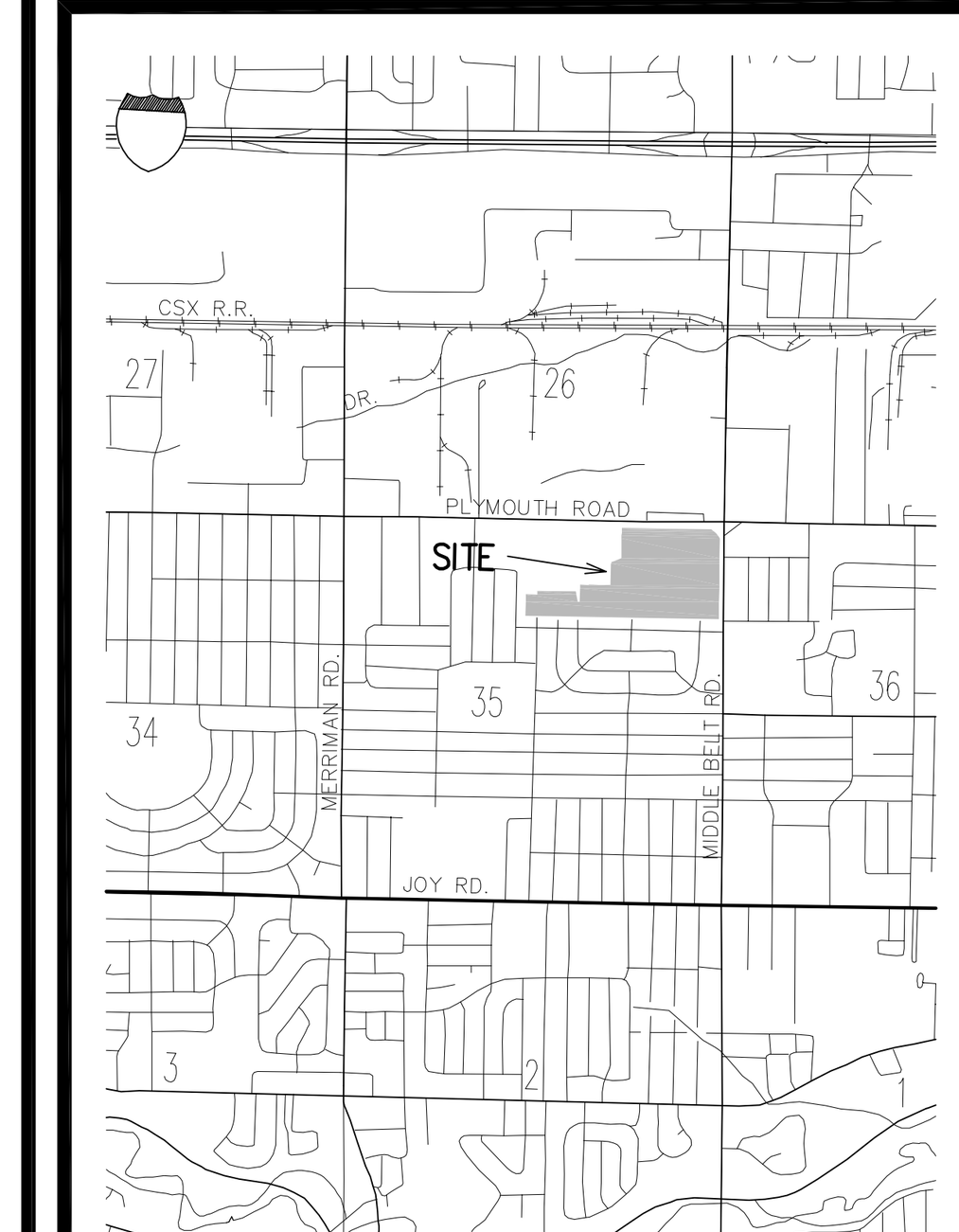
THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 5, 8, 9, 11, 13, 14, 16, 17, OF TABLE A THEREOF.

____
GARY M. CHALICE
PROFESSIONAL SURVEYOR No. 55939

Schostak BROTHERS & COMPANY

HRC
HUBBELL, ROTH & CLARK, INC
CONSULTING ENGINEERS SINCE 1915
555 HULET DRIVE
BLOOMFIELD HILLS, MICH.
P.O. BOX 824
48303 - 0824
PHONE: (248) 454-6300
FAX (1st. Floor): (248) 454-6312
FAX (2nd. Floor): (248) 454-6359
WEB SITE: http:// www.hrcengr.com

DATE	ADDITIONS AND/OR REVISIONS
DESIGNED	
DRAWN	B.PIGGOTT
CHECKED	G.CHALICE
APPROVED	G.CHALICE



CITY OF LIVONIA

WONDERLAND MALL

ALTA/NSPS
LAND TITLE
SURVEY

HRC JOB NO.	SCALE
20190258	1"=50'
DATE June 2019	SHEET NO. 2 OF 2

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BENCHMARK

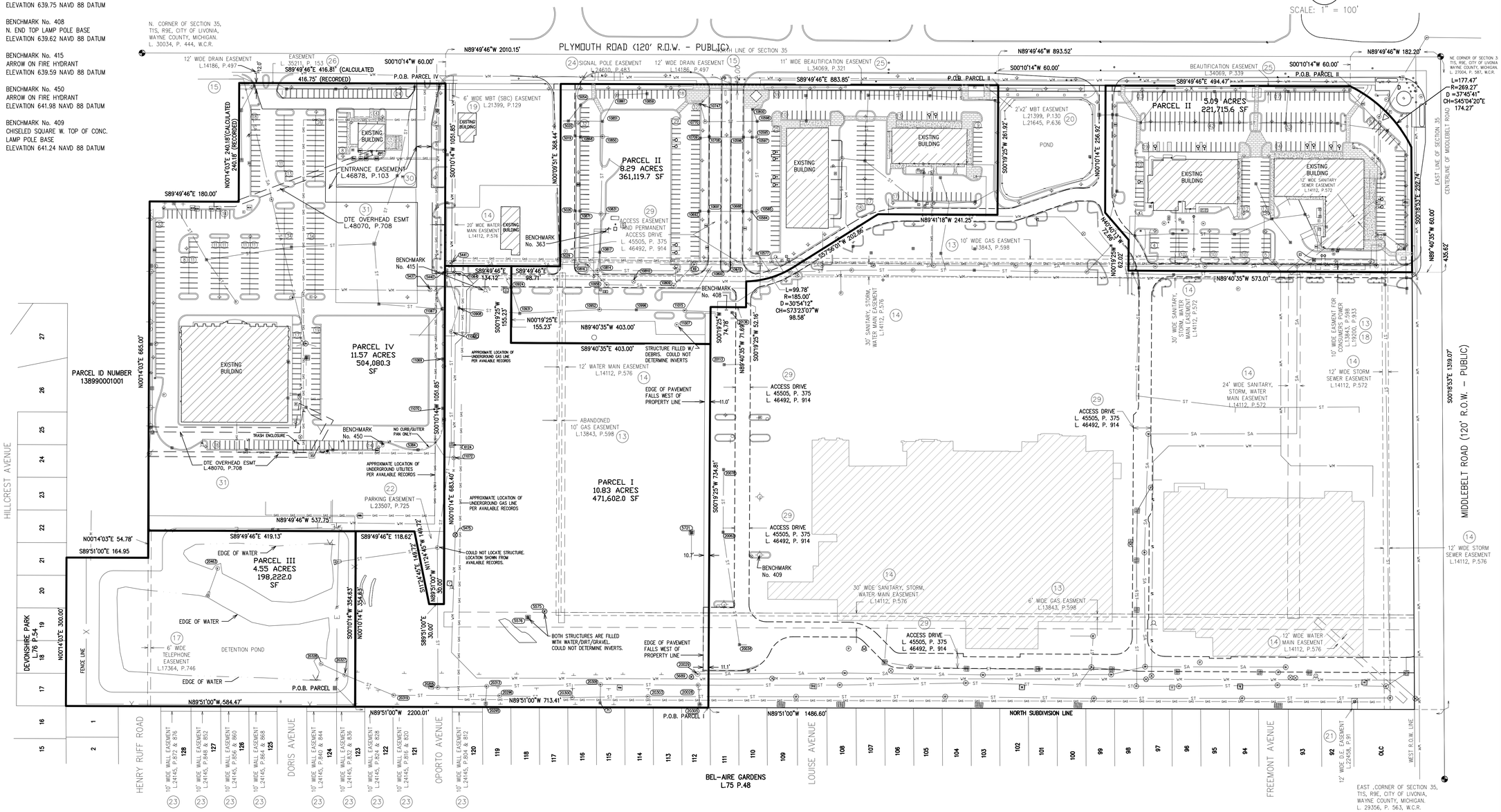
BENCHMARK No. 363
ARROW ON FIRE HYDRANT
ELEVATION 639.75 NAVD 88 DATUM

BENCHMARK No. 408
N. END TOP LAMP POLE BASE
ELEVATION 639.62 NAVD 88 DATUM

BENCHMARK No. 415
ARROW ON FIRE HYDRANT
ELEVATION 639.59 NAVD 88 DATUM

BENCHMARK No. 450
ARROW ON FIRE HYDRANT
ELEVATION 641.98 NAVD 88 DATUM

BENCHMARK No. 409
CHISELED SQUARE W. TOP OF CONC.
LAMP POLE BASE
ELEVATION 641.24 NAVD 88 DATUM



LEGEND

BUILDING
STORM — ST
SANITARY — SA
WATERMAIN — WM
GAS — GAS
UND. TELEPHONE — T
UND. ELECTRICAL — E
TRAVERSE LINE & TRAVERSE POINT
BENCH MARK SYMBOL
DEAD TREE
DECIDUOUS TREE
DECIDUOUS SHRUB
CONIFERIOUS TREE
CONIFERIOUS SHRUB
STUMP
SQ. & RD. CATCH BASINS & INLETS IN PAVEMENT
STORM MANHOLE & PIPE END
UNSPECIFIED MH.

RISER & DOWN SPOUT
PUMP STATION
FIRE HYDRANT
GATE & VALVE, & WELL
CISTERN & WELL
WATER STOP BOX & SPRINKLER HEAD
WATER TOWER BASE & METER PIT
UTILITY POLE
LIGHT POLE
GUY WIRE ANCHOR
UNDERGROUND MARKER
RISER
GAS BOX & BLOW OFF
BUILD. CORNER & 1st FLOOR ELEV.
℄ OF DITCH &TOE OF SLOPE
TOP OF BANK & RIDGE
TOP OF BERM &TOE OF BERM
EDGE OF WATER & WATER SURFACE
HEADWALL & RETAINING WALL
SIGNS & SIGN POST
LOCAL LOW POINT & LOCAL HIGH POINT
COLUMN OR PIER

FLOOD ZONE INFORMATION

SUBJECT PROPERTY FALLS IN ZONE "X", MINIMAL FLOODING, AS SHOWN IN FEMA MAP 26163C0227E, DATED 02/02/2012.

PARKING INFORMATION

PARCEL I – 0 SPACES

PARCEL II – 519 SPACES (20 HANDICAP/499 REGULAR (EAST – 10 HANDICAP/250 REGULAR; WEST – 10 HANDICAP/249 REGULAR)

PARCEL III – 0 SPACES

PARCEL IV – 349 SPACES (10 HANDICAP/339 REGULAR)

TOTAL PARKING SPACES:
868 SPACES
(30 HANDICAP/838 REGULAR)

NOTES:

NO EVIDENCE OF RECENT EARTH MOVING WORK ON SITE.

NOT AWARE OF ANY PROPOSED CHANGES IN STREET RIGHT OF WAY LINES.

UTILITY STATEMENT

THE LOCATIONS AND ELEVATIONS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS DRAWING ARE ONLY APPROXIMATE. NO GUARANTEE IS EITHER EXPRESSED OR IMPLIED AS TO THE COMPLETENESS OR ACCURACY THEREOF. THE CONTRACTOR SHALL BE EXCLUSIVELY RESPONSIBLE FOR DETERMINING THE EXACT UTILITY LOCATIONS AND ELEVATIONS PRIOR TO THE START OF CONSTRUCTION.

SURVEYOR'S CERTIFICATION

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 5, 8, 9, 11, 13, 14, 16, 17, OF TABLE A THEREOF.

GARY M. CHALICE
PROFESSIONAL SURVEYOR No. 55939

Schostak Brothers & Company

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DATE	ADDITIONS AND/OR REVISIONS
DESIGNED	
DRAWN	B.PIGGOTT
CHECKED	G.CHALICE
APPROVED	G.CHALICE

CITY OF LIVONIA

WONDERLAND MALL

ALTA/NSPS LAND TITLE SURVEY

HRC JOB NO.	SCALE
20190258	1"=100'
DATE: June 2019	SHEET NO. 1 OF 2

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Piggott, Robert

V:\2019021\2019258\FV\20190258_OVERALL.dwg

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SANITARY STRUCTURE DATA	
Structure Name	Structure Details
49	RIM=637.64 INV IN=623.37 SW 12" FROM 10809 INV IN=623.14 W 12" FROM INV OUT=623.14 E 18" TO 10672
5441	RIM=637.46 INV IN=625.40 NE 12" FROM INV OUT=624.75 E 12" TO 10816
10672	RIM=637.68 INV IN=623.08 W 18" FROM 49 INV OUT=623.07 E 18" TO
10809	RIM=638.10 INV IN=624.26 W 12" FROM 10956 INV OUT=624.22 NE 12" TO 49
10816	RIM=638.27 INV IN=624.69 W 12" FROM 5441 INV OUT=624.65 SE 12" TO 10956
10956	RIM=637.50 INV IN=623.66 NW 12" FROM 10816 INV OUT=623.59 E 12" TO 10809
11007	RIM=637.47
20029	RIM=639.69 INV IN=629.74 W 12" FROM INV OUT=629.72 E 12" TO

WATER STRUCTURE DATA	
Structure Name	Structure Details
5437	RIM=638.19 T/P IN=632.26 W 12" DI FROM T/P OUT=632.26 E 12" DI TO
5475	RIM=636.90 T/P IN=629.90 N 12" DI FROM T/P OUT=629.90 S 12" DI TO
10810	RIM=638.31 T/P IN=631.95 W 12" DI FROM T/P OUT=631.95 E 12" DI TO
11064	RIM=636.76 T/P IN=630.21 W 12" DI FROM T/P OUT=630.21 E 12" DI TO
11072	RIM=636.60 T/P IN=630.60 W 12" DI FROM T/P OUT=630.60 N 12" DI TO

STORM STRUCTURE DATA	
Structure Name	Structure Details
71	RIM=635.73 INV OUT=631.61 N 12" RCP TO 20309
5019	RIM=636.23 INV OUT=632.43 E 12" RCP TO 10868
5020	RIM=636.64 INV IN=632.33 NE 12" RCP FROM 5054 INV IN=632.49 W 12" RCP FROM INV OUT=632.49 E 12" RCP TO 10851
5026	RIM=636.34 INV OUT=631.70 E 12" RCP TO 10871
5029	RIM=636.88 (COULD NOT OPEN)
5054	RIM=635.87 INV OUT=632.72 SW 12" RCP TO 5020
5384	RIM=637.91 INV IN=628.22 E 24" RCP FROM INV OUT=628.11 W 24" RCP TO
5440	RIM=638.07 INV IN=631.61 N 15" RCP FROM INV IN=631.44 W 12" RCP FROM INV OUT=631.36 S 15" RCP TO 10908
5575	RIM=637.14 (FILLED WITH WATER & DIRT)
5576	RIM=636.82 (FILLED WITH WATER & DIRT)
5689	RIM=640.77 (FILLED WITH DEBRIS)
5721	RIM=634.88 INV OUT=632.11 S 12"
6124	RIM=634.85 INV IN=626.91 N 48" CONC FROM 11068 INV OUT=626.91 S 48" CONC TO
10577	RIM=636.81 INV IN=631.09 N 18" RCP FROM 10585 INV OUT=631.09 SE 24" RCP TO
10584	RIM=635.66 INV IN=631.58 W 12" RCP FROM 10688 INV OUT=631.58 E 12" RCP TO 10585
10585	RIM=636.08 INV IN=631.33 N 18" RCP FROM 10597 INV IN=631.46 W 12" RCP FROM 10584 INV OUT=631.21 S 18" RCP TO 10577
10595	RIM=635.63 INV IN=631.98 W 12" RCP FROM 10596 INV OUT=631.94 E 12" RCP TO 10597
10596	RIM=635.44 INV IN=632.09 W 12" RCP FROM 10708 INV OUT=632.19 E 12" RCP TO 10595
10597	RIM=635.94 INV IN=632.06 N 15" RCP FROM 10598 INV IN=632.00 W 12" RCP FROM 10595 INV OUT=632.05 S 18" RCP TO 10585
10598	RIM=636.27 INV IN=631.86 W 12" RCP FROM 10770 INV IN=632.15 N 12" RCP FROM 10600 INV IN=631.73 E 12" RCP FROM INV OUT=631.64 S 15" RCP TO 10597
10600	RIM=635.78 INV OUT=632.03 S 12" RCP TO 10598
10688	RIM=635.63 INV IN=631.71 W 12" RCP FROM 10691 INV OUT=631.65 E 12" RCP TO 10584
10691	RIM=635.70 INV IN=632.12 W 12" RCP FROM 10692 INV OUT=632.07 E 12" RCP TO 10688

STORM STRUCTURE DATA	
Structure Name	Structure Details
10692	RIM=635.71 INV OUT=632.19 E 12" RCP TO 10691
10708	RIM=635.67 INV IN=632.21 W 12" RCP FROM 10709 INV OUT=631.91 E 12" RCP TO 10596
10709	RIM=635.59 INV OUT=632.46 E 12" RCP TO 10708
10747	RIM=635.72 INV OUT=632.60 S 12" RCP TO 10770
10770	RIM=637.75 INV IN=633.40 N 12" RCP FROM 10747 INV OUT=633.33 E 12" RCP TO 10598
10800	RIM=638.59 INV IN=630.87 NE 36" RCP FROM INV OUT=630.74 SW 48" RCP TO 11015
10814	RIM=638.42 INV IN=631.85 N 18" RCP FROM 10817 INV IN=631.66 W 48" RCP FROM INV IN=631.46 E 48" RCP FROM INV OUT=631.85 S 18" RCP TO 10952
10817	RIM=638.44 INV IN=631.96 N 18" RCP FROM 10831 INV IN=632.84 W 12" RCP FROM INV OUT=631.94 S 18" RCP TO 10814
10831	RIM=637.18 INV IN=631.62 N 18" RCP FROM 10850 INV IN=631.62 W 12" RCP FROM 10871 INV IN=632.63 E 12" RCP FROM INV OUT=631.41 S 18" RCP TO 10817
10850	RIM=637.63 INV IN=631.47 N 18" RCP FROM 10851 INV IN=631.47 W 12" RCP FROM 10868 INV IN=632.26 E 12" RCP FROM INV OUT=631.33 S 18" RCP TO 10831
10851	RIM=637.81 INV IN=631.97 W 12" RCP FROM 5020 INV IN=631.84 NE 12" RCP FROM 10861 INV OUT=631.77 S 18" RCP TO 10850
10859	RIM=636.73 INV OUT=632.76 W 12" RCP TO 10861
10861	RIM=637.36 INV IN=632.30 E 12" RCP FROM 10859 INV OUT=632.26 SW 12" RCP TO 10851
10868	RIM=635.93 INV IN=631.97 W 12" RCP FROM 5019 INV OUT=631.71 E 12" RCP TO 10850
10871	RIM=636.31 INV IN=631.82 W 12" RCP FROM 5026 INV OUT=632.01 E 12" RCP TO 10831
10908	RIM=635.93 INV IN=630.79 N 15" RCP FROM 5440 INV IN=0.00 W 33" RCP FROM 11067 INV OUT=628.21 E 48" RCP TO 10931
10924	RIM=635.71 INV IN=631.41 NW 12" RCP FROM INV OUT=629.35 S 12" RCP TO 10931
10931	RIM=635.77 INV IN=629.07 N 12" RCP FROM 10924 INV IN=629.01 W 48" RCP FROM 10908 INV OUT=629.01 E 48" RCP TO 10952
10952	RIM=636.93 INV IN=630.17 N 18" RCP FROM 10814 INV IN=629.43 W 48" RCP FROM 10931 INV OUT=629.43 E 48" RCP TO 10996
10996	RIM=636.01 INV IN=628.53 W 48" RCP FROM 10952 INV OUT=628.53 E 48" RCP TO 11015
11015	RIM=637.37 INV IN=629.82 W 48" RCP FROM 10996 INV IN=0.00 NE 48" RCP FROM 10800 INV OUT=629.82 E 48" RCP TO
11067	RIM=638.35 INV IN=633.73 SW 12" RCP FROM INV IN=628.74 NW 33" RCP FROM INV IN=632.54 S 12" RCP FROM 11069 INV OUT=628.75 E 33" RCP TO 10908

STORM STRUCTURE DATA	
Structure Name	Structure Details
11068	RIM=637.11 INV IN=628.53 S 48" RCP FROM INV OUT=628.49 N 48" RCP TO
11069	RIM=637.99 INV IN=632.73 S 12" RCP FROM 11070 INV OUT=632.71 N 12" RCP TO 11067
11070	RIM=638.11 INV OUT=633.11 N 12" RCP TO 11069
20028	RIM=644.28 INV IN=630.73 S 12" CONC FROM 20305 INV OUT=627.73 W CONC FROM 20309 INV IN=627.83 E
20034	RIM=634.73 INV IN=628.87 N 21" RCP FROM 20062 INV OUT=628.83 E 24" RCP TO
20062	RIM=635.90 INV IN=631.25 N 15" RCP FROM 20078 INV OUT=631.00 S 21" RCP TO 20034
20078	RIM=635.98 INV OUT=631.56 S 15" RCP TO 20062
20113	RIM=635.90 INV OUT=633.72 E 12" RCP TO
20136	RIM=636.26 INV OUT=630.76 NW 12" RCP TO
20295	RIM=636.03 INV OUT=632.08 N 12" RCP TO
20296	RIM=641.20 INV IN=622.92 W 24" RCP FROM 20319 INV OUT=622.70 E 24" RCP TO 20300
20300	RIM=641.85 INV IN=622.13 W 24" RCP FROM 20296 INV IN=622.33 N 24" RCP FROM INV OUT=622.25 E 24" RCP TO 20303
20303	RIM=642.35 INV IN=621.91 W 24" RCP FROM 20300 INV OUT=621.79 E 24" RCP TO
20305	RIM=635.46 INV OUT=631.26 N 12" RCP TO
20309	RIM=645.02 INV IN=627.81 E 48" RCP FROM INV IN=631.10 S 12" RCP FROM 71 INV OUT=627.98 W 48" RCP TO 20313
20313	RIM=646.87 INV IN=627.85 E 48" RCP FROM 20309 INV OUT=627.75 W 48" RCP TO 20315
20315	RIM=647.23 INV IN=627.36 E 48" RCP FROM 20313 INV IN=628.11 W 48" RCP FROM
20319	RIM=644.93 INV IN=623.50 W 24" RCP FROM 20327 INV OUT=623.43 E 24" RCP TO 20296
20327	RIM=632.57 INV IN=625.15 NW 12" RCP FROM 20328 INV OUT=623.75 E 24" RCP TO 20319
20328	RIM=632.82 INV OUT=627.24 SE 12" RCP TO 20327
20463	RIM=630.68 T/P 627.48

PROPERTY DESCRIPTION

AS PROVIDED BY CLIENT IN TITLE WORK BY FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT No: 844447 AND DATED MARCH 08, 2019

Land in the City of Livonia, Wayne County, MI, described as follows:

PARCEL I:
Part of the Northeast ¼ of Section 35, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as:
Commencing at the Northeast corner of said section; thence
South 00 degrees 18 minutes 53 seconds East, 1,319.07 feet along the East line of said section and the centerline of Middlebelt Road (120 foot right of way) to the extended South line of 'Bel-Aire Gardens', a subdivision according to the plat thereof as recorded in Liber 75 of Plats, page 48, Wayne County Records; thence North 89 degrees 51 minutes 00 seconds West, 1,486.60 feet along said extended North line to the Point of Beginning; thence North 89 degrees 51 minutes 00 seconds West, 713.41 feet along said North line extended; thence North 00 degrees 10 minutes 14 seconds East, 354.63 feet; thence South 89 degrees 49 minutes 46 seconds East, 118.62 feet; thence South 11 degrees 24 minutes 45 seconds East, 149.72 feet; thence South 89 degrees 51 minutes 00 seconds East, 30.00 feet; thence North 00 degrees 10 minutes 14 seconds East, 683.40 feet; thence South 89 degrees 49 minutes 46 seconds East, 134.12 feet; thence South 00 degrees 19 minutes 25 seconds West, 155.23 feet; thence South 89 degrees 40 minutes 35 seconds East, 403.00 feet; thence South 00 degrees 19 minutes 25 seconds West, 734.81 feet to the Point of Beginning. Containing 471,602 sf and/or 10.83 acres of land.

PARCEL II:
Part of the Northeast ¼ of Section 35, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as:
Commencing at the Northeast corner of said section; thence North 89 degrees 49 minutes 46 seconds West, 182.20 feet along the North line of said section and the centerline of Plymouth Road (120 foot right of way); thence South 00 degrees 10 minutes 14 seconds West, 60.00 feet to the South right of way line of said Plymouth Road and the Point of Beginning; thence along a curve to the right 177.47 feet, said curve having a radius of 269.27 feet, a central angle of 37 degrees 45 minutes 41 seconds, and a chord bearing South 45 degrees 04 minutes 20 seconds East, 174.27 feet to the West right of way line of Middlebelt Road (120 foot right of way); thence South 00 degrees 18 minutes 53 seconds East, 252.74 feet along the said right of way line; thence North 89 degrees 40 minutes 35 seconds West, 573.01 feet; thence North 00 degrees 19 minutes 25 seconds East, 62.02 feet; thence North 40 degrees 40 minutes 13 seconds West, 72.66 feet; thence North 00 degrees 10 minutes 14 seconds East, 256.92 feet to the South right of way line of said Plymouth Road; thence South 89 degrees 49 minutes 46 seconds East, 494.47 feet along said right of way line to the Point of Beginning. Containing 221,715.6 sf and/or 5.09 acres of land.

ALSO
Part of the Northeast ¼ of Section 35, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described Commencing at the Northeast corner of said section; thence North 89 degrees 49 minutes 46 seconds West, 893.52 feet along the North line of said section and the centerline of said Plymouth Road; thence South 00 degrees 10 minutes 14 seconds West, 60.00 feet to the South right of way line of said Plymouth Road and the Point of Beginning; thence South 00 degrees 19 minutes 25 seconds West, 261.92 feet; thence North 89 degrees 41 minutes 18 seconds West, 241.25 feet; thence South 57 degrees 56 minutes 01 second West, 202.86 feet; thence along a curve to the right 99.78 feet, said curve having a radius of 185.00 feet, a central angle of 30 degrees 54 minutes 12 seconds, and a chord bearing South 73 degrees 23 minutes 07 seconds West, 98.58 feet; thence South 00 degrees 19 minutes 25 seconds West, 52.16 feet; thence North 89 degrees 40 minutes 35 seconds West, 71.69 feet; thence South 00 degrees 19 minutes 25 seconds West, 74.78 feet; thence North 89 degrees 40 minutes 35 seconds West, 403.00 feet; thence North 00 degrees 19 minutes 25 seconds East, 155.23 feet; thence South 89 degrees 49 minutes 46 seconds East, 98.71 feet; thence North 00 degrees 09 minutes 51 seconds East, 368.44 feet to the South right of way line of said Plymouth Road; thence South 89 degrees 49 minutes 46 seconds East, 883.85 feet along said right of way line to the Point of Beginning. Containing 361,119.7 sf and/or 8.29 acres of land.

PARCEL III:
Part of the Northeast ¼ and the Northwest ¼ of Section 35, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as: Commencing at the Northeast corner of said section; thence South 00 degrees 18 minutes 53 seconds East, 1,319.07 feet along the East line of said section and the centerline of Middlebelt Road (120 foot right of to the extended North line of 'Bel-Aire Gardens', a subdivision according to the plat thereof as recorded in Liber 75 of Plats, page 48, Wayne County Records; thence North 89 degrees 51 minutes 00 seconds West, 2,200.01 feet along said extended North line to the Point of Beginning; thence North 89 degrees 51 minutes 00 seconds West, 584.47 feet; thence North 00 degrees 14 minutes 03 seconds East, 300.00 feet; thence South 89 degrees 51 minutes 00 seconds East, 164.95 feet; thence North 00 degrees 14 minutes 03 seconds East, 54.78 feet; thence South 89 degrees 49 minutes 46 seconds East, 419.13 feet; thence South 00 degrees 10 minutes 14 seconds West, 354.63 feet to the Point of Beginning. Containing 198,222.0 sf and/or 4.55 acres of land.

PARCEL IV:
Part of the North ½ of the Northeast ¼ of Section 35, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as: Beginning at a point distant North 89 degrees 49 minutes 46 seconds West, 2,010.15 feet along the North line of said Section 35 and South 00 degrees 10 minutes 14 seconds West, 60.00 feet from the Northeast corner of said Section 35; thence South 00 degrees 10 minutes 14 seconds West, 1,051.85 feet; thence North 89 degrees 51 minutes 00 seconds West, 30.00 feet; thence North 11 degrees 24 minutes 45 seconds West, 149.72 feet; thence North 89 degrees 49 minutes 46 seconds West, 537.75 feet; thence North 00 degrees 14 minutes 03 seconds East, 665.00 feet; thence South 89 degrees 49 minutes 46 seconds East, 180.00 feet; thence North 00 degrees 14 minutes 03 seconds East, 240.18 feet (calculated) 240.00 feet (recorded); thence South 89 degrees 49 minutes 46 seconds East, 416.81 feet (calculated) 416.75 feet (recorded) to the Point of Beginning. Containing 504,080.3 sf and/or 11.57 acres of land.

EXCEPTIONS

(11) Water Easement in favor of Board of County Road Commissioners of the County of Wayne and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 6221, page 394, Register #C614552. (CANNOT DETERMINE LOCATION DUE TO POOR UNREADABLE DOCUMENT)

(12) Underground Permit in favor of Michigan Bell Telephone Company and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 10350, page 682, Register #D444586, as to Parcel IV. (CANNOT DETERMINE LOCATION DUE TO POOR UNREADABLE DOCUMENT)

(13) Agreement for Right of Way in favor of Consumers Power Company and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 13843, page 598, Register #E394605. (CANNOT DETERMINE LOCATION DUE TO POOR UNREADABLE DOCUMENT)

(14) Terms and Conditions contained in Easement as disclosed by instrument recorded in Liber 14112, page 572, Register #E480966, Liber 14112, page 576, Register #E480957, and in Liber 14112, page 581, Register #E480958. (AS SHOWN ON SURVEY)

(15) Release of Right-of-Way in favor of County of Wayne and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 14186, page 497, Register #E506328, as to Parcels I, II and IV. (SHOWN ON SURVEY)

(16) Terms and Conditions contained in Warranty Deed as disclosed by instrument recorded in Liber 16839, page 70, Register #F334920, as to Parcel IV. (NOT PLOTTABLE)

(17) Terms and Conditions contained in Easement Right of Way as disclosed by instrument recorded in Liber 17364, page 746, Register #F493791, as to Parcel III. (SHOWN ON SURVEY)

(18) Easement in favor of Consumers Power Company and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 19200, page 933, Register #G32769, as to Parcel III. (SHOWN ON SURVEY)

(19) Right of Way in favor of Michigan Bell Telephone Company and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 21399, page 129, Register #G663495. (SHOWN ON SURVEY)

(20) Right of Way in favor of Michigan Bell Telephone Company and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 21399, page 130, Register #G663496 and Modification of Right of Way recorded in Liber 21645, page 636, Register #G736037. (SHOWN ON SURVEY)

(21) Grant of Easement in favor of The Detroit Edison Company and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 22458, page 91. (SHOWN ON SURVEY)

(22) Terms and Conditions contained in Easement Agreement as disclosed by instrument recorded in Liber 23507, page 725. (SHOWN ON SURVEY)

(23) Terms and Conditions contained in Wall Easement Agreement as disclosed by instrument recorded in Liber 24145, page 804, Liber 24145, page 812, Liber 24145, page 816, Liber 24145, page 820, Liber 24145, page 824, Liber 24145, page 828, Liber 24145, page 832, Liber 24145, page 836, Liber 24145, page 840, Liber 24145, page 844, Liber 24145, page 848, Liber 24145, page 852, Liber 24145, page 856, Liber 24145, page 860, Liber 24145, page 864, Liber 24145, page 868, Liber 24145, page 872, and in Liber 24145, page 876. (AS SHOWN ON SURVEY)

(24) Highway Easement Release for signal pole in favor of Michigan Department of Transportation and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 24610, page 483, as to Parcel II. (SHOWN ON SURVEY)

(25) Terms and Conditions contained in Beautification Easement Agreement as disclosed by instrument recorded in Liber 34069, page 321, and in Liber 34069, page 339. (SHOWN ON SURVEY)

(26) Terms and Conditions contained in Easement as disclosed by instrument recorded in Liber 35211, page 153, as to Parcel IV. (SHOWN ON SURVEY)

(27) Easements, Terms and Conditions contained in Easement as disclosed by instrument recorded in Liber 45464, page 1201, as to Parcels I and II. (NOT PLOTTABLE)

(28) Terms and Conditions contained in Grant of Easement as disclosed by instrument recorded in Liber 45464, page 275, as to Parcel I and II. (NOT PLOTTABLE)

(29) Terms and Conditions contained in Operation and Easement Agreement as disclosed by instrument recorded in Liber 45505, page 375, and in First Amendment to Operation and Easement Agreement as disclosed by instrument recorded in Liber 46492, page 914. (SHOWN ON SURVEY)

(30) Terms and Conditions contained in Declaration of Covenants, Conditions, Restrictions, and Easements as disclosed by instrument recorded in Liber 46878, page 103, as to Parcel IV. (SHOWN ON SURVEY)

(31) Detroit Edison Underground Easement (Right of Way) In favor of The Detroit Edison Company and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 48070, page 708, as to Parcel IV. (SHOWN ON SURVEY)

(36) Survey by Hubbell, Roth and Clark, Inc., dated February 27, 2003, Job No. 20030115;, discloses the following:
- a. Theater is built over 10 foot gas main, which has been abandoned. (N/A)
- b. Party Wall between the enclosed mall and the Target Store. (N/A)
- c. Power lines overhead at various locations.
- d. Asphalt paving over the easement areas, gas mains, water, sewer, telephone and electrical lines.
- e. Building designated as the Montgomery Wards Building encroaches onto the Easement Parcel at various points. (N/A)
- f. Building designated as Ward's Automotive Center is built over the easement for sanitary sewer recorded in Liber 14112, page 572, Wayne County Records

NOTE: (THE FOLLOWING WAS SHOWN ON HRC JOB No. 20090336.04, WITH A REVISION DATE OF 07/23/09.)

EASEMENTS SCHEDULED FOR TERMINATION PER DEVELOPER INFORMATION AND EASEMENT DRAWING OF HUBBELL, ROTH & CLARK DEPICTION DATED 02-09-06-, FINAL REVISION 03-02-06.
6" WIDE GAS EASEMENT, L.13843, P.598
10" WIDE GAS EASEMENT, L. 13843, P.598 (ABANDONED LINE)
12" WIDE STORM SEWER EASEMENT, L.14112, P.572
24" WIDE SANITARY, STORM, WATER MAIN EASEMENT, L.14112, P.572
30" WIDE SANITARY, STORM, WATER MAIN EASEMENT, L.14112, P.572
12" WIDE SANITARY SEWER EASEMENT, L.14112, P.572
12" WIDE WATER MAIN EASEMENT, L.14112, P.576
12" WIDE WATER MAIN EASEMENT, L.14112, P.576
20" WIDE WATER MAIN EASEMENT, L.14112, P.576
30" WIDE STORM SEWER AND WATER SYSTEM EASEMENT, L.14112, P.576
30" WIDE SANITARY, STORM, WATER MAIN EASEMENT, L.14112, P.576
30" WIDE SANITARY, STORM, WATER MAIN EASEMENT, L.14112, P.576
24" WIDE SANITARY SEWER AND WATER MAIN EASEMENT, L.14112, P.576
12" WIDE STORM SEWER EASEMENT, L.14112, P.576

SURVEYOR'S CERTIFICATION

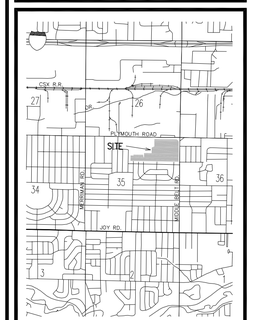
THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 5, 8, 9, 11, 13, 14, 16, 17, OF TABLE A THEREOF.

_____
GARY M. CHALICE
PROFESSIONAL SURVEYOR No. 55939

Schostak Brothers & Company

HRC
HUBBELL, ROTH & CLARK, INC
CONSULTING ENGINEERS SINCE 1915
555 HULET DRIVE
BLOOMFIELD HILLS, MICH.
P.O. BOX 824
48303 - 0824
PHONE: (248) 454-6300
FAX (1st. Floor): (248) 454-6312
FAX (2nd. Floor): (248) 454-6359
WEB SITE: http: // www.hrcengr.com

DATE	ADDITIONS AND/OR REVISIONS
DESIGNED	
DRAWN	B.PIGGOTT
CHECKED	G.CHALICE
APPROVED	G.CHALICE



CITY OF LIVONIA

WONDERLAND MALL

ALTA/NSPS
LAND TITLE
SURVEY

HRC JOB NO.	SCALE
20190258	1"=100'
DATE: June 2019	SHEET NO. 2 OF 2

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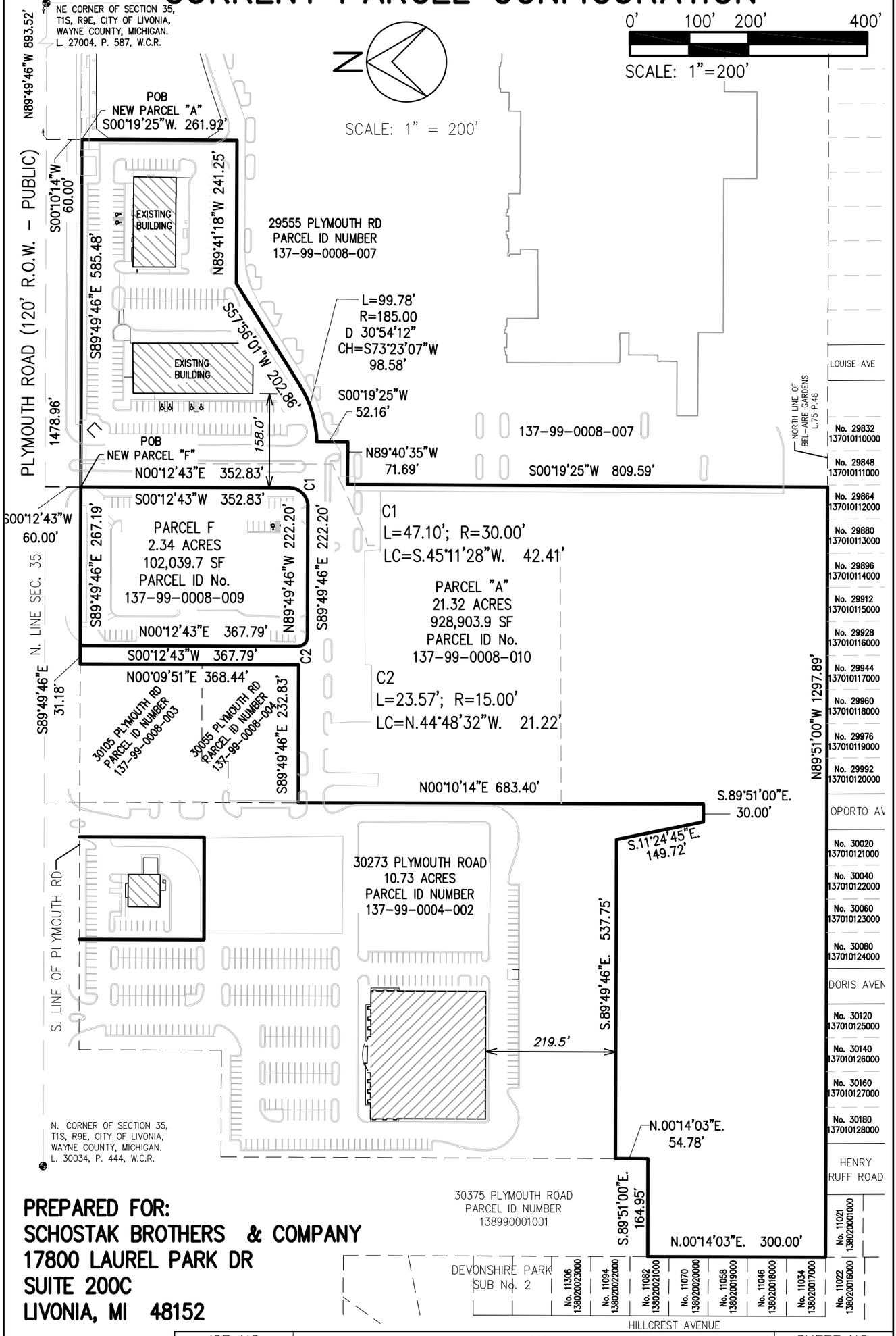
Piggott, Robert

CURRENT PARCEL CONFIGURATION



PREPARED FOR:
SCHOSTAK BROTHERS & COMPANY
17800 LAUREL PARK DR
SUITE 200C
LIVONIA, MI 48152

JOB NO.	HRC	SHEET NO.
20190419	HUBBELL, ROTH & CLARK, INC CONSULTING ENGINEERS SINCE 1915	1
DATE	555 HULET DRIVE P.O. BOX 824 BLOOMFIELD HILLS, MICH. 48303 - 0824	OF 4
03-11-2020	PHONE: (248) 454-6300 FAX (1st. Floor): (248) 454-6312 FAX (2nd. Floor): (248) 454-6359 WEB SITE: http: / / www.hrcengr.com	

REVISED 05/28/2020

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Piggott, Robert

CURRENT PARCEL DESCRIPTIONS

PROPERTY DESCRIPTION PARCEL "A"

Land situated in the City of Livonia, County of Wayne, State of Michigan, described as follows:
Part of the Northeast ¼ of Section 35, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as: Commencing at the Northeast corner of said section; thence North 89 degrees 49 minutes 46 seconds West, 893.52 feet along the North line of said section and the centerline of Plymouth Road (120 foot right of way); thence South 00 degrees 10 minutes 14 seconds West 60.00 feet to the South Right of Way line of Plymouth Road and the POINT OF BEGINNING; thence South 00 degrees 19 minutes 25 seconds West 261.92 feet; thence North 89 degrees 41 minutes 18 seconds West 241.25 feet; thence South 57 degrees 56 minutes 01 seconds West 202.86 feet; thence along a curve to the right 99.78 feet, said curve having a radius of 185.00 feet, a central angle of 30 degrees 54 minutes 12 seconds and a chord bearing South 73 degrees 23 minutes 07 seconds West 98.58 feet; thence South 00 degrees 19 minutes 25 seconds West 52.16 feet; thence North 89 degrees 40 minutes 35 seconds West 71.69 feet; thence South 00 degrees 19 minutes 25 seconds West 809.59 feet to the north line of "Bel-Aire Gardens", a subdivision of part of the South ½ of the North ½ of Section 35, Township 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, as recorded in Liber 75 of Plats, Page 48, Wayne County Records; thence North 89 degrees 51 minutes 00 seconds West 1297.89 feet along said subdivision line; thence North 00 degrees 14 minutes 03 seconds East 300.00 feet; thence South 89 degrees 51 minutes 00 seconds East 164.95 feet; thence North 00 degrees 14 minutes 03 seconds East 54.78 feet; thence South 89 degrees 49 minutes 46 seconds East 537.75 feet; thence South 11 degrees 24 minutes 45 seconds East 149.72 feet; thence South 89 degrees 51 minutes 00 seconds East 30.00 feet; thence North 00 degrees 10 minutes 14 seconds East 683.40 feet; thence South 89 degrees 49 minutes 46 seconds East 232.83 feet; thence North 00 degrees 09 minutes 51 seconds East 368.44 feet to the South right of way line of said Plymouth Road; thence South 89 degrees 49 minutes 46 seconds East, 31.18 feet along said right of way line; thence South 00 degrees 12 minutes 43 seconds West 367.79 feet; thence 23.57 feet along a curve to the left, having a radius of 15.00 feet and a long chord which bears South 44 degrees 48 minutes 32 seconds East 21.22 feet; thence South 89 degrees 49 minutes 46 seconds East 222.20 feet; thence 47.10 feet along a curve to the left, having a radius of 30.00 feet and a long chord which bears North 45 degrees 11 minutes 28 seconds East 42.41 feet; thence North 00 degrees 12 minutes 43 seconds East 352.83 feet to the South right of way line of said Plymouth Road; thence South 89 degrees 49 minutes 46 seconds East 585.48 feet to the POINT OF BEGINNING. Containing 928,903.9 sf and/or 21.32 acres of land. Subject to all easements and restrictions of record.

DESCRIPTION OF PROPERTY (137-99-0004-002) (NO CHANGES)

Part of the Northeast ¼ of Section 35, Township 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as:
Commencing at the Northeast Corner of said Section 35; thence North 89 degrees 49 minutes 46 seconds West 2010.15 feet along the north line of said Section and centerline of Plymouth Road (120 feet wide); thence South 00 degrees 10 minutes 14 seconds West 60.00 feet to the south right of way line of said Plymouth Road and the POINT OF BEGINNING; thence South 00 degrees 10 minutes 14 seconds West 1051.84 feet; thence North 89°51'00" West 30.00 feet; thence North 11 degrees 24 minutes 45 seconds West 149.72 feet; thence North 89 degrees 49 minutes 46 secodns West 537.75 feet; thence North 00 degrees 14 minutes 03 seconds East 665.00 feet; thence South 89 degrees 49 minutes 46 seconds East 180.00 feet; thence North 00 degrees 14 minutes 03 seconds East 240.18 feet; thence South 89 degrees 49 minutes 46 seconds East 185.80 feet; thence South 00 degrees 10 minutes 14 seconds West 210.00 feet; thence South 89 degrees 49 minutes 46 seconds East 173.00 feet; thence North 00 degrees 10 minutes 14 seconds East 210.00 feet; thence South 89 degrees 49 minutes 46 seconds East 58.01 feet to THE POINT OF BEGINNING. Said parcel contains 10.737 acres, more or less.

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Piggott, Robert

HUBBELL, ROTH & CLARK, INC
CONSULTING ENGINEERS SINCE 1915
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BLOOMFIELD HILLS, MICH. 48303 - 0824
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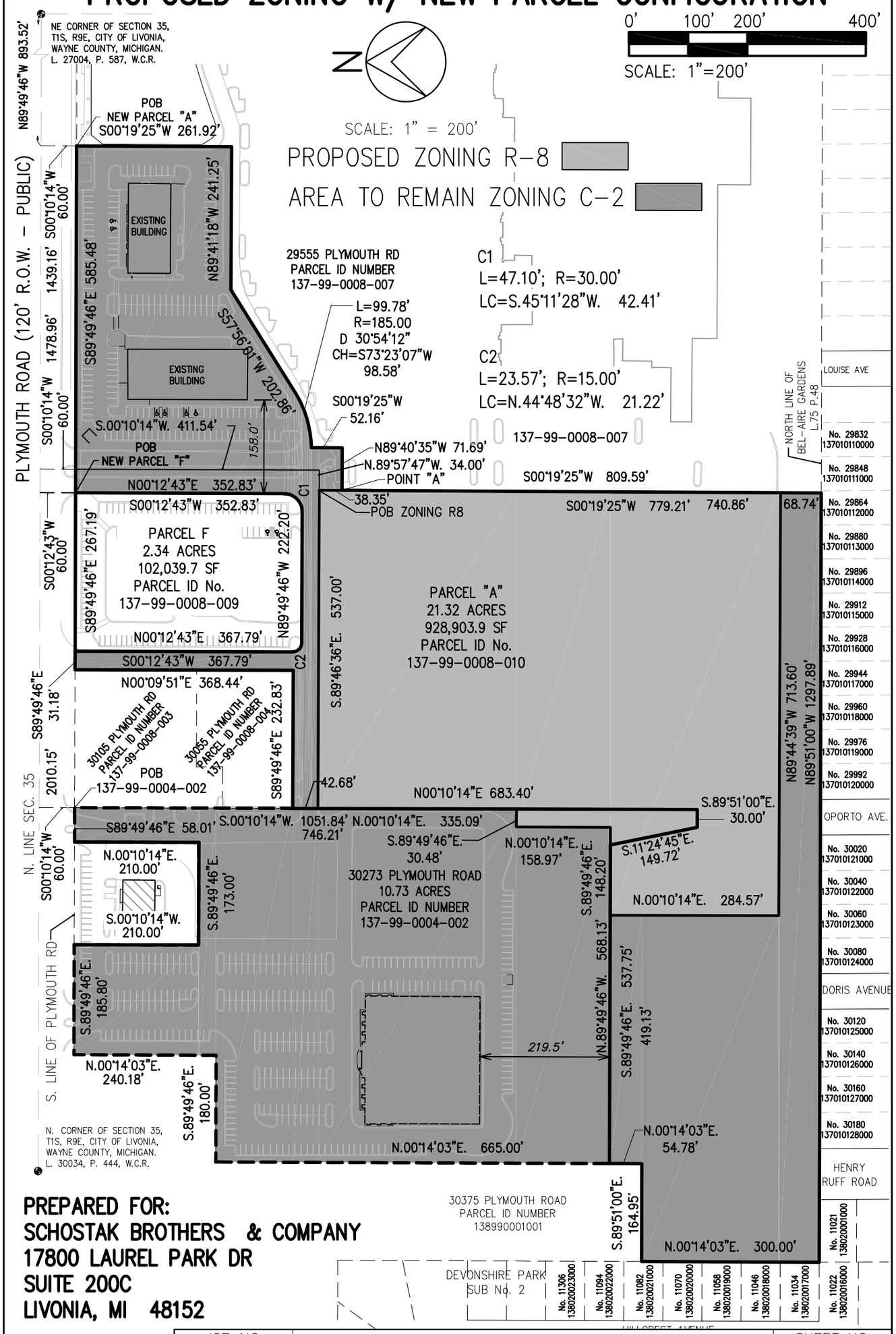
FAX (2nd. Floor): (248) 454-6359
WEB SITE: http: / / www.hrcengr.com

PROPOSED ZONING W/ NEW PARCEL CONFIGURATION



PREPARED FOR:
SCHOSTAK BROTHERS & COMPANY
17800 LAUREL PARK DR
SUITE 200C
LIVONIA, MI 48152

JOB NO.	DATE	SHEET NO.
20190419	03-11-2020	3 OF 4

REVISED 08/06/2020
REVISED 05/28/2020

HUBBELL, ROTH & CLARK, INC
CONSULTING ENGINEERS SINCE 1915
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WEB SITE: http: / / www.hrcengr.com

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Piggott, Robert

PROPOSED ZONING W/ NEW PARCEL CONFIGURATION

DESCRIPTION OF NEW ZONING R8

Part of the Northeast ¼ of Section 35, Township 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as: Commencing at the Northeast Corner of said Section 35; thence North 89 degrees 49 minutes 46 seconds West 1439.16 feet along the north line of said Section and centerline of Plymouth Road (120 feet wide); thence South 00 degrees 10 minutes 14 seconds West 60.00 feet to the South line of Plymouth Road; thence continuing South 00 degrees 10 minutes 14 seconds West 411.54 feet ; thence North 89 degrees 57 minutes 47 seconds West 34.00 feet to the POINT OF BEGINNING; thence South 00 degrees 19 minutes 25 seconds West 779.21 feet; thence North 89 degrees 44 minutes 39 seconds West 713.60 feet; thence North 00 degrees 10 minutes 14 seconds East 284.57 feet; thence South 89 degrees 49 minutes 46 seconds East 148.20 feet; thence North 00 degrees 10 minutes 14 seconds East 158.97 feet; thence South 89 degrees 49 minutes 46 seconds East 30.48 feet; thence North 00 degrees 10 minutes 14 seconds East 335.09 feet; thence South 89 degrees 46 minutes 36 seconds East 537.00 feet to the POINT OF BEGINNING. Containing 473,257.9 SF and/or 10.86 acres.

PROPERTY DESCRIPTION PROPOSED PARCEL "A" TO REMAIN SAME ZONING

Land situated in the City of Livonia, County of Wayne, State of Michigan, described as follows:
Part of the Northeast ¼ of Section 35, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as:
Commencing at the Northeast corner of said section; thence North 89 degrees 49 minutes 46 seconds West, 893.52 feet along the North line of said section and the centerline of Plymouth Road (120 foot right of way); thence South 00 degrees 10 minutes 14 seconds West 60.00 feet to the South Right of Way line of Plymouth Road and the POINT OF BEGINNING; thence South 00 degrees 19 minutes 25 seconds West 261.92 feet; thence North 89 degrees 41 minutes 18 seconds West 241.25 feet; thence South 57 degrees 56 minutes 01 seconds West 202.86 feet; thence along a curve to the right 99.78 feet, said curve having a radius of 185.00 feet, a central angle of 30 degrees 54 minutes 12 seconds and a chord bearing South 73 degrees 23 minutes 07 seconds West 98.58 feet; thence South 00 degrees 19 minutes 25 seconds West 52.16 feet; thence North 89 degrees 40 minutes 35 seconds West 71.69 feet to point "A"; thence North 00 degrees 19 minutes 25 seconds East 38.35 feet; thence North 89 degrees 46 minutes 36 seconds West 537.00 feet; thence North 00 degrees 10 minutes 14 seconds East 42.68 feet; thence South 89 degrees 49 minutes 46 seconds East 232.83 feet; thence North 00 degrees 09 minutes 51 seconds East 368.44 feet to a point on the South line of Plymouth Road; thence along said South line South 89 degrees 49 minutes 46 seconds East 31.18 feet; thence South 00 degrees 12 minutes 43 seconds West 367.79 feet; thence 23.57 feet along a curve to the left, having a radius of 15.00 feet and a long chord which bears South 44 degrees 48 minutes 32 seconds East 21.22 feet; thence South 89 degrees 49 minutes 46 seconds East 222.20 feet; thence 47.10 feet along a curve to the left, having a radius of 30.00 feet and a long chord which bears North 45 degrees 11 minutes 28 seconds East 42.41 feet; thence North 00 degrees 12 minutes 43 seconds East 352.83 feet to the South right of way line of said Plymouth Road; thence South 89 degrees 49 minutes 46 seconds East 585.48 feet to the POINT OF BEGINNING; also commencing at said point "A"; thence South 00 degrees 19 minutes 25 seconds West 740.86 feet to A POINT OF BEGINNING; thence continuing South 00 degrees 19 minutes 25 seconds West 68.74 feet; thence North 89 degrees 51 minutes 00 seconds West 1297.89 feet; thence North 00 degrees 14 minutes 03 seconds East 300.00 feet; thence South 89 degrees 51 minutes 00 seconds East 164.95 feet; thence North 00 degrees 14 minutes 03 seconds East 54.78 feet; thence South 89 degrees 49 minutes 46 seconds East 419.13 feet; thence South 00 degrees 10 minutes 14 seconds West 284.57 feet; thence South 89 degrees 44 minutes 39 seconds East 713.60 feet to the POINT OF BEGINNING. Containing 467,096.2 SF and/or 10.72 acres.

DESCRIPTION OF PROPERTY (137-99-0004-002) TO REMAIN SAME ZONING

Part of the Northeast ¼ of Section 35, Township 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as: Commencing at the Northeast Corner of said Section 35; thence North 89 degrees 49 minutes 46 seconds West 2010.15 feet along the north line of said Section and centerline of Plymouth Road (120 feet wide); thence South 00 degrees 10 minutes 14 seconds West 60.00 feet to the south right of way line of said Plymouth Road and the POINT OF BEGINNING; thence South 00 degrees 10 minutes 14 seconds West 746.18 feet; thence North 89 degrees 49 minutes 46 seconds West 30.48 feet; thence South 00 degrees 10 minutes 14 seconds West 158.97 feet; thence North 89 degrees 49 minutes 46 seconds West 568.13 feet; thence North 00 degrees 14 minutes 03 seconds East 665.00 feet; thence South 89 degrees 49 minutes 46 seconds East 180.00 feet; thence North 00 degrees 14 minutes 03 seconds East 240.18 feet; thence South 89 degrees 49 minutes 46 seconds East 185.80 feet; thence South 00 degrees 10 minutes 14 seconds West 210.00 feet; thence South 89 degrees 49 minutes 46 seconds East 173.00 feet; thence North 00 degrees 10 minutes 14 seconds East 210.00 feet; thence South 89 degrees 49 minutes 46 seconds East 58.01 feet to THE POINT OF BEGINNING. Containing 456,269.5 SF and/or 10.47 acres.

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Piggott, Robert

HUBBELL, ROTH & CLARK, INC
CONSULTING ENGINEERS SINCE 1915
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FAX (1st. Floor): (248) 454-6312
FAX (2nd. Floor): (248) 454-6359
WEB SITE: http: / / www.hrcengr.com

REZONING DOCUMENTS

FOR

PROPOSED RESIDENTIAL DEVELOPMENT

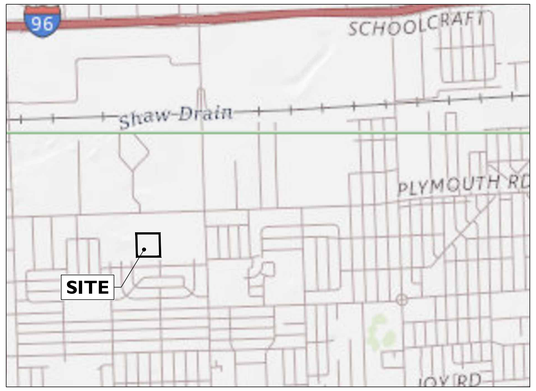
PARCEL IDS: 137-99-0008-010, 137-99-0004-002
CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN

APPLICANT / OWNER

STEPHEN E. DUCZYNSKI II
MIDDLEBELT PLYMOUTH VENTURE LLC
17800 NORTH LAUREL PARK DRIVE
#200C
LIVONIA, MICHIGAN

ARCHITECT

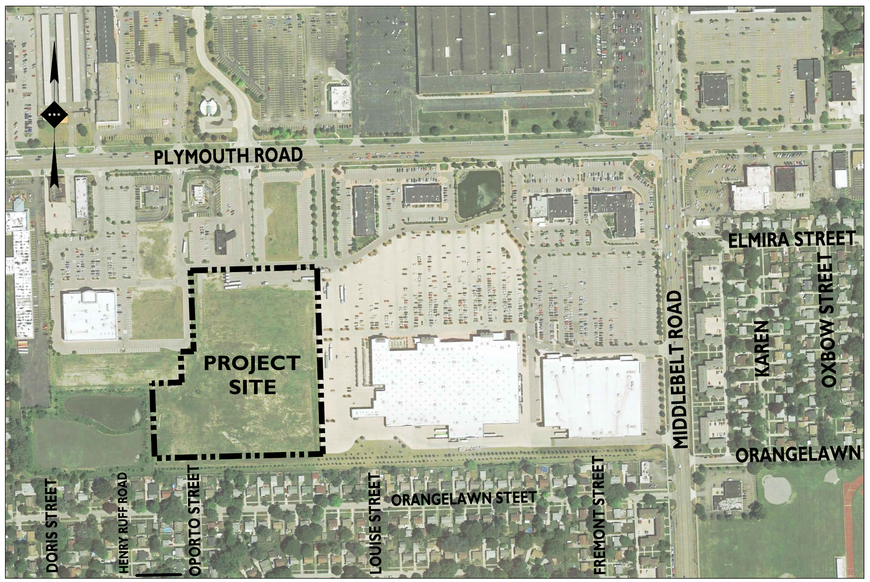
STUCKY VITALE ARCHITECTS
27172 WOODWARD AVENUE
ROYAL OAK, MICHIGAN 48067



SOURCE: USGS MAPS

LOCATION MAP

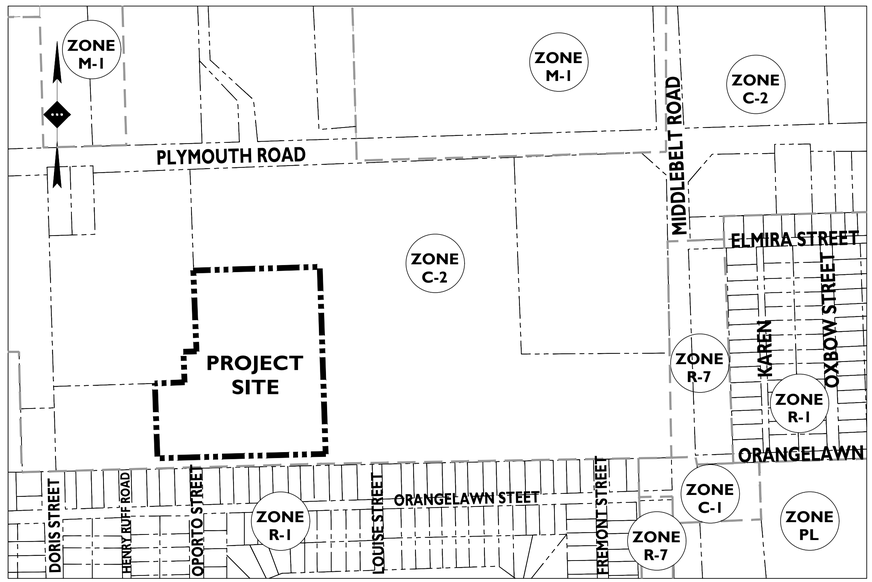
SCALE: 1" = 2000'±



SOURCE: GOOGLE EARTH PRO

AERIAL MAP

SCALE: 1" = 300'±



SOURCE: WAYNE COUNTY PARCEL VIEWER

TAX & ZONING MAP

SCALE: 1" = 300'±

PLAN REFERENCE MATERIALS:

1. THIS PLAN SET REFERENCES THE FOLLOWING DOCUMENTS INCLUDING, BUT NOT LIMITED TO:
   - SURVEY PREPARED BY HUBBELL, ROTH & CLARK, INC DATED: JUNE 2019
   - REZONING LEGAL EXHIBITS PREPARED BY HUBBELL, ROTH & CLARK, INC, REVISED 08/06/2020
   - ARCHITECTURAL PLANS PREPARED BY STUCKY VITALE ARCHITECTS DATED: 06/07/2019
   - GEOTECHNICAL REPORT PREPARED BY SME DATED: 06/28/2019
   - AERIAL MAP OBTAINED FROM GOOGLE EARTH PRO
   - LOCATION MAP OBTAINED FROM USGS MAPS
2. ALL REFERENCE MATERIAL LISTED ABOVE SHALL BE CONSIDERED A PART OF THIS PLAN SET AND ALL INFORMATION CONTAINED WITHIN THESE MATERIALS SHALL BE UTILIZED IN CONJUNCTION WITH THIS PLAN SET. THE CONTRACTOR IS RESPONSIBLE TO OBTAIN A COPY OF EACH REFERENCE AND REVIEW IT THOROUGHLY PRIOR TO THE START OF CONSTRUCTION.

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

PLANS PREPARED BY:

STONEFIELD engineering & design

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607 Shelby Suite 200, Detroit, MI 48226
Phone 248.247.1115

SHEET INDEX

DRAWING TITLE	SHEET #
COVER SHEET	C-1
REZONING PLAN	C-2
SITE PLAN	C-3
SITE PLAN (OVERALL)	C-4

ADDITIONAL SHEETS

DRAWING TITLE	SHEET #
WONDERLAND MALL TOPOGRAPHIC & ALTA/NSPS LAND TITLE SURVEY	1 THRU 2 OF 2
OVERALL WONDERLAND MALL ALTA/NSPS LAND TITLE SURVEY	1 THRU 2 OF 2
WONDERLAND MALL REZONING LEGAL EXHIBITS	1 THRU 4 OF 4

ISSUE	DATE	BY	DESCRIPTION
5	08/17/2020	MPH	FOR REZONING DOCUMENT SUBMISSION
4	08/14/2020	MPH	FOR REZONING DOCUMENT SUBMISSION
3	07/17/2020	MG	FOR REZONING DOCUMENT SUBMISSION
2	04/13/2020	AF	FOR CLIENT REVIEW
1	03/11/2020	AF	FOR CLIENT REVIEW

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REZONING DOCUMENTS

Schostak BROTHERS & COMPANY

PROPOSED RESIDENTIAL DEVELOPMENT

PARCEL IDS: 137-99-0008-010, 137-99-0008-002
CITY OF LIVONIA
WAYNE COUNTY, MICHIGAN

STATE OF MICHIGAN · JAKE WOODSTOWN · ENGINEER · 6201065336 · LICENSE NO. 6201065336 · PROFESSIONAL ENGINEER

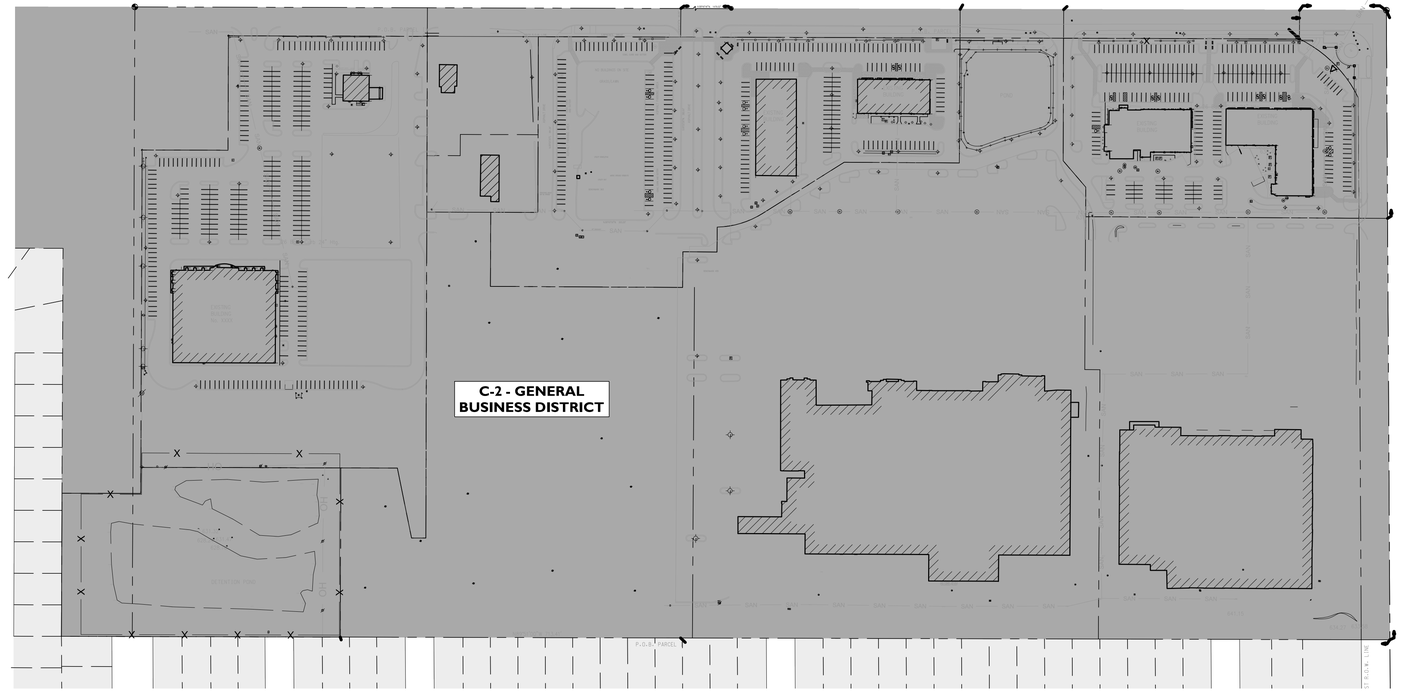
STONEFIELD engineering & design

SCALE: AS SHOWN | PROJECT ID: M-19052

TITLE: COVER SHEET

DRAWING: C-1

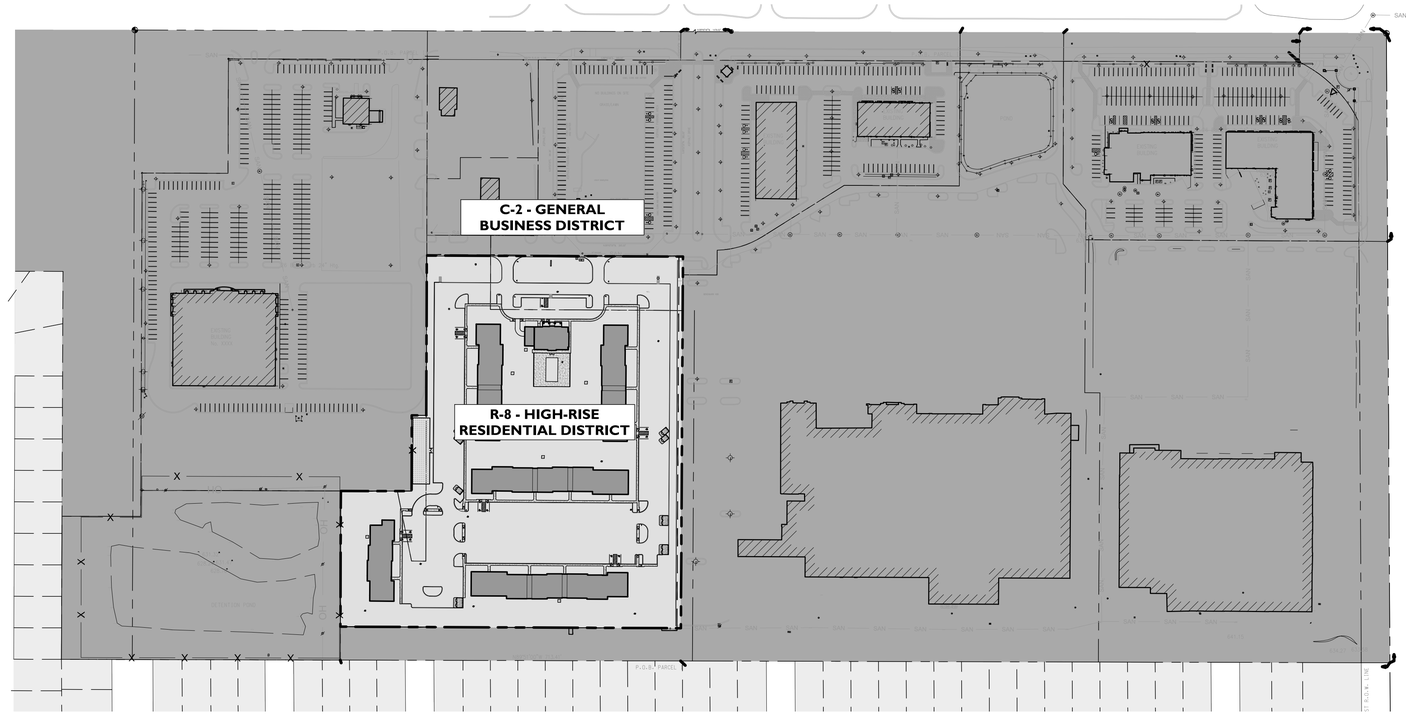
\\DESIGN\PROJECTS\SHARETHOMSON\M-19052\SCHOSTAK BROTHERS\MIDDLEBELT ROAD & PLYMOUTH ROAD, LIVONIA, MI\CAD\EXHIBITS\REZONING EXHIBITS\PLOTTED\C-01 COVER.DWG





SYMBOL	DESCRIPTION
	PROPERTY LINE
	HIGH RISE RESIDENTIAL DISTRICT (R-8)
	GENERAL BUSINESS DISTRICT (C-2)

CURRENT ZONING



150 0' 150 300
GRAPHIC SCALE IN FEET
1"=150'

PROPOSED ZONING

ISSUE	DATE	BY	DESCRIPTION
5	08/17/2020	MPH	FOR REZONING DOCUMENT SUBMISSION
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REZONING DOCUMENTS

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PARCEL IDS: 137-99-0008-010, 137-99-0008-002
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STATE OF MICHIGAN
JAKE MODESTOW
ENGINEER
6201065336
MICHIGAN LICENSE No. 6201065336
LICENSED PROFESSIONAL ENGINEER

STONEFIELD
engineering & design

SCALE: 1" = 150' | PROJECT ID: M-19052

TITLE:
REZONING PLAN

DRAWING:
C-2

V:\19052\PLANS\SCHOSTAK BROTHERS-MIDDLEBELT ROAD & 8 MILE\PLAN ROAD, LIVONIA, MI\CAD\DRAWINGS\PERMIT\PLOT\19052-01-REZONE.DWG

TABLE OF LAND USE AND ZONING

PARCEL ID: 137990008008, 137990008001, & 137990003002

HIGH-RISE MULTIPLE FAMILY RESIDENTIAL (R-8)

PROPOSED USE		
MULTIPLE FAMILY DWELLINGS	PERMITTED USE	
ZONING REQUIREMENT	**REQUIRED**	**PROPOSED**
MINIMUM LOT AREA*	535,700 SF (12.3 AC) *	473,258 SF (10.86 AC) (V)
MINIMUM LOT WIDTH	N/A	536.7 FT
MINIMUM LANDSCAPED AREA (**)	15% (80,355 SF)	43.5% (206,047 SF)
MAXIMUM BUILDING COVERAGE	20% (94,651 SF)	14.9% (70,544 SF)
MAXIMUM BUILDING HEIGHT	4 STORIES	3 STORIES
MINIMUM FRONT YARD SETBACK	75 FT	143.5 FT
MINIMUM SIDE YARD SETBACK	50 FT	55.9 FT
MINIMUM REAR YARD SETBACK	50 FT	53.9 FT
MINIMUM RESIDENTIAL SETBACK	1,000 FT	123.7 FT (V)
ACCESSORY BUILDING FRONT YARD SETBACK	75 FT	138.7 FT
ACCESSORY BUILDING SIDE YARD SETBACK	10 FT	205.8 FT
ACCESSORY BUILDING REAR YARD SETBACK	20 FT	581.1 FT
FENCED RECREATION AREA (***)	4,800 SF	4,830 SF

(V) VARIANCE

(*) (89 ONE BEDROOMS)(2,200 SF) = 195,800 SF
(103 TWO BEDROOMS)(3,300 SF) = 339,900 SF
TOTAL MINIMUM LOT AREA = 195,800 SF + 339,900 SF = 535,700 SF

(**) PER THE CITY OF LIVONIA'S SITE PLAN APPLICATION

(***) § 27.07.d: FENCED RECREATION AREA = 25 SF PER DWELLING UNIT
(25 SF / UNIT) (192 UNITS) = 4,800 SF

OFF-STREET PARKING REQUIREMENTS

CODE SECTION	REQUIRED	PROPOSED
§ 18.38 (2)	REQUIRED PARKING: 2.5 SPACE FOR EACH UNIT WITH 1 OR 2 BEDROOMS (192 UNITS)(2.5 SPACES) = 480 SPACES	385 SPACES (V)
§ 27.10	ENCLOSED PARKING: 1 SPACE PER EACH UNITY WITH 1 OR 2 BEDROOMS (192 UNITS)(1 SPACE) = 192 ENCLOSED SPACES	117 SPACES (V)
§ 18.37 (o)	90° PARKING DIMENSIONS: 20 FT X 10 FT W/ 22 FT DRIVE AISLE	20 FT X 10 FT W/ 24 FT AISLE

(V) VARIANCE

GENERAL NOTES

1. THE CONTRACTOR SHALL VERIFY AND FAMILIARIZE THEMSELVES WITH THE EXISTING SITE CONDITIONS AND THE PROPOSED SCOPE OF WORK (INCLUDING DIMENSIONS, LAYOUT, ETC.) PRIOR TO INITIATING THE IMPROVEMENTS IDENTIFIED WITHIN THESE DOCUMENTS. SHOULD ANY DISCREPANCY BE FOUND BETWEEN THE EXISTING SITE CONDITIONS AND THE PROPOSED WORK THE CONTRACTOR SHALL NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC. PRIOR TO THE START OF CONSTRUCTION.
2. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND ENSURE THAT ALL REQUIRED APPROVALS HAVE BEEN OBTAINED PRIOR TO THE START OF CONSTRUCTION. COPIES OF ALL REQUIRED PERMITS AND APPROVALS SHALL BE KEPT ON SITE AT ALL TIMES DURING CONSTRUCTION.
3. ALL CONTRACTORS WILL, TO THE FULLEST EXTENT PERMITTED BY LAW, INDEMNIFY AND HOLD HARMLESS STONEFIELD ENGINEERING & DESIGN, LLC. AND IT'S SUB-CONSULTANTS FROM AND AGAINST ANY DAMAGES AND LIABILITIES INCLUDING ATTORNEY'S FEES ARISING OUT OF CLAIMS BY EMPLOYEES OF THE CONTRACTOR IN ADDITION TO CLAIMS CONNECTED TO THE PROJECT AS A RESULT OF NOT CARRYING THE PROPER INSURANCE FOR WORKERS COMPENSATION, LIABILITY INSURANCE, AND LIMITS OF COMMERCIAL GENERAL LIABILITY INSURANCE.
4. THE CONTRACTOR SHALL NOT DEVIATE FROM THE PROPOSED IMPROVEMENTS IDENTIFIED WITHIN THIS PLAN SET UNLESS APPROVAL IS PROVIDED IN WRITING BY STONEFIELD ENGINEERING & DESIGN, LLC.
5. THE CONTRACTOR IS RESPONSIBLE TO DETERMINE THE MEANS AND METHODS OF CONSTRUCTION.
6. THE CONTRACTOR SHALL NOT PERFORM ANY WORK OR CAUSE DISTURBANCE ON A PRIVATE PROPERTY NOT CONTROLLED BY THE PERSON OR ENTITY WHO HAS AUTHORIZED THE WORK WITHOUT PRIOR WRITTEN CONSENT FROM THE OWNER OF THE PRIVATE PROPERTY.
7. THE CONTRACTOR IS RESPONSIBLE TO RESTORE ANY DAMAGED OR UNDERMINED STRUCTURE OR SITE FEATURE THAT IS IDENTIFIED TO REMAIN ON THE PLAN SET. ALL REPAIRS SHALL USE NEW MATERIALS TO RESTORE THE FEATURE TO ITS EXISTING CONDITION AT THE CONTRACTORS EXPENSE.
8. CONTRACTOR IS RESPONSIBLE TO PROVIDE THE APPROPRIATE SHOP DRAWINGS, PRODUCT DATA, AND OTHER REQUIRED SUBMITTALS FOR REVIEW. STONEFIELD ENGINEERING & DESIGN, LLC. WILL REVIEW THE SUBMITTALS IN ACCORDANCE WITH THE DESIGN INTENT AS REFLECTED WITHIN THE PLAN SET.
9. THE CONTRACTOR IS RESPONSIBLE FOR TRAFFIC CONTROL IN ACCORDANCE WITH MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
10. THE CONTRACTOR IS REQUIRED TO PERFORM ALL WORK IN THE PUBLIC RIGHT-OF-WAY IN ACCORDANCE WITH THE APPROPRIATE GOVERNING AUTHORITY AND SHALL BE RESPONSIBLE FOR THE PROCUREMENT OF STREET OPENING PERMITS.
11. THE CONTRACTOR IS REQUIRED TO RETAIN AN OSHA CERTIFIED SAFETY INSPECTOR TO BE PRESENT ON SITE AT ALL TIMES DURING CONSTRUCTION & DEMOLITION ACTIVITIES.
12. SHOULD AN EMPLOYEE OF STONEFIELD ENGINEERING & DESIGN, LLC. BE PRESENT ON SITE AT ANY TIME DURING CONSTRUCTION, IT DOES NOT RELIEVE THE CONTRACTOR OF ANY OF THE RESPONSIBILITIES AND REQUIREMENTS LISTED IN THE NOTES WITHIN THIS PLAN SET.

40' 0' 40' 80'
GRAPHIC SCALE IN FEET
1" = 40'

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Phone 248.247.1115

REZONING DOCUMENTS

Schostak BROTHERS & COMPANY

PROPOSED RESIDENTIAL DEVELOPMENT

PARCEL IDS: 137-99-0008-010, 137-99-0008-002
CITY OF LIVONIA
WAYNE COUNTY, MICHIGAN

STATE OF MICHIGAN
JAKE MODESTOW
ENGINEER
6201065338
LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

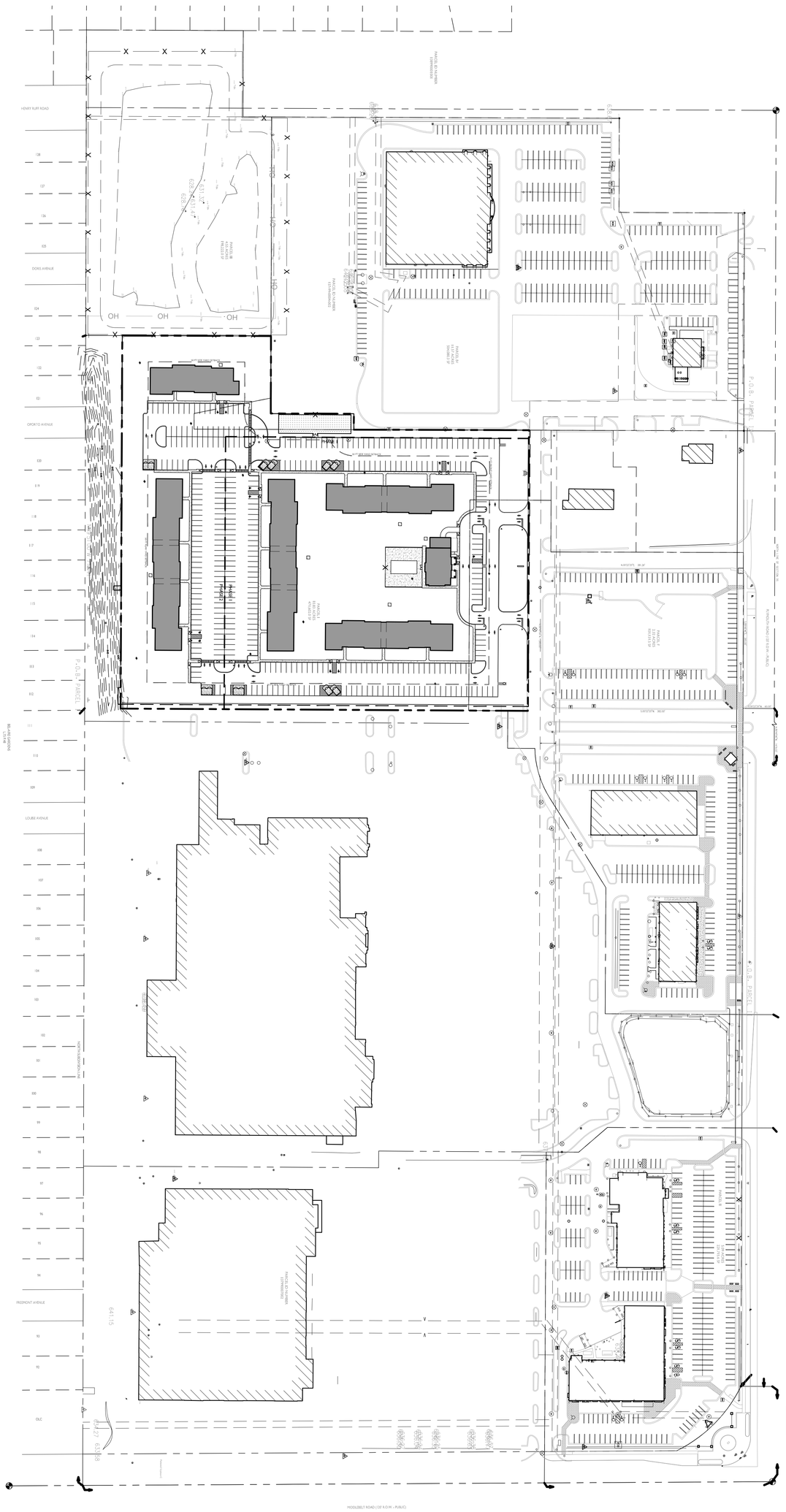
SCALE: 1" = 40' | PROJECT ID: M-19052

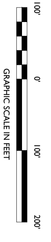
TITLE: SITE PLAN

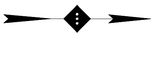
DRAWING: C-3

V:\19\DWG\M-19052\SCHOSTAK BROTHERS\MIDDLEBELT ROAD & 8 MILE\8 MILE ROAD, LIVONIA, MI\CAD\DESIGN\SITE\REZONING\C-SHEETS\PLOT\19-052-SITE.DWG

V:\P\2019\PS-1905.0\SCHOSTAK BROTHERS-MIDDLEBELT ROAD & PLYMOUTH ROAD, LIVONIA, MI\CADD\EXHIBITS\REZONING EXHIBIT\PLOT\RZD-04-OVER.DWG







REZONING DOCUMENTS

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CITY OF LIVONIA
WAYNE COUNTY, MICHIGAN

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DRAWING: C-4

TITLE: SITE PLAN (OVERALL)

SCALE: 1" = 100'

PROJECT ID: M-19052

STONEFIELD engineering & design

JAKE MORRISTON — STATE OF MICHIGAN — 6201058338 — LICENSED LANDSCAPE ARCHITECT

FLOOD ZONE INFORMATION

SUBJECT PROPERTY FALLS IN ZONE "X", MINIMAL FLOODING, AS SHOWN IN FEMA MAP 26163C0227E, DATED 02/02/2012.

NOTES:

NO EVIDENCE OF RECENT EARTH MOVING WORK ON SITE.

I AM NOT AWARE OF ANY PROPOSED CHANGES IN STREET RIGHT OF WAY LINES.

UTILITY STATEMENT

THE LOCATIONS AND ELEVATIONS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS DRAWING ARE ONLY APPROXIMATE. NO GUARANTEE IS EITHER EXPRESSED OR IMPLIED AS TO THE COMPLETENESS OR ACCURACY THEREOF. THE CONTRACTOR SHALL BE EXCLUSIVELY RESPONSIBLE FOR DETERMINING THE EXACT UTILITY LOCATIONS AND ELEVATIONS PRIOR TO THE START OF CONSTRUCTION.

LEGEND

BUILDING
STORM — ST
SANITARY — SA
WATERMAIN — WM
GAS
UND. TELEPHONE — T
UND. ELECTRICAL — E
TRAVERSE LINE & TRAVERSE POINT
BENCH MARK SYMBOL
DEAD TREE
DECIDUOUS TREE
DECIDUOUS SHRUB
CONIFERIOUS TREE
CONIFERIOUS SHRUB
STUMP
SQ. & RD. CATCH BASINS & INLETS IN PAVEMENT
STORM MANHOLE & PIPE END
UNSPECIFIED MH.
RISER & DOWN SPOUT
PUMP STATION
FIRE HYDRANT
GATE & VALVE, & WELL
CISTERN & WELL
WATER STOP BOX & SPRINKLER HEAD
WATER TOWER BASE & METER PIT
UTILITY POLE
LIGHT POLE
GUY WIRE ANCHOR
UNDERGROUND MARKER
RISER
GAS BOX & BLOW OFF
BUILD. CORNER & 1st FLOOR ELEV.
℄ OF DITCH &TOE OF SLOPE
TOP OF BANK & RIDGE
TOP OF BERM &TOE OF BERM
EDGE OF WATER & WATER SURFACE
HEADWALL & RETAINING WALL
SIGNS & SIGN POST
LOCAL LOW POINT & LOCAL HIGH POINT
COLUMN OR PIER

BENCHMARK

BENCHMARK No. 408
N. END TOP LAMP POLE BASE
ELEVATION 639.62 NAVD 88 DATUM

BENCHMARK No. 409
CHISELED SQUARE W. TOP OF CONC. LAMP POLE BASE
ELEVATION 641.24 NAVD 88 DATUM

BENCHMARK No. 415
ARROW ON FIRE HYDRANT
ELEVATION 639.59 NAVD 88 DATUM

N

SCALE: 1" = 50'

0' 25' 50' 100'
SCALE: 1"=50'

NE CORNER OF SECTION 35, T1S, R9E, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN. L. 27004, P. 587, W.C.R.

BENCHMARK No. 415

BENCHMARK No. 408

BENCHMARK No. 450

BENCHMARK No. 409

14 20' WIDE WATER MAIN EASEMENT L.14112, P.576

ACCESS EASEMENT AND PERMANENT ACCESS DRIVE L. 45505, P. 375 L. 46492, P. 914

S89°49'46"E 134.12'

S00°19'25"W 155.23'

S89°40'35"E 403.00'

S00°19'25"W 74.78'

S00°19'25"W 734.81'

APPROXIMATE LOCATION OF UNDERGROUND GAS LINE PER AVAILABLE RECORDS

12' WATER MAIN EASEMENT L.14112, P.576

EDGE OF PAVEMENT FALLS WEST OF PROPERTY LINE

ABANDONED 10' GAS EASEMENT L.13843, P.598

PARCEL IV
11.57 ACRES
504,080.3 SF

PARCEL I
10.83 ACRES
471,602.0 SF

PARCEL III
4.55 ACRES
198,222.0 SF

DTE OVERHEAD ESMT L.48070, P.708

TRASH ENCLOSURE

NO CURB/GUTTER PAN ONLY

LANDSCAPE BERM

PARKING EASEMENT L.23507, P.725

FENCE LINE

OVERHEAD LINES

GATE

EDGE OF WATER

CHAIN LINK FENCE

MH LOCATION PER RECORDS, COULD NOT LOCATE

S89°49'46"E 118.62'

S17°24'45"E 149.72'

S89°51'00"E 30.00'

N00°10'14"E 354.63'

S00°10'14"W 354.63'

CRUSHED STONE

TOP OF RIDGE

DETENTION POND

6' WIDE TELEPHONE EASEMENT L.17364, P.746

DEVONSHIRE PARK L.76 P.54

N00°14'03"E 300.00'

N00°14'03"E 54.78'

S89°51'00"E 164.95

N00°10'14"E 683.40'

S89°49'46"E 419.13'

LOCATION OF SOIL BORE (TYP)

BOTH STRUCTURES ARE FILLED WITH WATER/DRT/GRAVEL, COULD NOT DETERMINE INVERTS.

SOIL BORE (TYP)

ASPHALT

TOE OF SLOPE
TOP OF BERM

CONCRETE PARKING

SITE

PLYMOUTH ROAD

JOY RD.

N89°51'00"W 584.47'

N89°51'00"W 2200.01'

N89°51'00"W 713.41'

N89°51'00"W 1486.60'

S00°16'53"E 1318.00'

P.O.B. PARCEL III

P.O.B. PARCEL I

HENRY RUFF ROAD

DORIS AVENUE

OPORTO AVENUE

10' WIDE WALL EASEMENT L.24145, P.872 & 876

10' WIDE WALL EASEMENT L.24145, P.848 & 852

10' WIDE WALL EASEMENT L.24145, P.836 & 840

10' WIDE WALL EASEMENT L.24145, P.864 & 868

10' WIDE WALL EASEMENT L.24145, P.840 & 844

10' WIDE WALL EASEMENT L.24145, P.832 & 836

10' WIDE WALL EASEMENT L.24145, P.824 & 828

10' WIDE WALL EASEMENT L.24145, P.816 & 820

10' WIDE WALL EASEMENT L.24145, P.804 & 812

HRC

HUBBELL, ROTH & CLARK, INC
CONSULTING ENGINEERS SINCE 1915

555 HULET DRIVE
BLOOMFIELD HILLS, MICH.

P.O. BOX 824
48303 - 0824

PHONE: (248) 454-6300
FAX (1st. Floor): (248) 454-6312
FAX (2nd. Floor): (248) 454-6359

WEB SITE: http:// www.hrcengr.com

DATE	ADDITIONS AND/OR REVISIONS
DESIGNED	
DRAWN	B.PIGGOTT
CHECKED	G.CHALICE
APPROVED	G.CHALICE

CITY OF LIVONIA

WONDERLAND MALL

TOPOGRAPHICAL SURVEY

HRC JOB NO.	SCALE
20190258	1"=50'
DATE: June 2019	SHEET NO. 1 OF 2

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Piggott, Robert

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Piggott, Robert

SANITARY STRUCTURE DATA

Structure Name	Structure Details
49	RIM=637.64 INV IN=623.37 SW 12" FROM 10809 INV IN=623.14 W 12" FROM INV OUT=623.14 E 18" TO 10672
5441	RIM=637.46 INV IN=625.40 NE 12" FROM INV OUT=624.75 E 12" TO 10816
10672	RIM=637.68 INV IN=623.08 W 18" FROM 49 INV OUT=623.07 E 18" TO
10809	RIM=638.10 INV IN=624.26 W 12" FROM 10956 INV OUT=624.22 NE 12" TO 49
10816	RIM=638.27 INV IN=624.69 W 12" FROM 5441 INV OUT=624.65 SE 12" TO 10956
10956	RIM=637.50 INV IN=623.66 NW 12" FROM 10816 INV OUT=623.59 E 12" TO 10809
11007	RIM=637.47
20029	RIM=639.69 INV IN=629.74 W 12" FROM INV OUT=629.72 E 12" TO

WATER STRUCTURE DATA

Structure Name	Structure Details
5437	RIM=638.19 T/P IN=632.26 W 12" DI FROM T/P OUT=632.26 E 12" DI TO
5475	RIM=636.90 T/P IN=629.90 N 12" DI FROM T/P OUT=629.90 S 12" DI TO
10810	RIM=638.31 T/P IN=631.95 W 12" DI FROM T/P OUT=631.95 E 12" DI TO
11064	RIM=636.76 T/P IN=630.21 W 12" DI FROM T/P OUT=630.21 E 12" DI TO
11072	RIM=636.60 T/P IN=630.60 W 12" DI FROM T/P OUT=630.60 N 12" DI TO

STORM STRUCTURE DATA

Structure Name	Structure Details
71	RIM=635.73 INV OUT=631.61 N 12" RCP TO 20309
5026	RIM=636.34 INV OUT=631.70 E 12" RCP TO 10871
5029	RIM=636.88
5054	RIM=635.87 INV OUT=632.72 SW 12" RCP TO 5020
5384	RIM=637.91 INV IN=628.22 E 24" RCP FROM INV OUT=628.11 W 24" RCP TO
5440	RIM=638.07 INV IN=631.61 N 15" RCP FROM INV IN=631.44 W 12" RCP FROM INV OUT=631.36 S 15" RCP TO 10908
5575	RIM=637.14 (FILLED WITH WATER & DIRT)
5576	RIM=636.82 (FILLED WITH WATER & DIRT)
5689	RIM=640.77 (FILLED WITH DEBRIS)
5721	RIM=634.88 INV OUT=632.11 S 12"
6124	RIM=634.85 INV IN=626.91 N 48" CONC FROM 11068 INV OUT=626.91 S 48" CONC TO
10692	RIM=635.71 INV OUT=632.19 E 12" RCP TO 10691
10708	RIM=635.67 INV IN=632.21 W 12" RCP FROM 10709 INV OUT=631.91 E 12" RCP TO 10596
10709	RIM=635.59 INV OUT=632.46 E 12" RCP TO 10708
10747	RIM=635.72 INV OUT=632.60 S 12" RCP TO 10770
10770	RIM=637.75 INV IN=633.40 N 12" RCP FROM 10747 INV OUT=633.33 E 12" RCP TO 10598
10800	RIM=638.59 INV IN=630.87 NE 36" RCP FROM INV OUT=630.74 SW 48" RCP TO 11015
10814	RIM=638.42 INV IN=631.85 N 18" RCP FROM 10817 INV IN=631.66 W 48" RCP FROM INV IN=631.46 E 48" RCP FROM INV OUT=631.85 S 18" RCP TO 10952
10817	RIM=638.44 INV IN=631.96 N 18" RCP FROM 10831 INV IN=632.84 W 12" RCP FROM INV OUT=631.94 S 18" RCP TO 10814
10831	RIM=637.18 INV IN=631.62 N 18" RCP FROM 10850 INV IN=631.62 W 12" RCP FROM 10871 INV IN=632.63 E 12" RCP FROM INV OUT=631.41 S 18" RCP TO 10817
10850	RIM=637.63 INV IN=631.47 N 18" RCP FROM 10851 INV IN=631.47 W 12" RCP FROM 10868 INV IN=632.26 E 12" RCP FROM INV OUT=631.33 S 18" RCP TO 10831
10851	RIM=637.81 INV IN=631.97 W 12" RCP FROM 5020 INV IN=631.84 NE 12" RCP FROM 10861 INV OUT=631.77 S 18" RCP TO 10850
10859	RIM=636.73 INV OUT=632.76 W 12" RCP TO 10861
10861	RIM=637.36 INV IN=632.30 E 12" RCP FROM 10859 INV OUT=632.26 SW 12" RCP TO 10851
10868	RIM=635.93 INV IN=631.97 W 12" RCP FROM 5019 INV OUT=631.71 E 12" RCP TO 10850
10871	RIM=636.31 INV IN=631.82 W 12" RCP FROM 5026 INV OUT=632.01 E 12" RCP TO 10831
10908	RIM=635.93 INV IN=630.79 N 15" RCP FROM 5440 INV IN=0.00 W 33" RCP FROM 11067 INV OUT=628.21 E 48" RCP TO 10931

STORM STRUCTURE DATA

Structure Name	Structure Details
11068	RIM=637.11 INV IN=628.53 S 48" RCP FROM INV OUT=628.49 N 48" RCP TO
11069	RIM=637.99 INV IN=632.73 S 12" RCP FROM 11070 INV OUT=632.71 N 12" RCP TO 11067
11070	RIM=638.11 INV OUT=633.11 N 12" RCP TO 11069
20028	RIM=644.28 INV IN=630.73 S 12" CONC FROM 20305 INV OUT=627.73 W CONC FROM 20309 INV IN=627.83 E
20034	RIM=634.73 INV IN=628.87 N 21" RCP FROM 20062 INV OUT=628.83 E 24" RCP TO
20062	RIM=635.90 INV IN=631.25 N 15" RCP FROM 20078 INV OUT=631.00 S 21" RCP TO 20034
20078	RIM=635.98 INV OUT=631.56 S 15" RCP TO 20062
20113	RIM=635.90 INV OUT=631.72 E 12" RCP TO
20136	RIM=636.26 INV OUT=630.76 NW 12" RCP TO
20295	RIM=636.03 INV OUT=632.08 N 12" RCP TO
20296	RIM=641.20 INV IN=622.92 W 24" RCP FROM 20319 INV OUT=622.70 E 24" RCP TO 20300
20300	RIM=641.85 INV IN=622.13 W 24" RCP FROM 20296 INV IN=622.33 N 24" RCP FROM INV OUT=622.25 E 24" RCP TO 20303
20303	RIM=642.35 INV IN=621.91 W 24" RCP FROM 20300 INV OUT=621.79 E 24" RCP TO
20305	RIM=635.46 INV OUT=631.26 N 12" RCP TO
20309	RIM=645.02 INV IN=627.81 E 48" RCP FROM INV IN=631.10 S 12" RCP FROM 71 INV OUT=627.98 W 48" RCP TO 20313
20313	RIM=646.87 INV IN=627.85 E 48" RCP FROM 20309 INV OUT=627.75 W 48" RCP TO 20315
20315	RIM=647.23 INV IN=627.36 E 48" RCP FROM 20313 INV IN=628.11 W 48" RCP FROM
20319	RIM=644.93 INV IN=623.50 W 24" RCP FROM 20327 INV OUT=623.43 E 24" RCP TO 20296
20327	RIM=632.57 INV IN=625.15 NW 12" RCP FROM 20328 INV OUT=623.75 E 24" RCP TO 20319
20328	RIM=632.82 INV OUT=627.24 SE 12" RCP TO 20327
20463	RIM=630.68 T/P=627.48
10924	RIM=635.71 INV IN=631.41 NW 12" RCP FROM INV OUT=629.35 S 12" RCP TO 10931
10931	RIM=635.77 INV IN=629.07 N 12" RCP FROM 10924 INV IN=629.01 W 48" RCP FROM 10908 INV OUT=629.01 E 48" RCP TO 10952
10952	RIM=636.93 INV IN=630.17 N 18" RCP FROM 10814 INV IN=629.43 W 48" RCP FROM 10931 INV OUT=629.43 E 48" RCP TO 10996
10996	RIM=636.01 INV IN=628.53 W 48" RCP FROM 10952 INV OUT=628.53 E 48" RCP TO 11015
11015	RIM=637.37 INV IN=629.82 W 48" RCP FROM 10996 INV IN=0.00 NE 48" RCP FROM 10800 INV OUT=629.82 E 48" RCP TO
11067	RIM=638.35 INV IN=633.73 SW 12" RCP FROM INV IN=628.74 NW 33" RCP FROM INV IN=632.54 S 12" RCP FROM 11069 INV OUT=628.75 E 33" RCP TO 10908

PROPERTY DESCRIPTION

AS PROVIDED BY CLIENT IN TITLE WORK BY FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT No: 844447 AND DATED MARCH 08, 2019

Land in the City of Livonia, Wayne County, MI, described as follows:

PARCEL I:
Part of the Northeast ¼ of Section 35, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as:
Commencing at the Northeast corner of said section; thence
South 00 degrees 18 minutes 53 seconds East, 1,319.07 feet along the East line of said section and the centerline of Middlebelt Road (120 foot right of way) to the extended South line of "Bel-Aire Gardens", a subdivision according to the plat thereof as recorded in Liber 75 of Plats, page 48, Wayne County Records; thence North 89 degrees 51 minutes 00 seconds West, 1,486.60 feet along said extended North line to the Point of Beginning; thence North 89 degrees 51 minutes 00 seconds West, 713.41 feet along said North line extended; thence North 00 degrees 10 minutes 14 seconds East, 354.63 feet; thence South 89 degrees 49 minutes 46 seconds East, 118.62 feet; thence South 11 degrees 24 minutes 45 seconds East, 149.72 feet; thence South 89 degrees
51 minutes 00 seconds East, 30.00 feet; thence North 00 degrees 10 minutes 14 seconds East, 683.40 feet; thence South 89 degrees 49 minutes 46 seconds East, 134.12 feet; thence South 00 degrees 19 minutes 25 seconds West, 155.23 feet; thence South 89 degrees 40 minutes 35 seconds East, 403.00 feet; thence South 00 degrees 19 minutes 25 seconds West, 734.81 feet to the Point of Beginning. Containing 471,602 sf and/or 10.83 acres of land.

PARCEL III:
Part of the Northeast ¼ and the Northwest ¼ of Section 35, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as: Commencing at the Northeast corner of said section; thence South 00 degrees 18 minutes 53 seconds East, 1,319.07 feet along the East line of said section and the centerline of Middlebelt Road (120 foot right of to the extended North line of "Bel-Aire Gardens", a subdivision according to the plat thereof as recorded in Liber 75 of Plats, page 48, Wayne County Records; thence North 89 degrees 51 minutes 00 seconds West, 2,200.01 feet along said extended North line to the Point of Beginning; thence North 89 degrees 51 minutes 00 seconds West, 584.47 feet; thence North 00 degrees 14 minutes 03 seconds East, 300.00 feet; thence South 89 degrees 51 minutes 00 seconds East, 164.95 feet; thence North 00 degrees 14 minutes 03 seconds East, 54.78 feet; thence South 89 degrees 49 minutes 46 seconds East, 419.13 feet; thence South 00 degrees 10 minutes 14 seconds West, 354.63 feet to the Point of Beginning. Containing 198,222.0 sf and/or 4.55 acres of land.

EXCEPTIONS

(11) Water Easement in favor of Board of County Road Commissioners of the County of Wayne and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 6221, page 394, Register #C614552. (CANNOT DETERMINE LOCATION DUE TO POOR UNREADABLE DOCUMENT)

(12) Underground Permit in favor of Michigan Bell Telephone Company and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 10350, page 682, Register #D444586, as to Parcel IV. (CANNOT DETERMINE LOCATION DUE TO POOR UNREADABLE DOCUMENT)

(13) Agreement for Right of Way in favor of Consumers Power Company and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 13843, page 598, Register #E394605. (CANNOT DETERMINE LOCATION DUE TO POOR UNREADABLE DOCUMENT)

(14) Terms and Conditions contained in Easement as disclosed by instrument recorded in Liber 14112, page 572, Register #E480956, Liber 14112, page 576, Register #E480957, and in Liber 14112, page 581, Register #E480958. (AS SHOWN ON SURVEY)

(15) Release of Right-of-Way in favor of County of Wayne and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 14186, page 497, Register #E506328, as to Parcels I, II and IV. (SHOWN ON SURVEY)

(16) Terms and Conditions contained in Warranty Deed as disclosed by instrument recorded in Liber 16839, page 70, Register #F334920, as to Parcel IV. (NOT PLOTTABLE)

(17) Terms and Conditions contained in Easement Right of Way as disclosed by instrument recorded in Liber 17364, page 746, Register #F493791, as to Parcel III. (SHOWN ON SURVEY)

(18) Easement in favor of Consumers Power Company and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 19200, page 933, Register #G32769, as to Parcel II. (SHOWN ON SURVEY)

(19) Right of Way in favor of Michigan Bell Telephone Company and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 21399, page 129, Register #G663495. (SHOWN ON SURVEY)

(20) Right of Way in favor of Michigan Bell Telephone Company and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 21399, page 130, Register #G663496 and Modification of Right of Way recorded in Liber 21645, page 636, Register #G736037. (SHOWN ON SURVEY)

(21) Grant of Easement in favor of The Detroit Edison Company and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 22458, page 91. (SHOWN ON SURVEY)

(22) Terms and Conditions contained in Easement Agreement as disclosed by instrument recorded in Liber 23507, page 725. (SHOWN ON SURVEY)

(23) Terms and Conditions contained in Wall Easement Agreement as disclosed by instrument recorded in Liber 24145, page 804, Liber 24145, page 812, Liber 24145, page 816, Liber 24145, page 820, Liber 24145, page 824, Liber 24145, page 828, Liber 24145, page 832, Liber 24145, page 836, Liber 24145, page 840, Liber 24145, page 844, Liber 24145, page 848, Liber 24145, page 852, Liber 24145, page 856, Liber 24145, page 860, Liber 24145, page 864, Liber 24145, page 868, Liber 24145, page 872, and in Liber 24145, page 876. (AS SHOWN ON SURVEY)

(24) Highway Easement Release for signal pole in favor of Michigan Department of Transportation and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 24610, page 483, as to Parcel II. (SHOWN ON SURVEY)

(25) Terms and Conditions contained in Beautification Easement Agreement as disclosed by instrument recorded in Liber 34069, page 321, and in Liber 34069, page 339. (SHOWN ON SURVEY)

(26) Terms and Conditions contained in Easement as disclosed by instrument recorded in Liber 35211, page 153, as to Parcel IV. (SHOWN ON SURVEY)

(27) Easements, Terms and Conditions contained in Easement as disclosed by instrument recorded in Liber 45464, page 1201, as to Parcels I and II. (NOT PLOTTABLE)

(28) Terms and Conditions contained in Grant of Easement as disclosed by instrument recorded in Liber 45464, page 275, as to Parcel I and II. (NOT PLOTTABLE)

(29) Terms and Conditions contained in Operation and Easement Agreement as disclosed by instrument recorded in Liber 45505, page 375, and in First Amendment to Operation and Easement Agreement as disclosed by instrument recorded in Liber 46492, page 914. (SHOWN ON SURVEY)

(30) Terms and Conditions contained in Declaration of Covenants, Conditions, Restrictions, and Easements as disclosed by instrument recorded in Liber 46878, page 103, as to Parcel IV. (SHOWN ON SURVEY)

(31) Detroit Edison Underground Easement (Right of Way) in favor of The Detroit Edison Company and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 48070, page 708, as to Parcel IV. (SHOWN ON SURVEY)

(36) Survey by Hubbell, Roth and Clark, Inc., dated February 27, 2003, Job No. 20030115:, discloses the following:
- a. Theater is built over 10 foot gas main, which has been abandoned. (N/A)
- b. Party Wall between the enclosed mall and the Target Store. (N/A)
- c. Power lines overhead at various locations.
- d. Asphalt paving over the easement areas, gas mains, water, sewer, telephone and electrical lines.
- e. Building designated as the Montgomery Wards Building encroaches onto the Easement Parcel at various points. (N/A)
- f. Building designated as Ward's Automotive Center is built over the easement for sanitary sewer recorded in Liber 14112, page 572, Wayne County Records

NOTE: (THE FOLLOWING WAS SHOWN ON HRC JOB No. 20090336.04, WITH A REVISION DATE OF 07/23/09.)

EASEMENTS SCHEDULED FOR TERMINATION PER DEVELOPER INFORMATION AND EASEMENT DRAWING OF HUBBELL, ROTH & CLARK DEPICTION DATED 02-09-06-, FINAL REVISION 03-02-06.
6' WIDE GAS EASEMENT, L.13843, P.598
10' WIDE GAS EASEMENT, L. 13843, P.598 (ABANDONED LINE)
12' WIDE STORM SEWER EASEMENT, L.14112, P.572
24' WIDE SANITARY, STORM, WATER MAIN EASEMENT, L.14112, P.572
30' WIDE SANITARY, STORM, WATER MAIN EASEMENT, L.14112, P.572
12' WIDE SANITARY SEWER EASEMENT, L.14112, P.572
12' WIDE WATER MAIN EASEMENT, L.14112, P.576
12' WIDE WATER MAIN EASEMENT, L.14112, P.576
20' WIDE WATER MAIN EASEMENT, L.14112, P.576
30' WIDE STORM SEWER AND WATER SYSTEM EASEMENT, L.14112, P.576
30' WIDE SANITARY, STORM, WATER MAIN EASEMENT, L.14112, P.576
30' WIDE SANITARY, STORM, WATER MAIN EASEMENT, L.14112, P.576
24' WIDE SANITARY SEWER AND WATER MAIN EASEMENT, L.14112, P.576
12' WIDE STORM SEWER EASEMENT, L.14112, P.576

SURVEYOR'S CERTIFICATION

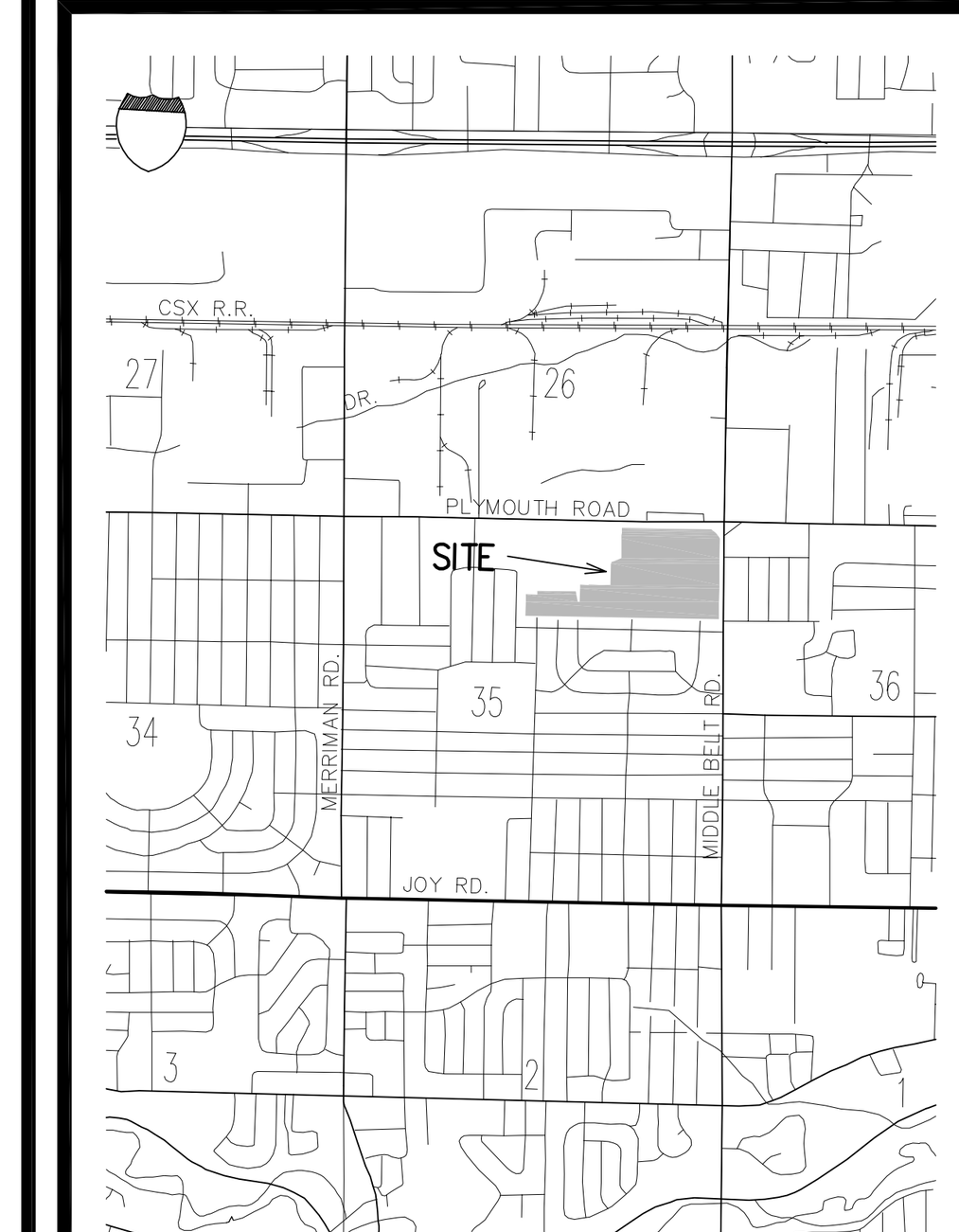
THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 5, 8, 9, 11, 13, 14, 16, 17, OF TABLE A THEREOF.

____
GARY M. CHALICE
PROFESSIONAL SURVEYOR No. 55939

Schostak BROTHERS & COMPANY

HRC
HUBBELL, ROTH & CLARK, INC
CONSULTING ENGINEERS SINCE 1915
555 HULET DRIVE
BLOOMFIELD HILLS, MICH.
P.O. BOX 824
48303 - 0824
PHONE: (248) 454-6300
FAX (1st. Floor): (248) 454-6312
FAX (2nd. Floor): (248) 454-6359
WEB SITE: http:// www.hrcengr.com

DATE	ADDITIONS AND/OR REVISIONS
DESIGNED	
DRAWN	B.PIGGOTT
CHECKED	G.CHALICE
APPROVED	G.CHALICE



CITY OF LIVONIA

WONDERLAND MALL

ALTA/NSPS LAND TITLE SURVEY

HRC JOB NO.	SCALE
20190258	1"=50'
DATE June 2019	SHEET NO. 2 OF 2

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BENCHMARK

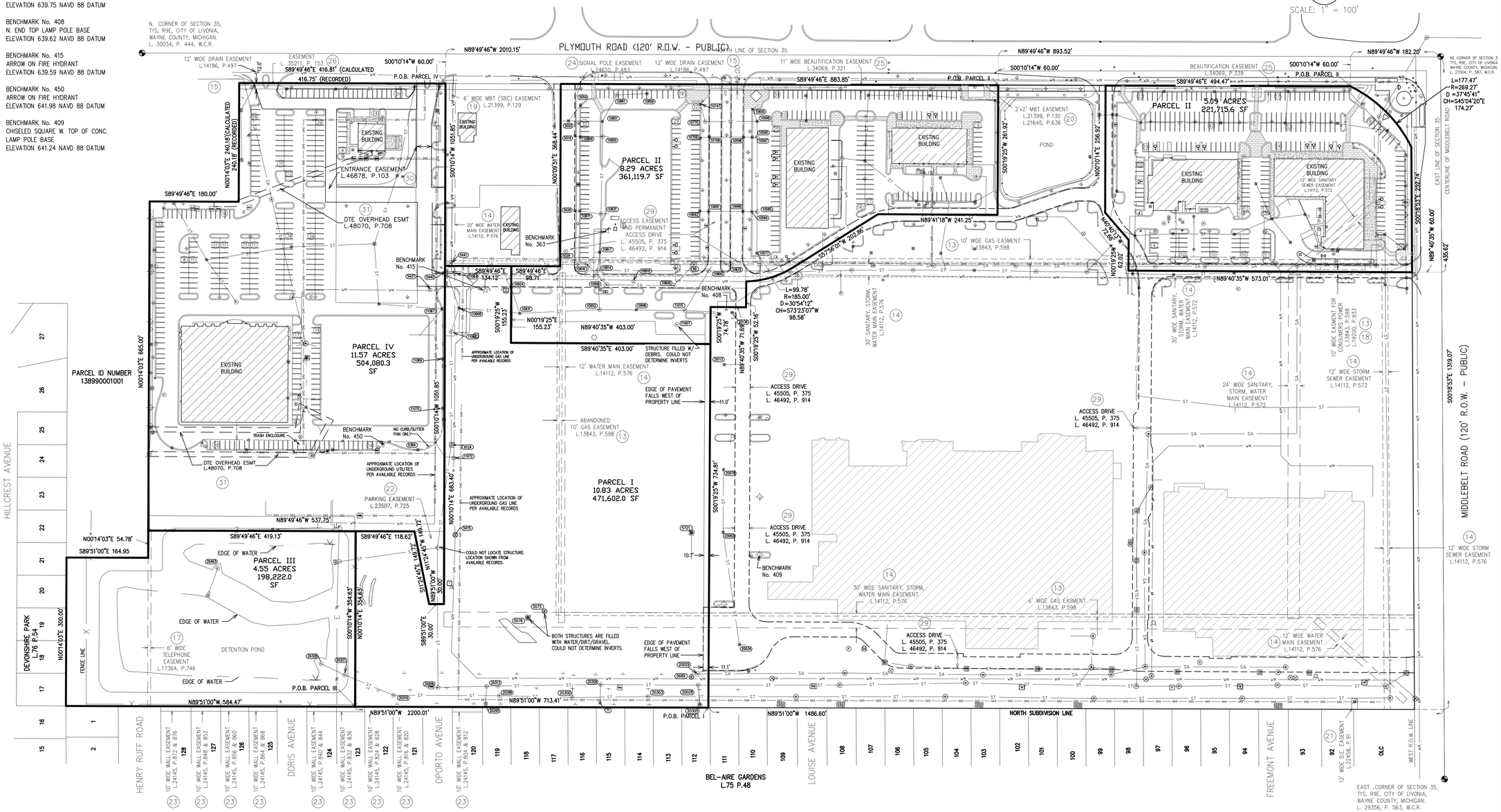
BENCHMARK No. 363
ARROW ON FIRE HYDRANT
ELEVATION 639.75 NAVD 88 DATUM

BENCHMARK No. 408
N. END TOP LAMP POLE BASE
ELEVATION 639.62 NAVD 88 DATUM

BENCHMARK No. 415
ARROW ON FIRE HYDRANT
ELEVATION 639.59 NAVD 88 DATUM

BENCHMARK No. 450
ARROW ON FIRE HYDRANT
ELEVATION 641.98 NAVD 88 DATUM

BENCHMARK No. 409
CHISELED SQUARE W. TOP OF CONC.
LAMP POLE BASE
ELEVATION 641.24 NAVD 88 DATUM



LEGEND

BUILDING
STORM — ST
SANITARY — SA
WATERMAIN — WM
GAS — GAS
UND. TELEPHONE — T
UND. ELECTRICAL — E
TRAVERSE LINE & TRAVERSE POINT
BENCH MARK SYMBOL
DEAD TREE
DECIDUOUS TREE
DECIDUOUS SHRUB
CONIFERIOUS TREE
CONIFERIOUS SHRUB
STUMP
SQ. & RD. CATCH BASINS & INLETS IN PAVEMENT
STORM MANHOLE & PIPE END
UNSPECIFIED MH.

RISER & DOWN SPOUT
PUMP STATION
FIRE HYDRANT
GATE & VALVE, & WELL
CISTERN & WELL
WATER STOP BOX & SPRINKLER HEAD
WATER TOWER BASE & METER PIT
UTILITY POLE
LIGHT POLE
GUY WIRE ANCHOR
UNDERGROUND MARKER
RISER
GAS BOX & BLOW OFF
BUILD. CORNER & 1st FLOOR ELEV.
℄ OF DITCH &TOE OF SLOPE
TOP OF BANK & RIDGE
TOP OF BERM &TOE OF BERM
EDGE OF WATER & WATER SURFACE
HEADWALL & RETAINING WALL
SIGNS & SIGN POST
LOCAL LOW POINT & LOCAL HIGH POINT
COLUMN OR PIER

FLOOD ZONE INFORMATION

SUBJECT PROPERTY FALLS IN ZONE "X", MINIMAL FLOODING, AS SHOWN IN FEMA MAP 26163C0227E, DATED 02/02/2012.

PARKING INFORMATION

PARCEL I – 0 SPACES

PARCEL II – 519 SPACES (20 HANDICAP/499 REGULAR (EAST – 10 HANDICAP/250 REGULAR; WEST – 10 HANDICAP/249 REGULAR)

PARCEL III – 0 SPACES

PARCEL IV – 349 SPACES (10 HANDICAP/339 REGULAR)

TOTAL PARKING SPACES:
868 SPACES
(30 HANDICAP/838 REGULAR)

NOTES:

NO EVIDENCE OF RECENT EARTH MOVING WORK ON SITE.

NOT AWARE OF ANY PROPOSED CHANGES IN STREET RIGHT OF WAY LINES.

UTILITY STATEMENT

THE LOCATIONS AND ELEVATIONS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS DRAWING ARE ONLY APPROXIMATE. NO GUARANTEE IS EITHER EXPRESSED OR IMPLIED AS TO THE COMPLETENESS OR ACCURACY THEREOF. THE CONTRACTOR SHALL BE EXCLUSIVELY RESPONSIBLE FOR DETERMINING THE EXACT UTILITY LOCATIONS AND ELEVATIONS PRIOR TO THE START OF CONSTRUCTION.

SURVEYOR'S CERTIFICATION

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 5, 8, 9, 11, 13, 14, 16, 17, OF TABLE A THEREOF.

GARY M. CHALICE
PROFESSIONAL SURVEYOR No. 55939

Schostak Brothers & Company

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DATE	ADDITIONS AND/OR REVISIONS
DESIGNED	
DRAWN	B.PIGGOTT
CHECKED	G.CHALICE
APPROVED	G.CHALICE

CITY OF LIVONIA

WONDERLAND MALL

ALTA/NSPS LAND TITLE SURVEY

HRC JOB NO.	SCALE
20190258	1"=100'
DATE: June 2019	SHEET NO. 1 OF 2

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Piggott, Robert

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SANITARY STRUCTURE DATA	
Structure Name	Structure Details
49	RIM=637.64 INV IN=623.37 SW 12" FROM 10809 INV IN=623.14 W 12" FROM INV OUT=623.14 E 18" TO 10672
5441	RIM=637.46 INV IN=625.40 NE 12" FROM INV OUT=624.75 E 12" TO 10816
10672	RIM=637.68 INV IN=623.08 W 18" FROM 49 INV OUT=623.07 E 18" TO
10809	RIM=638.10 INV IN=624.26 W 12" FROM 10956 INV OUT=624.22 NE 12" TO 49
10816	RIM=638.27 INV IN=624.69 W 12" FROM 5441 INV OUT=624.65 SE 12" TO 10956
10956	RIM=637.50 INV IN=623.66 NW 12" FROM 10816 INV OUT=623.59 E 12" TO 10809
11007	RIM=637.47
20029	RIM=639.69 INV IN=629.74 W 12" FROM INV OUT=629.72 E 12" TO

WATER STRUCTURE DATA	
Structure Name	Structure Details
5437	RIM=638.19 T/P IN=632.26 W 12" DI FROM T/P OUT=632.26 E 12" DI TO
5475	RIM=636.90 T/P IN=629.90 N 12" DI FROM T/P OUT=629.90 S 12" DI TO
10810	RIM=638.31 T/P IN=631.95 W 12" DI FROM T/P OUT=631.95 E 12" DI TO
11064	RIM=636.76 T/P IN=630.21 W 12" DI FROM T/P OUT=630.21 E 12" DI TO
11072	RIM=636.60 T/P IN=630.60 W 12" DI FROM T/P OUT=630.60 N 12" DI TO

STORM STRUCTURE DATA	
Structure Name	Structure Details
71	RIM=635.73 INV OUT=631.61 N 12" RCP TO 20309
5019	RIM=636.23 INV OUT=632.43 E 12" RCP TO 10868
5020	RIM=636.64 INV IN=632.33 NE 12" RCP FROM 5054 INV IN=632.49 W 12" RCP FROM INV OUT=632.49 E 12" RCP TO 10851
5026	RIM=636.34 INV OUT=631.70 E 12" RCP TO 10871
5029	RIM=636.88 (COULD NOT OPEN)
5054	RIM=635.87 INV OUT=632.72 SW 12" RCP TO 5020
5384	RIM=637.91 INV IN=628.22 E 24" RCP FROM INV OUT=628.11 W 24" RCP TO
5440	RIM=638.07 INV IN=631.61 N 15" RCP FROM INV IN=631.44 W 12" RCP FROM INV OUT=631.36 S 15" RCP TO 10908
5575	RIM=637.14 (FILLED WITH WATER & DIRT)
5576	RIM=636.82 (FILLED WITH WATER & DIRT)
5689	RIM=640.77 (FILLED WITH DEBRIS)
5721	RIM=634.88 INV OUT=632.11 S 12"
6124	RIM=634.85 INV IN=626.91 N 48" CONC FROM 11068 INV OUT=626.91 S 48" CONC TO
10577	RIM=636.81 INV IN=631.09 N 18" RCP FROM 10585 INV OUT=631.09 SE 24" RCP TO
10584	RIM=635.66 INV IN=631.58 W 12" RCP FROM 10688 INV OUT=631.58 E 12" RCP TO 10585
10585	RIM=636.08 INV IN=631.33 N 18" RCP FROM 10597 INV IN=631.46 W 12" RCP FROM 10584 INV OUT=631.21 S 18" RCP TO 10577
10595	RIM=635.63 INV IN=631.98 W 12" RCP FROM 10596 INV OUT=631.94 E 12" RCP TO 10597
10596	RIM=635.44 INV IN=632.09 W 12" RCP FROM 10708 INV OUT=632.19 E 12" RCP TO 10595
10597	RIM=635.94 INV IN=632.06 N 15" RCP FROM 10598 INV IN=632.00 W 12" RCP FROM 10595 INV OUT=632.05 S 18" RCP TO 10585
10598	RIM=636.27 INV IN=631.86 W 12" RCP FROM 10770 INV IN=632.15 N 12" RCP FROM 10600 INV IN=631.73 E 12" RCP FROM INV OUT=631.64 S 15" RCP TO 10597
10600	RIM=635.78 INV OUT=632.03 S 12" RCP TO 10598
10688	RIM=635.63 INV IN=631.71 W 12" RCP FROM 10691 INV OUT=631.65 E 12" RCP TO 10584
10691	RIM=635.70 INV IN=632.12 W 12" RCP FROM 10692 INV OUT=632.07 E 12" RCP TO 10688

STORM STRUCTURE DATA	
Structure Name	Structure Details
10692	RIM=635.71 INV OUT=632.19 E 12" RCP TO 10691
10708	RIM=635.67 INV IN=632.21 W 12" RCP FROM 10709 INV OUT=631.91 E 12" RCP TO 10596
10709	RIM=635.59 INV OUT=632.46 E 12" RCP TO 10708
10747	RIM=635.72 INV OUT=632.60 S 12" RCP TO 10770
10770	RIM=637.75 INV IN=633.40 N 12" RCP FROM 10747 INV OUT=633.33 E 12" RCP TO 10598
10800	RIM=638.59 INV IN=630.87 NE 36" RCP FROM INV OUT=630.74 SW 48" RCP TO 11015
10814	RIM=638.42 INV IN=631.85 N 18" RCP FROM 10817 INV IN=631.66 W 48" RCP FROM INV IN=631.46 E 48" RCP FROM INV OUT=631.85 S 18" RCP TO 10952
10817	RIM=638.44 INV IN=631.96 N 18" RCP FROM 10831 INV IN=632.84 W 12" RCP FROM INV OUT=631.94 S 18" RCP TO 10814
10831	RIM=637.18 INV IN=631.62 N 18" RCP FROM 10850 INV IN=631.62 W 12" RCP FROM 10871 INV IN=632.63 E 12" RCP FROM INV OUT=631.41 S 18" RCP TO 10817
10850	RIM=637.63 INV IN=631.47 N 18" RCP FROM 10851 INV IN=631.47 W 12" RCP FROM 10868 INV IN=632.26 E 12" RCP FROM INV OUT=631.33 S 18" RCP TO 10831
10851	RIM=637.81 INV IN=631.97 W 12" RCP FROM 5020 INV IN=631.84 NE 12" RCP FROM 10861 INV OUT=631.77 S 18" RCP TO 10850
10859	RIM=636.73 INV OUT=632.76 W 12" RCP TO 10861
10861	RIM=637.36 INV IN=632.30 E 12" RCP FROM 10859 INV OUT=632.26 SW 12" RCP TO 10851
10868	RIM=635.93 INV IN=631.97 W 12" RCP FROM 5019 INV OUT=631.71 E 12" RCP TO 10850
10871	RIM=636.31 INV IN=631.82 W 12" RCP FROM 5026 INV OUT=632.01 E 12" RCP TO 10831
10908	RIM=635.93 INV IN=630.79 N 15" RCP FROM 5440 INV IN=0.00 W 33" RCP FROM 11067 INV OUT=628.21 E 48" RCP TO 10931
10924	RIM=635.71 INV IN=631.41 NW 12" RCP FROM INV OUT=629.35 S 12" RCP TO 10931
10931	RIM=635.77 INV IN=629.07 N 12" RCP FROM 10924 INV IN=629.01 W 48" RCP FROM 10908 INV OUT=629.01 E 48" RCP TO 10952
10952	RIM=636.93 INV IN=630.17 N 18" RCP FROM 10814 INV IN=629.43 W 48" RCP FROM 10931 INV OUT=629.43 E 48" RCP TO 10996
10996	RIM=636.01 INV IN=628.53 W 48" RCP FROM 10952 INV OUT=628.53 E 48" RCP TO 11015
11015	RIM=637.37 INV IN=629.82 W 48" RCP FROM 10996 INV IN=0.00 NE 48" RCP FROM 10800 INV OUT=629.82 E 48" RCP TO
11067	RIM=638.35 INV IN=633.73 SW 12" RCP FROM INV IN=628.74 NW 33" RCP FROM INV IN=632.54 S 12" RCP FROM 11069 INV OUT=628.75 E 33" RCP TO 10908

STORM STRUCTURE DATA	
Structure Name	Structure Details
11068	RIM=637.11 INV IN=628.53 S 48" RCP FROM INV OUT=628.49 N 48" RCP TO
11069	RIM=637.99 INV IN=632.73 S 12" RCP FROM 11070 INV OUT=632.71 N 12" RCP TO 11067
11070	RIM=638.11 INV OUT=633.11 N 12" RCP TO 11069
20028	RIM=644.28 INV IN=630.73 S 12" CONC FROM 20305 INV OUT=627.73 W CONC FROM 20309 INV IN=627.83 E
20034	RIM=634.73 INV IN=628.87 N 21" RCP FROM 20062 INV OUT=628.83 E 24" RCP TO
20062	RIM=635.90 INV IN=631.25 N 15" RCP FROM 20078 INV OUT=631.00 S 21" RCP TO 20034
20078	RIM=635.98 INV OUT=631.56 S 15" RCP TO 20062
20113	RIM=635.90 INV OUT=633.72 E 12" RCP TO
20136	RIM=636.26 INV OUT=630.76 NW 12" RCP TO
20295	RIM=636.03 INV OUT=632.08 N 12" RCP TO
20296	RIM=641.20 INV IN=622.92 W 24" RCP FROM 20319 INV OUT=622.70 E 24" RCP TO 20300
20300	RIM=641.85 INV IN=622.13 W 24" RCP FROM 20296 INV IN=622.33 N 24" RCP FROM INV OUT=622.25 E 24" RCP TO 20303
20303	RIM=642.35 INV IN=621.91 W 24" RCP FROM 20300 INV OUT=621.79 E 24" RCP TO
20305	RIM=635.46 INV OUT=631.26 N 12" RCP TO
20309	RIM=645.02 INV IN=627.81 E 48" RCP FROM INV IN=631.10 S 12" RCP FROM 71 INV OUT=627.98 W 48" RCP TO 20313
20313	RIM=646.87 INV IN=627.85 E 48" RCP FROM 20309 INV OUT=627.75 W 48" RCP TO 20315
20315	RIM=647.23 INV IN=627.36 E 48" RCP FROM 20313 INV IN=628.11 W 48" RCP FROM
20319	RIM=644.93 INV IN=623.50 W 24" RCP FROM 20327 INV OUT=623.43 E 24" RCP TO 20296
20327	RIM=632.57 INV IN=625.15 NW 12" RCP FROM 20328 INV OUT=623.75 E 24" RCP TO 20319
20328	RIM=632.82 INV OUT=627.24 SE 12" RCP TO 20327
20463	RIM=630.68 T/P 627.48

PROPERTY DESCRIPTION

AS PROVIDED BY CLIENT IN TITLE WORK BY FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT No: 844447 AND DATED MARCH 08, 2019

Land in the City of Livonia, Wayne County, MI, described as follows:

PARCEL I:
Part of the Northeast ¼ of Section 35, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as:
Commencing at the Northeast corner of said section; thence
South 00 degrees 18 minutes 53 seconds East, 1,319.07 feet along the East line of said section and the centerline of Middlebelt Road (120 foot right of way) to the extended South line of 'Bel-Aire Gardens', a subdivision according to the plat thereof as recorded in Liber 75 of Plats, page 48, Wayne County Records; thence North 89 degrees 51 minutes 00 seconds West, 1,486.60 feet along said extended North line to the Point of Beginning; thence North 89 degrees 51 minutes 00 seconds West, 713.41 feet along said North line extended; thence North 00 degrees 10 minutes 14 seconds East, 354.63 feet; thence South 89 degrees 49 minutes 46 seconds East, 118.62 feet; thence South 11 degrees 24 minutes 45 seconds East, 149.72 feet; thence South 89 degrees 51 minutes 00 seconds East, 30.00 feet; thence North 00 degrees 10 minutes 14 seconds East, 683.40 feet; thence South 89 degrees 49 minutes 46 seconds East, 134.12 feet; thence South 00 degrees 19 minutes 25 seconds West, 155.23 feet; thence South 89 degrees 40 minutes 35 seconds East, 403.00 feet; thence South 00 degrees 19 minutes 25 seconds West, 734.81 feet to the Point of Beginning. Containing 471,602 sf and/or 10.83 acres of land.

PARCEL II:
Part of the Northeast ¼ of Section 35, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as:
Commencing at the Northeast corner of said section; thence North 89 degrees 49 minutes 46 seconds West, 182.20 feet along the North line of said section and the centerline of Plymouth Road (120 foot right of way); thence South 00 degrees 10 minutes 14 seconds West, 60.00 feet to the South right of way line of said Plymouth Road and the Point of Beginning; thence along a curve to the right 177.47 feet, said curve having a radius of 269.27 feet, a central angle of 37 degrees 45 minutes 41 seconds, and a chord bearing South 45 degrees 04 minutes 20 seconds East, 174.27 feet to the West right of way line of Middlebelt Road (120 foot right of way); thence South 00 degrees 18 minutes 53 seconds East, 252.74 feet along the said right of way line; thence North 89 degrees 40 minutes 35 seconds West, 573.01 feet; thence North 00 degrees 19 minutes 25 seconds East, 62.02 feet; thence North 40 degrees 40 minutes 13 seconds West, 72.66 feet; thence North 00 degrees 10 minutes 14 seconds East, 256.92 feet to the South right of way line of said Plymouth Road; thence South 89 degrees 49 minutes 46 seconds East, 494.47 feet along said right of way line to the Point of Beginning. Containing 221,715.6 sf and/or 5.09 acres of land.

ALSO
Part of the Northeast ¼ of Section 35, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described Commencing at the Northeast corner of said section; thence North 89 degrees 49 minutes 46 seconds West, 893.52 feet along the North line of said section and the centerline of said Plymouth Road; thence South 00 degrees 10 minutes 14 seconds West, 60.00 feet to the South right of way line of said Plymouth Road and the Point of Beginning; thence South 00 degrees 19 minutes 25 seconds West, 261.92 feet; thence North 89 degrees 41 minutes 18 seconds West, 241.25 feet; thence South 57 degrees 56 minutes 01 second West, 202.86 feet; thence along a curve to the right 99.78 feet, said curve having a radius of 185.00 feet, a central angle of 30 degrees 54 minutes 12 seconds, and a chord bearing South 73 degrees 23 minutes 07 seconds West, 98.58 feet; thence South 00 degrees 19 minutes 25 seconds West, 52.16 feet; thence North 89 degrees 40 minutes 35 seconds West, 71.69 feet; thence South 00 degrees 19 minutes 25 seconds West, 74.78 feet; thence North 89 degrees 40 minutes 35 seconds West, 403.00 feet; thence North 00 degrees 19 minutes 25 seconds East, 155.23 feet; thence South 89 degrees 49 minutes 46 seconds East, 98.71 feet; thence North 00 degrees 09 minutes 51 seconds East, 368.44 feet to the South right of way line of said Plymouth Road; thence South 89 degrees 49 minutes 46 seconds East, 883.85 feet along said right of way line to the Point of Beginning. Containing 361,119.7 sf and/or 8.29 acres of land.

PARCEL III:
Part of the Northeast ¼ and the Northwest ¼ of Section 35, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as: Commencing at the Northeast corner of said section; thence South 00 degrees 18 minutes 53 seconds East, 1,319.07 feet along the East line of said section and the centerline of Middlebelt Road (120 foot right of to the extended North line of 'Bel-Aire Gardens', a subdivision according to the plat thereof as recorded in Liber 75 of Plats, page 48, Wayne County Records; thence North 89 degrees 51 minutes 00 seconds West, 2,200.01 feet along said extended North line to the Point of Beginning; thence North 89 degrees 51 minutes 00 seconds West, 584.47 feet; thence North 00 degrees 14 minutes 03 seconds East, 300.00 feet; thence South 89 degrees 51 minutes 00 seconds East, 164.95 feet; thence North 00 degrees 14 minutes 03 seconds East, 54.78 feet; thence South 89 degrees 49 minutes 46 seconds East, 419.13 feet; thence South 00 degrees 10 minutes 14 seconds West, 354.63 feet to the Point of Beginning. Containing 198,222.0 sf and/or 4.55 acres of land.

PARCEL IV:
Part of the North ½ of the Northeast ¼ of Section 35, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as: Beginning at a point distant North 89 degrees 49 minutes 46 seconds West, 2,010.15 feet along the North line of said Section 35 and South 00 degrees 10 minutes 14 seconds West, 60.00 feet from the Northeast corner of said Section 35; thence South 00 degrees 10 minutes 14 seconds West, 1,051.85 feet; thence North 89 degrees 51 minutes 00 seconds West, 30.00 feet; thence North 11 degrees 24 minutes 45 seconds West, 149.72 feet; thence North 89 degrees 49 minutes 46 seconds West, 537.75 feet; thence North 00 degrees 14 minutes 03 seconds East, 665.00 feet; thence South 89 degrees 49 minutes 46 seconds East, 180.00 feet; thence North 00 degrees 14 minutes 03 seconds East, 240.18 feet (calculated) 240.00 feet (recorded); thence South 89 degrees 49 minutes 46 seconds East, 416.81 feet (calculated) 416.75 feet (recorded) to the Point of Beginning. Containing 504,080.3 sf and/or 11.57 acres of land.

EXCEPTIONS

(11) Water Easement in favor of Board of County Road Commissioners of the County of Wayne and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 6221, page 394, Register #C614552. (CANNOT DETERMINE LOCATION DUE TO POOR UNREADABLE DOCUMENT)

(12) Underground Permit in favor of Michigan Bell Telephone Company and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 10350, page 682, Register #D444586, as to Parcel IV. (CANNOT DETERMINE LOCATION DUE TO POOR UNREADABLE DOCUMENT)

(13) Agreement for Right of Way in favor of Consumers Power Company and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 13843, page 598, Register #E394605. (CANNOT DETERMINE LOCATION DUE TO POOR UNREADABLE DOCUMENT)

(14) Terms and Conditions contained in Easement as disclosed by instrument recorded in Liber 14112, page 572, Register #E480966, Liber 14112, page 576, Register #E480957, and in Liber 14112, page 581, Register #E480958. (AS SHOWN ON SURVEY)

(15) Release of Right-of-Way in favor of County of Wayne and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 14186, page 497, Register #E506328, as to Parcels I, II and IV. (SHOWN ON SURVEY)

(16) Terms and Conditions contained in Warranty Deed as disclosed by instrument recorded in Liber 16839, page 70, Register #F334920, as to Parcel IV. (NOT PLOTTABLE)

(17) Terms and Conditions contained in Easement Right of Way as disclosed by instrument recorded in Liber 17364, page 746, Register #F493791, as to Parcel III. (SHOWN ON SURVEY)

(18) Easement in favor of Consumers Power Company and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 19200, page 933, Register #G32769, as to Parcel III. (SHOWN ON SURVEY)

(19) Right of Way in favor of Michigan Bell Telephone Company and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 21399, page 129, Register #G663495. (SHOWN ON SURVEY)

(20) Right of Way in favor of Michigan Bell Telephone Company and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 21399, page 130, Register #G663496 and Modification of Right of Way recorded in Liber 21645, page 636, Register #G736037. (SHOWN ON SURVEY)

(21) Grant of Easement in favor of The Detroit Edison Company and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 22458, page 91. (SHOWN ON SURVEY)

(22) Terms and Conditions contained in Easement Agreement as disclosed by instrument recorded in Liber 23507, page 725. (SHOWN ON SURVEY)

(23) Terms and Conditions contained in Wall Easement Agreement as disclosed by instrument recorded in Liber 24145, page 804, Liber 24145, page 812, Liber 24145, page 816, Liber 24145, page 820, Liber 24145, page 824, Liber 24145, page 828, Liber 24145, page 832, Liber 24145, page 836, Liber 24145, page 840, Liber 24145, page 844, Liber 24145, page 848, Liber 24145, page 852, Liber 24145, page 856, Liber 24145, page 860, Liber 24145, page 864, Liber 24145, page 868, Liber 24145, page 872, and in Liber 24145, page 876. (AS SHOWN ON SURVEY)

(24) Highway Easement Release for signal pole in favor of Michigan Department of Transportation and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 24610, page 483, as to Parcel II. (SHOWN ON SURVEY)

(25) Terms and Conditions contained in Beautification Easement Agreement as disclosed by instrument recorded in Liber 34069, page 321, and in Liber 34069, page 339. (SHOWN ON SURVEY)

(26) Terms and Conditions contained in Easement as disclosed by instrument recorded in Liber 35211, page 153, as to Parcel IV. (SHOWN ON SURVEY)

(27) Easements, Terms and Conditions contained in Easement as disclosed by instrument recorded in Liber 45464, page 1201, as to Parcels I and II. (NOT PLOTTABLE)

(28) Terms and Conditions contained in Grant of Easement as disclosed by instrument recorded in Liber 45464, page 275, as to Parcel I and II. (NOT PLOTTABLE)

(29) Terms and Conditions contained in Operation and Easement Agreement as disclosed by instrument recorded in Liber 45505, page 375, and in First Amendment to Operation and Easement Agreement as disclosed by instrument recorded in Liber 46492, page 914. (SHOWN ON SURVEY)

(30) Terms and Conditions contained in Declaration of Covenants, Conditions, Restrictions, and Easements as disclosed by instrument recorded in Liber 46878, page 103, as to Parcel IV. (SHOWN ON SURVEY)

(31) Detroit Edison Underground Easement (Right of Way) In favor of The Detroit Edison Company and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 48070, page 708, as to Parcel IV. (SHOWN ON SURVEY)

(36) Survey by Hubbell, Roth and Clark, Inc., dated February 27, 2003, Job No. 20030115;, discloses the following:
- a. Theater is built over 10 foot gas main, which has been abandoned. (N/A)
- b. Party Wall between the enclosed mall and the Target Store. (N/A)
- c. Power lines overhead at various locations.
- d. Asphalt paving over the easement areas, gas mains, water, sewer, telephone and electrical lines.
- e. Building designated as the Montgomery Wards Building encroaches onto the Easement Parcel at various points. (N/A)
- f. Building designated as Ward's Automotive Center is built over the easement for sanitary sewer recorded in Liber 14112, page 572, Wayne County Records

NOTE: (THE FOLLOWING WAS SHOWN ON HRC JOB No. 20090336.04, WITH A REVISION DATE OF 07/23/09.)

EASEMENTS SCHEDULED FOR TERMINATION PER DEVELOPER INFORMATION AND EASEMENT DRAWING OF HUBBELL, ROTH & CLARK DEPICTION DATED 02-09-06-, FINAL REVISION 03-02-06.
6" WIDE GAS EASEMENT, L.13843, P.598
10" WIDE GAS EASEMENT, L. 13843, P.598 (ABANDONED LINE)
12" WIDE STORM SEWER EASEMENT, L.14112, P.572
24" WIDE SANITARY, STORM, WATER MAIN EASEMENT, L.14112, P.572
30" WIDE SANITARY, STORM, WATER MAIN EASEMENT, L.14112, P.572
12" WIDE SANITARY SEWER EASEMENT, L.14112, P.572
12" WIDE WATER MAIN EASEMENT, L.14112, P.576
12" WIDE WATER MAIN EASEMENT, L.14112, P.576
20" WIDE WATER MAIN EASEMENT, L.14112, P.576
30" WIDE STORM SEWER AND WATER SYSTEM EASEMENT, L.14112, P.576
30" WIDE SANITARY, STORM, WATER MAIN EASEMENT, L.14112, P.576
30" WIDE SANITARY, STORM, WATER MAIN EASEMENT, L.14112, P.576
24" WIDE SANITARY SEWER AND WATER MAIN EASEMENT, L.14112, P.576
12" WIDE STORM SEWER EASEMENT, L.14112, P.576

SURVEYOR'S CERTIFICATION

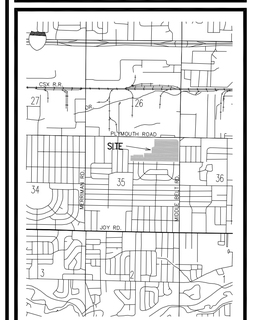
THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 5, 8, 9, 11, 13, 14, 16, 17, OF TABLE A THEREOF.

_____
GARY M. CHALICE
PROFESSIONAL SURVEYOR No. 55939

Schostak Brothers & Company

HRC
HUBBELL, ROTH & CLARK, INC
CONSULTING ENGINEERS SINCE 1915
555 HULET DRIVE
BLOOMFIELD HILLS, MICH.
P.O. BOX 824
48303 - 0824
PHONE: (248) 454-6300
FAX (1st. Floor): (248) 454-6312
FAX (2nd. Floor): (248) 454-6359
WEB SITE: http: // www.hrcengr.com

DATE	ADDITIONS AND/OR REVISIONS
DESIGNED	
DRAWN	B.PIGGOTT
CHECKED	G.CHALICE
APPROVED	G.CHALICE



CITY OF LIVONIA

WONDERLAND MALL

ALTA/NSPS
LAND TITLE
SURVEY

HRC JOB NO.	SCALE
20190258	1"=100'
DATE: June 2019	SHEET NO. 2 OF 2

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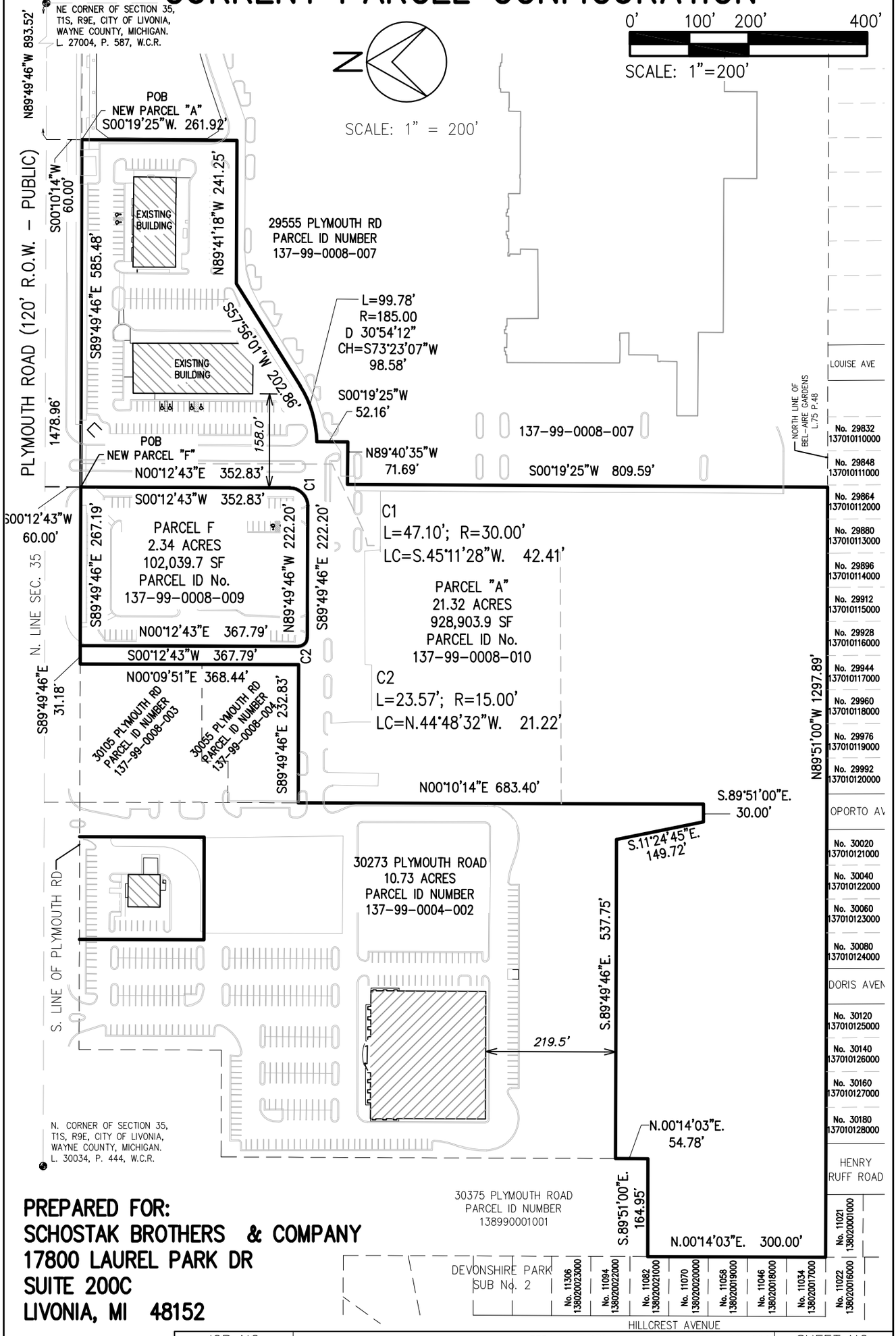
Piggott, Robert

CURRENT PARCEL CONFIGURATION



PREPARED FOR:
SCHOSTAK BROTHERS & COMPANY
17800 LAUREL PARK DR
SUITE 200C
LIVONIA, MI 48152

JOB NO.	HRC	SHEET NO.
20190419	HUBBELL, ROTH & CLARK, INC CONSULTING ENGINEERS SINCE 1915	1
DATE	555 HULET DRIVE P.O. BOX 824 BLOOMFIELD HILLS, MICH. 48303 - 0824	OF 4
03-11-2020	PHONE: (248) 454-6300 FAX (1st. Floor): (248) 454-6312 FAX (2nd. Floor): (248) 454-6359 WEB SITE: http: / / www.hrcengr.com	

REVISED 05/28/2020

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Piggott, Robert

CURRENT PARCEL DESCRIPTIONS

PROPERTY DESCRIPTION PARCEL "A"

Land situated in the City of Livonia, County of Wayne, State of Michigan, described as follows:
Part of the Northeast ¼ of Section 35, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as: Commencing at the Northeast corner of said section; thence North 89 degrees 49 minutes 46 seconds West, 893.52 feet along the North line of said section and the centerline of Plymouth Road (120 foot right of way); thence South 00 degrees 10 minutes 14 seconds West 60.00 feet to the South Right of Way line of Plymouth Road and the POINT OF BEGINNING; thence South 00 degrees 19 minutes 25 seconds West 261.92 feet; thence North 89 degrees 41 minutes 18 seconds West 241.25 feet; thence South 57 degrees 56 minutes 01 seconds West 202.86 feet; thence along a curve to the right 99.78 feet, said curve having a radius of 185.00 feet, a central angle of 30 degrees 54 minutes 12 seconds and a chord bearing South 73 degrees 23 minutes 07 seconds West 98.58 feet; thence South 00 degrees 19 minutes 25 seconds West 52.16 feet; thence North 89 degrees 40 minutes 35 seconds West 71.69 feet; thence South 00 degrees 19 minutes 25 seconds West 809.59 feet to the north line of "Bel-Aire Gardens", a subdivision of part of the South ½ of the North ½ of Section 35, Township 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, as recorded in Liber 75 of Plats, Page 48, Wayne County Records; thence North 89 degrees 51 minutes 00 seconds West 1297.89 feet along said subdivision line; thence North 00 degrees 14 minutes 03 seconds East 300.00 feet; thence South 89 degrees 51 minutes 00 seconds East 164.95 feet; thence North 00 degrees 14 minutes 03 seconds East 54.78 feet; thence South 89 degrees 49 minutes 46 seconds East 537.75 feet; thence South 11 degrees 24 minutes 45 seconds East 149.72 feet; thence South 89 degrees 51 minutes 00 seconds East 30.00 feet; thence North 00 degrees 10 minutes 14 seconds East 683.40 feet; thence South 89 degrees 49 minutes 46 seconds East 232.83 feet; thence North 00 degrees 09 minutes 51 seconds East 368.44 feet to the South right of way line of said Plymouth Road; thence South 89 degrees 49 minutes 46 seconds East, 31.18 feet along said right of way line; thence South 00 degrees 12 minutes 43 seconds West 367.79 feet; thence 23.57 feet along a curve to the left, having a radius of 15.00 feet and a long chord which bears South 44 degrees 48 minutes 32 seconds East 21.22 feet; thence South 89 degrees 49 minutes 46 seconds East 222.20 feet; thence 47.10 feet along a curve to the left, having a radius of 30.00 feet and a long chord which bears North 45 degrees 11 minutes 28 seconds East 42.41 feet; thence North 00 degrees 12 minutes 43 seconds East 352.83 feet to the South right of way line of said Plymouth Road; thence South 89 degrees 49 minutes 46 seconds East 585.48 feet to the POINT OF BEGINNING. Containing 928,903.9 sf and/or 21.32 acres of land. Subject to all easements and restrictions of record.

DESCRIPTION OF PROPERTY (137-99-0004-002) (NO CHANGES)

Part of the Northeast ¼ of Section 35, Township 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as:
Commencing at the Northeast Corner of said Section 35; thence North 89 degrees 49 minutes 46 seconds West 2010.15 feet along the north line of said Section and centerline of Plymouth Road (120 feet wide); thence South 00 degrees 10 minutes 14 seconds West 60.00 feet to the south right of way line of said Plymouth Road and the POINT OF BEGINNING; thence South 00 degrees 10 minutes 14 seconds West 1051.84 feet; thence North 89°51'00" West 30.00 feet; thence North 11 degrees 24 minutes 45 seconds West 149.72 feet; thence North 89 degrees 49 minutes 46 secodns West 537.75 feet; thence North 00 degrees 14 minutes 03 seconds East 665.00 feet; thence South 89 degrees 49 minutes 46 seconds East 180.00 feet; thence North 00 degrees 14 minutes 03 seconds East 240.18 feet; thence South 89 degrees 49 minutes 46 seconds East 185.80 feet; thence South 00 degrees 10 minutes 14 seconds West 210.00 feet; thence South 89 degrees 49 minutes 46 seconds East 173.00 feet; thence North 00 degrees 10 minutes 14 seconds East 210.00 feet; thence South 89 degrees 49 minutes 46 seconds East 58.01 feet to THE POINT OF BEGINNING. Said parcel contains 10.737 acres, more or less.

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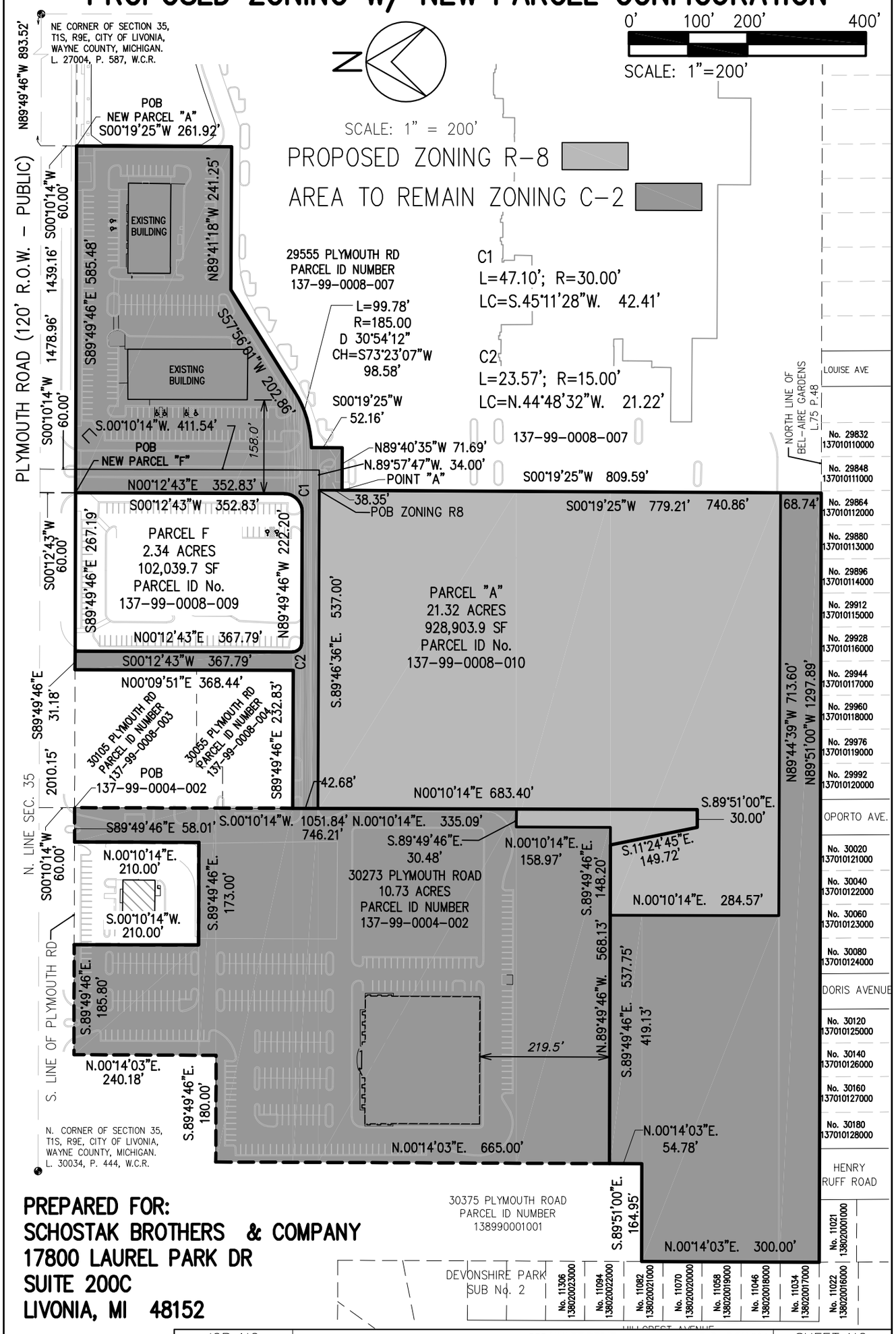
Piggott, Robert

HUBBELL, ROTH & CLARK, INC
CONSULTING ENGINEERS SINCE 1915
555 HULET DRIVE P.O. BOX 824
BLOOMFIELD HILLS, MICH. 48303 - 0824
PHONE: (248) 454-6300
FAX (1st. Floor): (248) 454-6312
FAX (2nd. Floor): (248) 454-6359
WEB SITE: http: / / www.hrcengr.com

PROPOSED ZONING W/ NEW PARCEL CONFIGURATION



PREPARED FOR:
SCHOSTAK BROTHERS & COMPANY
17800 LAUREL PARK DR
SUITE 200C
LIVONIA, MI 48152

JOB NO.	DATE	SHEET NO.
20190419	03-11-2020	3 OF 4

REVISED 08/06/2020
REVISED 05/28/2020

HUBBELL, ROTH & CLARK, INC
CONSULTING ENGINEERS SINCE 1915
555 HULET DRIVE P.O. BOX 824
BLOOMFIELD HILLS, MICH. 48303 - 0824
PHONE: (248) 454-6300
FAX (1st. Floor): (248) 454-6312
FAX (2nd. Floor): (248) 454-6359
WEB SITE: http: / / www.hrcengr.com

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Piggott, Robert

PROPOSED ZONING W/ NEW PARCEL CONFIGURATION

DESCRIPTION OF NEW ZONING R8

Part of the Northeast ¼ of Section 35, Township 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as: Commencing at the Northeast Corner of said Section 35; thence North 89 degrees 49 minutes 46 seconds West 1439.16 feet along the north line of said Section and centerline of Plymouth Road (120 feet wide); thence South 00 degrees 10 minutes 14 seconds West 60.00 feet to the South line of Plymouth Road; thence continuing South 00 degrees 10 minutes 14 seconds West 411.54 feet ; thence North 89 degrees 57 minutes 47 seconds West 34.00 feet to the POINT OF BEGINNING; thence South 00 degrees 19 minutes 25 seconds West 779.21 feet; thence North 89 degrees 44 minutes 39 seconds West 713.60 feet; thence North 00 degrees 10 minutes 14 seconds East 284.57 feet; thence South 89 degrees 49 minutes 46 seconds East 148.20 feet; thence North 00 degrees 10 minutes 14 seconds East 158.97 feet; thence South 89 degrees 49 minutes 46 seconds East 30.48 feet; thence North 00 degrees 10 minutes 14 seconds East 335.09 feet; thence South 89 degrees 46 minutes 36 seconds East 537.00 feet to the POINT OF BEGINNING. Containing 473,257.9 SF and/or 10.86 acres.

PROPERTY DESCRIPTION PROPOSED PARCEL "A" TO REMAIN SAME ZONING

Land situated in the City of Livonia, County of Wayne, State of Michigan, described as follows:
Part of the Northeast ¼ of Section 35, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as:
Commencing at the Northeast corner of said section; thence North 89 degrees 49 minutes 46 seconds West, 893.52 feet along the North line of said section and the centerline of Plymouth Road (120 foot right of way); thence South 00 degrees 10 minutes 14 seconds West 60.00 feet to the South Right of Way line of Plymouth Road and the POINT OF BEGINNING; thence South 00 degrees 19 minutes 25 seconds West 261.92 feet; thence North 89 degrees 41 minutes 18 seconds West 241.25 feet; thence South 57 degrees 56 minutes 01 seconds West 202.86 feet; thence along a curve to the right 99.78 feet, said curve having a radius of 185.00 feet, a central angle of 30 degrees 54 minutes 12 seconds and a chord bearing South 73 degrees 23 minutes 07 seconds West 98.58 feet; thence South 00 degrees 19 minutes 25 seconds West 52.16 feet; thence North 89 degrees 40 minutes 35 seconds West 71.69 feet to point "A"; thence North 00 degrees 19 minutes 25 seconds East 38.35 feet; thence North 89 degrees 46 minutes 36 seconds West 537.00 feet; thence North 00 degrees 10 minutes 14 seconds East 42.68 feet; thence South 89 degrees 49 minutes 46 seconds East 232.83 feet; thence North 00 degrees 09 minutes 51 seconds East 368.44 feet to a point on the South line of Plymouth Road; thence along said South line South 89 degrees 49 minutes 46 seconds East 31.18 feet; thence South 00 degrees 12 minutes 43 seconds West 367.79 feet; thence 23.57 feet along a curve to the left, having a radius of 15.00 feet and a long chord which bears South 44 degrees 48 minutes 32 seconds East 21.22 feet; thence South 89 degrees 49 minutes 46 seconds East 222.20 feet; thence 47.10 feet along a curve to the left, having a radius of 30.00 feet and a long chord which bears North 45 degrees 11 minutes 28 seconds East 42.41 feet; thence North 00 degrees 12 minutes 43 seconds East 352.83 feet to the South right of way line of said Plymouth Road; thence South 89 degrees 49 minutes 46 seconds East 585.48 feet to the POINT OF BEGINNING; also commencing at said point "A"; thence South 00 degrees 19 minutes 25 seconds West 740.86 feet to A POINT OF BEGINNING; thence continuing South 00 degrees 19 minutes 25 seconds West 68.74 feet; thence North 89 degrees 51 minutes 00 seconds West 1297.89 feet; thence North 00 degrees 14 minutes 03 seconds East 300.00 feet; thence South 89 degrees 51 minutes 00 seconds East 164.95 feet; thence North 00 degrees 14 minutes 03 seconds East 54.78 feet; thence South 89 degrees 49 minutes 46 seconds East 419.13 feet; thence South 00 degrees 10 minutes 14 seconds West 284.57 feet; thence South 89 degrees 44 minutes 39 seconds East 713.60 feet to the POINT OF BEGINNING. Containing 467,096.2 SF and/or 10.72 acres.

DESCRIPTION OF PROPERTY (137-99-0004-002) TO REMAIN SAME ZONING

Part of the Northeast ¼ of Section 35, Township 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as: Commencing at the Northeast Corner of said Section 35; thence North 89 degrees 49 minutes 46 seconds West 2010.15 feet along the north line of said Section and centerline of Plymouth Road (120 feet wide); thence South 00 degrees 10 minutes 14 seconds West 60.00 feet to the south right of way line of said Plymouth Road and the POINT OF BEGINNING; thence South 00 degrees 10 minutes 14 seconds West 746.18 feet; thence North 89 degrees 49 minutes 46 seconds West 30.48 feet; thence South 00 degrees 10 minutes 14 seconds West 158.97 feet; thence North 89 degrees 49 minutes 46 seconds West 568.13 feet; thence North 00 degrees 14 minutes 03 seconds East 665.00 feet; thence South 89 degrees 49 minutes 46 seconds East 180.00 feet; thence North 00 degrees 14 minutes 03 seconds East 240.18 feet; thence South 89 degrees 49 minutes 46 seconds East 185.80 feet; thence South 00 degrees 10 minutes 14 seconds West 210.00 feet; thence South 89 degrees 49 minutes 46 seconds East 173.00 feet; thence North 00 degrees 10 minutes 14 seconds East 210.00 feet; thence South 89 degrees 49 minutes 46 seconds East 58.01 feet to THE POINT OF BEGINNING. Containing 456,269.5 SF and/or 10.47 acres.

8/7/2020 10:09 AM
V:\201904\20190419\F\20200316_REZONING\F20190419_REZONING.dwg
Piggott, Robert

HUBBELL, ROTH & CLARK, INC
CONSULTING ENGINEERS SINCE 1915
555 HULET DRIVE P.O. BOX 824
BLOOMFIELD HILLS, MICH. 48303 - 0824
PHONE: (248) 454-6300
FAX (1st. Floor): (248) 454-6312
FAX (2nd. Floor): (248) 454-6359
WEB SITE: http: / / www.hrcengr.com

DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

TODD J. ZILINCIK, P.E.
CITY ENGINEER

DAVID W. LEAR, P.E.
ASST. CITY ENGINEER

MAUREEN MILLER BROSNAN
MAYOR

DONALD R ROHRAFF
DIRECTOR OF PUBLIC WORKS

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2571
FAX: (734) 466-2195

September 1, 2020

Mr. Scott Miller
Planner IV
City of Livonia

Re: Petition 2020-08-01-06 – #29707 & #30273 Plymouth Road

Dear Mr. Miller:

In accordance with your request, the Engineering Division has reviewed the above referenced petition. We have no objections to the proposed rezoning at this time. The parcels are assigned the addresses of **#29707 and #30273 Plymouth Road**. The legal description submitted by the owner for the proposed rezoning appears to be correct, and should be used to describe the parcel if approved.

The proposed development is currently serviced by water main, sanitary and storm sewers, which may need to be extended to service any new development. The submitted drawing does not indicate any utility connections, so we do not have any knowledge of impacts to the existing systems at this time. The existing site has a mix of public and private utilities, which may require additional easements to provide sanitary and water service to a new parcel.

It should be noted that should the project move forward the proposed construction will be required to meet the Wayne County Stormwater Ordinance, including detention requirements. A full review of the proposed development will be completed when plans are submitted for permitting.

Should you have any additional questions on this matter, please feel free to contact myself at (734) 466-2608 or the City Engineer, Mr. Todd Zilincik at (734) 466-2561. If you would prefer, you can e-mail either of us at dlear@ci.livonia.mi.us or tzilincik@ci.livonia.mi.us.

Sincerely,

David W. Lear, P.E.
Assistant City Engineer

cc: 2020 Petition File

DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

TODD J. ZILINCIK, P.E.
CITY ENGINEER

DAVID W. LEAR, P.E.
ASST. CITY ENGINEER

MAUREEN MILLER BROSNAN
MAYOR

DONALD R ROHRAFF
DIRECTOR OF PUBLIC WORKS

12973 FARMINGTON ROAD
LIVONIA, MICHIGAN 48150
(734) 466-2571
FAX: (734) 466-2195

October 1, 2021

Mr. Scott Miller
Planner IV
City of Livonia

Re: Petition 2020-08-01-06 – #29707 & #30273 Plymouth Road

Dear Mr. Miller:

In accordance with your request, the Engineering Division has reviewed the above referenced petition. We have no objections to the proposed rezoning at this time. The parcels are assigned the addresses of **#29707 and #30273 Plymouth Road**. The legal descriptions submitted by the owner for the proposed rezoning appears to be correct, and should be used to describe the parcel if approved.

The proposed development is currently serviced by water main, sanitary and storm sewers, which may need to be extended to service any new development. The submitted drawings do not indicate any utility connections or calculations, so we do not have any knowledge of impacts to the existing systems at this time. The existing site has a mix of public and private utilities, which may require additional easements to provide sanitary and water service to a new parcel.

It should be noted that should the project move forward, the proposed construction will be required to meet the Wayne County Stormwater Ordinance, including revised detention requirements. A full review of the proposed development will be completed when plans are submitted for permitting.

Should you have any additional questions on this matter, please feel free to contact myself at (734) 466-2608 or the City Engineer, Mr. Todd Zilincik at (734) 466-2561. If you would prefer, you can e-mail either of us at dlear@livonia.gov or tzilincik@livonia.gov.

Sincerely,

David W. Lear, P.E.
Assistant City Engineer

cc: 2021 Petition File

M:\ALL OTHER MATTERS\Planning Petition Responses\2021\2020-08-01-06 - #29707 & #30273 Plymouth Road (Revised).doc

DEPARTMENT OF FINANCE

Michael T. Slater
DIRECTOR OF FINANCE

Connie Kumpula
CHIEF ACCOUNTANT

MAUREEN MILLER BROSNAN
MAYOR

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2260
FAX: (734) 421-1807

August 24, 2020

Mr. Scott O. Miller
Planning Commission
33000 Civic Center Drive
Livonia, MI 48154

Petition 2020-08-01-06 – 29707 & 30273 Plymouth Rd – Middlebelt Plymouth Venture LLC

Dear Mr. Miller,

I have reviewed the address connected with the above noted petition. As there are no outstanding amounts receivable (general or water and sewer), I have no objections to the proposal.

Please contact me if you have any further questions.

Very truly yours,

Connie Kumpula
Chief Accountant

CK: jw

DEPARTMENT OF FINANCE

Michael T. Slater
DIRECTOR OF FINANCE

Connie Kumpula
CHIEF ACCOUNTANT

MAUREEN MILLER BROSNAN
MAYOR

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2260
FAX: (734) 421-1807

July 19, 2021

Mr. Scott O. Miller
Planning Commission
33000 Civic Center Drive
Livonia, MI 48154

Petition 2020-08-01-06 - 29707 & 30273 Plymouth Road Middlebelt Plymouth Venture LLC

Dear Mr. Miller,

I have reviewed the address connected with the above noted petition. The following amounts are due to the City of Livonia:

Unpaid water and sewer charges (as of 7/19/21): ($1,307.99 past due, $1,453.09 current)	$ 2,761.08
Total Due City of Livonia	$2,761.08

Please contact me if you have any further questions.

Very truly yours,

Connie Kumpula
Chief Accountant

CK: jw

DEPARTMENT OF FINANCE

Michael T. Slater
DIRECTOR OF FINANCE

Connie Kumpula
CHIEF ACCOUNTANT

MAUREEN MILLER BROSNAN
MAYOR

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2260
FAX: (734) 421-1807

October 5, 2021

Mr. Scott O. Miller
Planning Commission
33000 Civic Center Drive
Livonia, MI 48154

Petition 2020-08-01-06 - 29707 & 30273 Plymouth Road

Dear Mr. Miller,

I have reviewed the address connected with the above noted petition. The following amounts are due to the City of Livonia:

Unpaid water and sewer charges:	$	3,725.43
Total Due City of Livonia	$	3,725.43

Please contact me if you have any further questions.

Very truly yours,

Connie Kumpula
Chief Accountant

CK: jw

Transaction Statement

Service Address
30273 PLYMOUTH
LIVONIA, MI 48150

Mailing Address

LA FITNESS #00478
C/O ENGIE INSIGHT - MS #3137P
PO BOX 2440
SPOKANE, WA 99210-2440

Account Number	Amount Due
000600205-001	$3,725.43

Account Number	From - Through
000600205-001	03/27/2021 - 09/27/2021

Services
Water & Sewer - Metered

Service Address
30273 PLYMOUTH
LIVONIA, MI 48150

Beginning Balance
$1,069.64

Date	Type	Amount	Description
04/06/2021	Payment	($1,069.64)	Charge
04/14/2021	Bill	$1,454.12	Due Date 05/10/2021
04/30/2021	Payment	($1,454.12)	Charge
05/14/2021	Bill	$1,341.98	Due Date 06/10/2021
06/02/2021	Payment	($1,341.98)	Charge
06/16/2021	Bill	$1,269.89	Due Date 07/09/2021
07/14/2021	Penalty	$38.10	
07/15/2021	Bill	$1,453.09	Due Date 08/10/2021
07/28/2021	Payment	($1,269.89)	Charge
08/10/2021	Payment	($1,453.09)	Charge
08/13/2021	Penalty	$1.14	
08/16/2021	Bill	$1,616.09	Due Date 09/10/2021
09/03/2021	Payment	($1,617.23)	Charge
09/14/2021	Penalty	$1.14	
09/15/2021	Bill	$3,686.19	Due Date 10/11/2021

Total Due
$3,725.43

Transaction Statement

Account Number 000600205-001

Transaction Statement

Service Address
30273 PLYMOUTH
LIVONIA, MI 48150

Mailing Address

LA FITNESS #00478
C/O ENGIE INSIGHT - MS #3137P
PO BOX 2440
SPOKANE, WA 99210-2440

Account Number	Amount Due
000600205-001	$0.00

Account Number	From - Through
000600205-001	04/08/2021 - 10/08/2021

Services
Water & Sewer - Metered

Service Address
30273 PLYMOUTH
LIVONIA, MI 48150

Beginning Balance
$0.00

Date	Type	Amount	Description
04/14/2021	Bill	$1,454.12	Due Date 05/10/2021
04/30/2021	Payment	($1,454.12)	Charge
05/14/2021	Bill	$1,341.98	Due Date 06/10/2021
06/02/2021	Payment	($1,341.98)	Charge
06/16/2021	Bill	$1,269.89	Due Date 07/09/2021
07/14/2021	Penalty	$38.10	
07/15/2021	Bill	$1,453.09	Due Date 08/10/2021
07/28/2021	Payment	($1,269.89)	Charge
08/10/2021	Payment	($1,453.09)	Charge
08/13/2021	Penalty	$1.14	
08/16/2021	Bill	$1,616.09	Due Date 09/10/2021
09/03/2021	Payment	($1,617.23)	Charge
09/14/2021	Penalty	$1.14	
09/15/2021	Bill	$3,686.19	Due Date 10/11/2021
10/08/2021	Payment	($3,725.43)	Charge

Total Due
$0.00

Transaction Statement

Account Number 000600205-001

OFFICE OF THE TREASURER

LYNDA L. SCHEEL
CITY TREASURER

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3060
(734) 466-2245
FAX: (734) 421-7230

August 25, 2020

Mr. Scott Miller – Planner IV
Planning Commission
City of Livonia

Re: Petition 2020-08-01-06 29707 & 30273 Plymouth Road
Middlebelt Plymouth Venture LLC

Dear Mr. Miller,

In accordance with your request, the Treasurer's Office has reviewed the name and addresses connected with the above noted petition. At this time there are taxes due, but they are not delinquent as long as they are paid by September 14, 2020, therefore I have no objections to the proposal.

Sincerely,

Lynda L. Scheel
Treasurer, City of Livonia

OFFICE OF THE TREASURER

LYNDA L. SCHEEL
CITY TREASURER

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3060
(734) 466-2245
FAX: (734) 421-7230

~~August 25, 2020~~
July 1, 2021

Mr. Scott Miller – Planner IV
Planning Commission
City of Livonia

Re: Petition 2020-08-01-06 29707 & 30273 Plymouth Road
Middlebelt Plymouth Venture LLC

Dear Mr. Miller,

In accordance with your request, the Treasurer's Office has reviewed the name and addresses connected with the above noted petition. At this time there are taxes due, but they are not delinquent as long as they are paid by September 14, 2021, therefore I have no objections to the proposal.

Sincerely,

Lynda L. Scheel
Treasurer, City of Livonia

OFFICE OF THE TREASURER

LYNDA L. SCHEEL
CITY TREASURER

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3060
(734) 466-2245
FAX: (734) 421-7230

~~August 25, 2020~~
~~July 1, 2021~~
September 28, 2021

Mr. Scott Miller – Planner IV
Planning Commission
City of Livonia

Re: Petition 2020-08-01-06 29707 & 30273 Plymouth Road
Middlebelt Plymouth Venture LLC

Dear Mr. Miller,

In accordance with your request, the Treasurer's Office has reviewed the name and addresses connected with the above noted petition. At this time there are no taxes due, therefore I have no objections to the proposal.

Sincerely,

Lynda L. Scheel

Lynda L. Scheel
Treasurer, City of Livonia

OFFICE OF THE MAYOR

Maureen Miller Brosnan
MAYOR

Linda Gosselin
ASSESSOR

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2201
mayor@ci.livonia.mi.us

September 10, 2020

Scott Miller
Planning Department

SUBJECT: **Petition 2020-08-01-06 - 29707 & 30273 Plymouth**

The Department of Assessment has reviewed the proposal to rezone parts of properties 29707 & 30273 Plymouth Road. Parcel 137-99-0008-010 29707 Plymouth Rd. was a newly created parcel for 2020 and is still waiting approval from DTE for some easement issues. This parcel along with parcel 137-99-0004-002 30273 Plymouth Road would have to be split into at least 2 parcels.
Based on the rezoning plans it appears a small portion of parcel 137-99-0004-002 will be utilized in the site plans for the newly proposed R8 zoning parcel.

The Lot Split procedures can be found on our Website @ Livonia.gov
Please feel free to contact the Assessor's Office with any further questions.

Kindest Regards,

Kathie Siterlet

OFFICE OF THE MAYOR

Maureen Miller Brosnan
MAYOR

Linda Gosselin
ASSESSOR

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2201
mayor@ci.livonia.mi.us

June 30, 2021

To: Planning Department

Re: **Petition 2020-08-01-06 - 29707 & 30273 Plymouth**

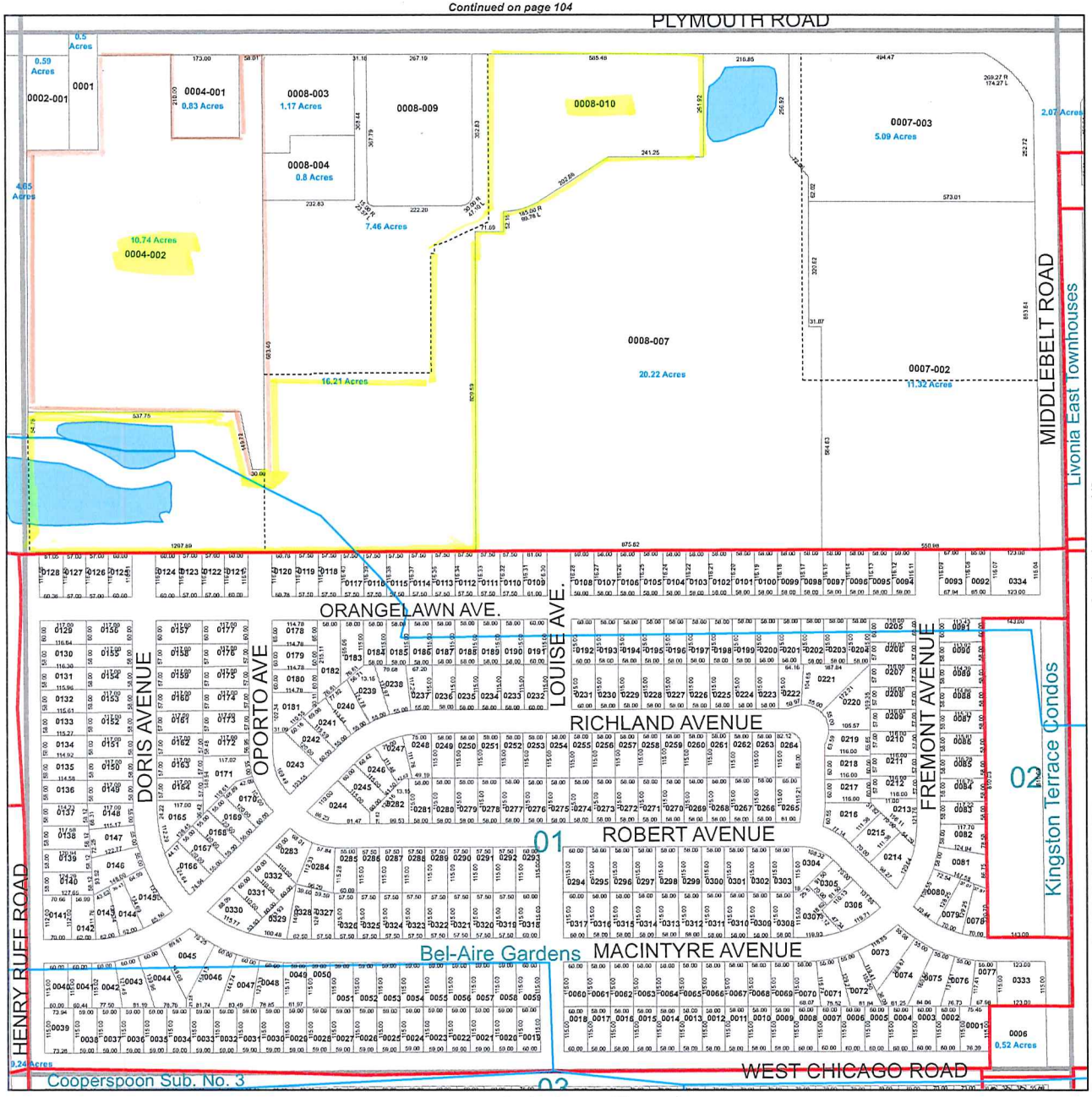
A second request has been submitted by Middlebelt Plymouth Venture LLC to rezone parts of 29707 & 30273 Plymouth Road from C-2 to R-8. A plat map has been included to show the current parcel lot lines for the parcels involved. A Lot Split will need to be initiated to change the lot lines for both parcels.

Kindest Regards,

Kathie Siterlet

Kathie Siterlet
Residential Appraiser

Continued on page 104



Continued on page 138

Continued on page 142

Continued on page 140

6	5	4	3	2	1
7	8	9	10	11	12
18	17	16	15	14	13
19	20	21	22	23	24
30	29	28	27	26	25
31	32	33	34	35	36

Location N.E. 1/4 Section 35

City of Livonia

N

0 50 100 200 Feet

T. 1 south, R. 9 east
Wayne County, Michigan

Copyright 2020, City of Livonia

Information herein deemed reliable but not guaranteed

Updated: January 2021

PLYMOUTH ROAD

Clock Tower

Pylon Sign

Pylon Sign

P.O.B.

Existing White Castle

Existing Standard Federal Bank

RETAIL F

RETAIL G

RETAIL J

RETAIL E

RETAIL D

RETAIL C

MAJOR A
11.56 AC.

WAL–MART

TARGET

100.0'

Existing Building

Major B Landscape Area

Detention Area

PROPOSED FOREBAY/DETENTION BASIN

PROPOSED DETENTION BASIN

116.80'

100.0'

130.46'

72.0' WIDE LANDSCAPE BUFFER- MIN.

Elmira Street

MIDDLEBELT ROAD

Orangelawn Street

Henry Ruff Road

Doris Ave.

Oporto Ave.

Louise Ave.

Fremont Ave.

Orangelawn Street

N

WONDERLAND REDEVELOPMENT

USER NAME = gmak1 DESIGN FILE = V:\2005\PA\2005042\Civil\070dev_sht01.dgn QUEUE = \\BNPLOT\BHBond CLR_TBL = I:\standards\MasterColor.ctb PEN TBL = I:\standards\MasterColor.ctb TIME = 16-SEP-2005 08:53

MIXED DEVELOPMENT CENTER

Mixed development centers should be redeveloped into higher-density mixed-use cores of activity, addressing residents desire for walkable neighborhoods and to create gathering spaces. The mixed development centers should provide engaging streetscapes with varied storefronts and activities, residential options that include townhomes, upper-story lofts, and apartments, and easy access to public transit or transit network company services, with parking and other essential infrastructure hidden off of the street. Mixed Development Centers are envisioned in four primary locations: Plymouth/Middle Belt, Farmington/Seven Mile, Middle Belt/Seven Mile, and Six Mile/Newburgh.

The character envisioned is consistent with traditional Michigan architecture: first floor commercial development with higher intensity multi-family housing intermixed. Mixed-use buildings are encouraged particularly with upper-story residential uses. Existing residential uses are encouraged to develop first floor retail spaces or professional offices. All uses are to be designed to maximize pedestrian and bicycle connectivity and circulation. New development could be of a slightly higher development in scale and massing than the existing development.





Table 2.7:
Mixed Development Center Guidelines

Lot Dimensions and Density		
minimum lot area		n/a
minimum lot width		n/a
frontage in build-to area		n/a
maximum density		20 du/ac
maximum attached dwelling unit %		100%
Building Setbacks		
arterial street	min.	10 ft.
	max.	30 ft
local street	min.	0 ft.
	max.	15 ft.
side (one)		none
side (total of both)		none
rear		25 ft.
from adjacent residential districts		25 ft.
Building Height		
minimum		1 story
maximum		5 stories

Appropriate Land Uses include office, general retail commercial, food service, and attached and upper-story residential uses. Automotive oriented uses such as gas stations, auto repair, or drive-through facilities are not appropriate in the mixed development areas.

Density. The maximum density recommendation for mixed development areas is 20 dwelling units per acre. All buildings should have a building frontage in build-to area for at least 80% of the lot width.

Connectivity. Mixed development areas are large enough that they will include sizeable internal street systems. The street system should create walkable blocks with a maximum perimeter of 2,000 feet and a maximum length of 650 feet. Mixed development areas are highly connected to surrounding neighborhood, and the street network in the mixed development areas area must continue into surrounding neighborhoods.

Building Location. Buildings in mixed development areas should be located close to the street to create a walkable, pedestrian friendly environment.

Building Design. Buildings should be constructed out of natural building materials or durable synthetic materials that approximate the appearance of a natural material. Garages, if provided, should be located in rear yards, preferably accessed from alleys.

Parking. Parking areas in mixed development areas must be located in rear yards. Interior streets will also feature on-street parking.

SPECIAL PLANNING AREA:

East Plymouth Road Corridor

The East Plymouth Road Corridor has been one of the main commercial centers of Livonia for nearly a century. Today, the corridor has a variety of small to medium sized commercial uses, and in some areas moderate vacancy and aging building stock. Plymouth road as a whole was identified as an area that needs consideration how it will develop in the future. Specifically, the eastern segment of the corridor between Middle Belt and Inkster was selected as an area that would benefit from being studied as a special planning area. It is important to note that while this area was identified as a priority, it represents many of the same opportunities and challenges present throughout the larger corridor, and thus should be considered as a template or model for how future growth and development may occur throughout the corridor.

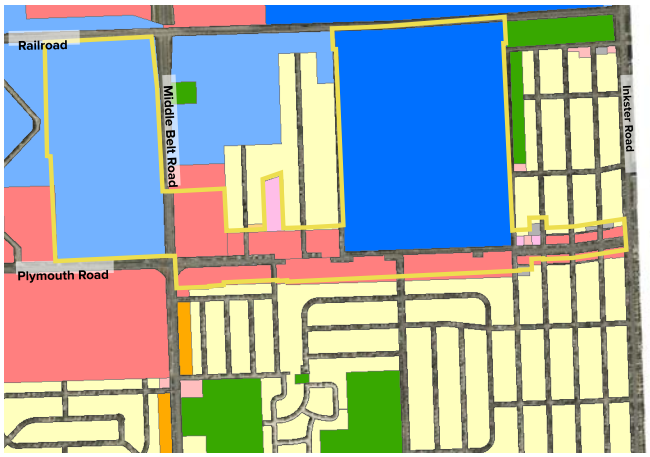
Figure 2.15: East Plymouth Road Corridor – Existing Zoning



KEY

- Commercial
- Office
- SF (R-1)
- MF (R-7)
- Elderly Housing
- Community Service
- Open Space
- Industrial/Utility
- MF (R-7)

Figure 2.14: East Plymouth Road Corridor – Existing Land Use



KEY

- Local Business
- Gen. Business
- Parking
- Open Space
- Office
- SF (R-1)
- Rural Urban Farm
- Two Family (R-6)
- MF (R-7)

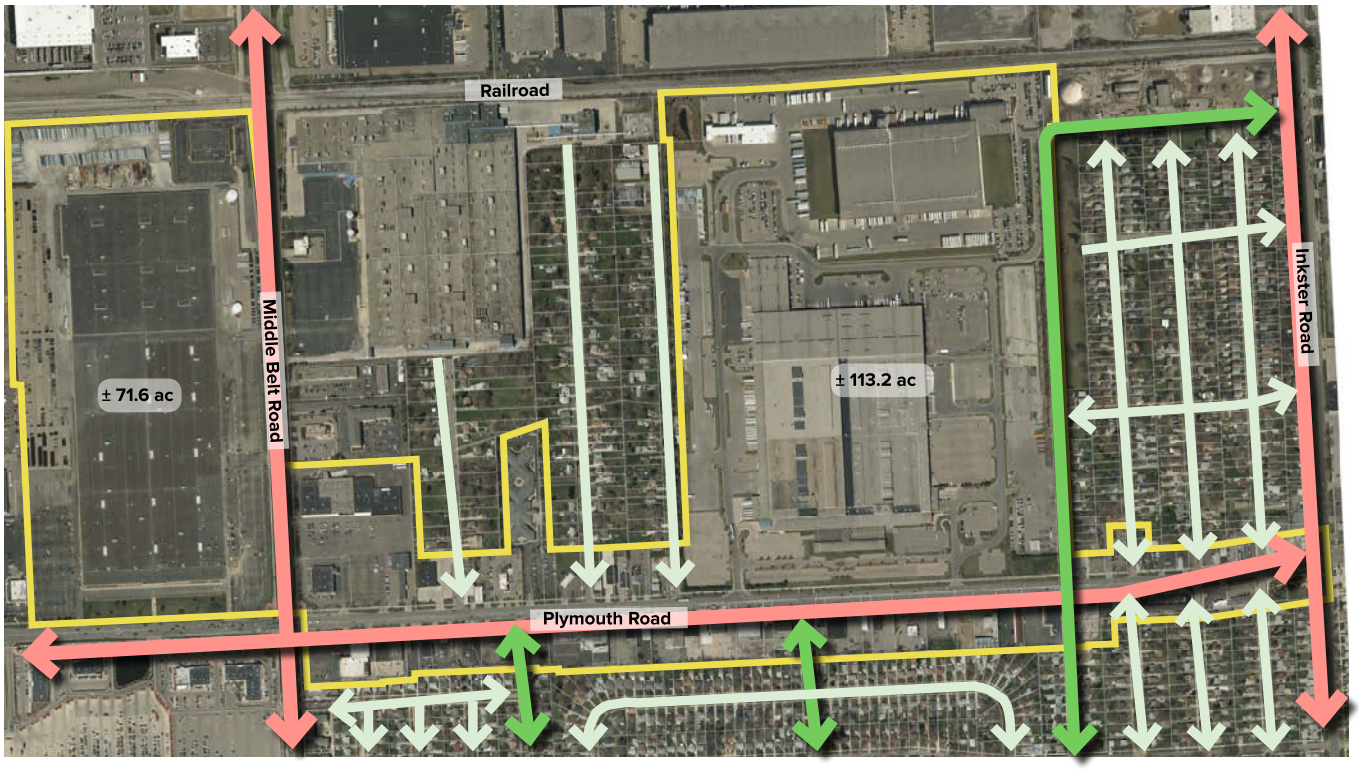
EXISTING CONDITIONS

The corridor is currently made up of a variety of zoning types and land uses. The result is an uncoordinated look and feel, with uses ranging from industrial, commercial, and residential. In some instance, this mix can be desirable for the form and site orientation that is inconsistent between the uses, and results in a patchwork throughout the corridor.

The corridor also is auto-oriented, with few areas that are truly pedestrian-oriented. This is largely due to frequent vehicle access and curb cuts that create a significant amount of conflicts for the pedestrian and bicyclist on the corridor.

Another key element of the existing conditions in the corridor is the significant amount of surface parking and lack of identifiable and purposeful greenspace. This creates an environment that lacks comfort and accentuates the auto orientated nature of the existing development pattern.

Figure 2.16: East Plymouth Road Corridor – Existing Access



MARKET CONSIDERATIONS

To create a site concept that is rooted in market conditions and trends, the following considerations were given to future development of Plymouth Road. These considerations were both the reflections of the market as well as best practices in planning and urban design. One of the key considerations with this special planning area was the need to better create a sense of place, and 'human oriented' development pattern that would attract a mix of uses in a distinct and walkable pattern. This shift in the design and planning of the corridor aligns the vision with market demand for vibrant places with a mix of uses.

Consider solutions to better integrate the larger industrial uses.

Explore ways to collectively grow nodes by combining small and shallow parcels to create larger development sites that can accommodate a variety of use in a walkable and mixed-use setting.

Examine the aggregation of uses to establish key development sites.

Embrace the street / streetscape by moving buildings closer the street and creating outdoor spaces for work, play, and entertainment.

Break down the corridor into specific nodes to concentrate development with a focus on entertainment uses, creating clusters of activity.

THE VISION *for the* EAST PLYMOUTH ROAD CORRIDOR

A vibrant and viable corridor that embodies the spirit and resiliency of Livonia and supports multimodal transportation.

Figure 2.17: East Plymouth Road Corridor – Concept Plan

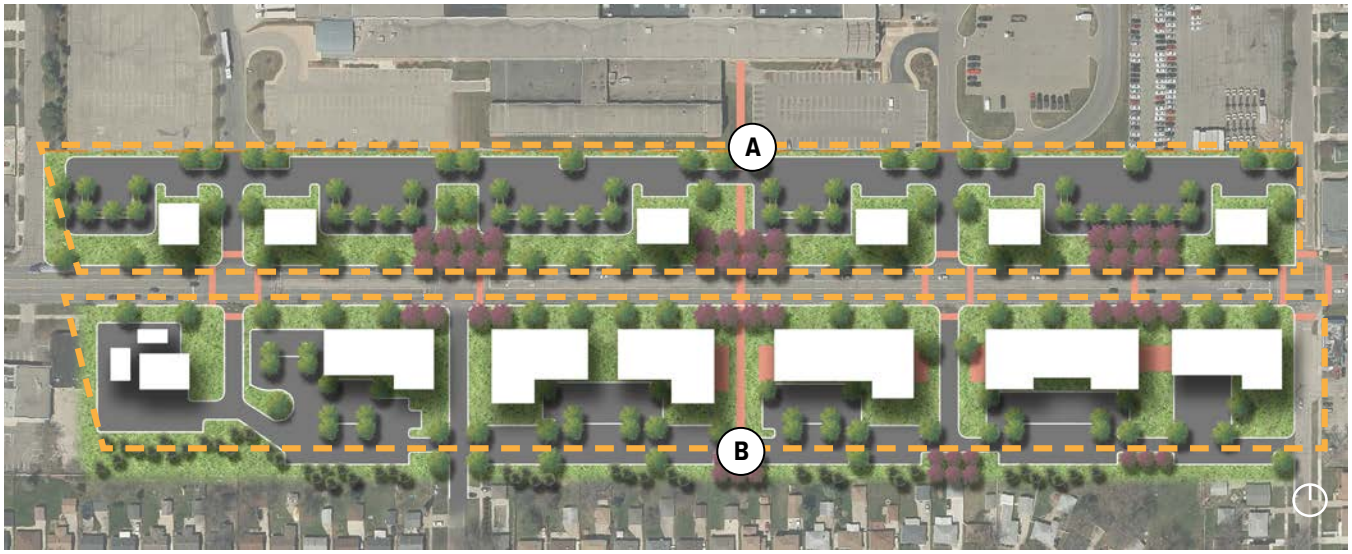
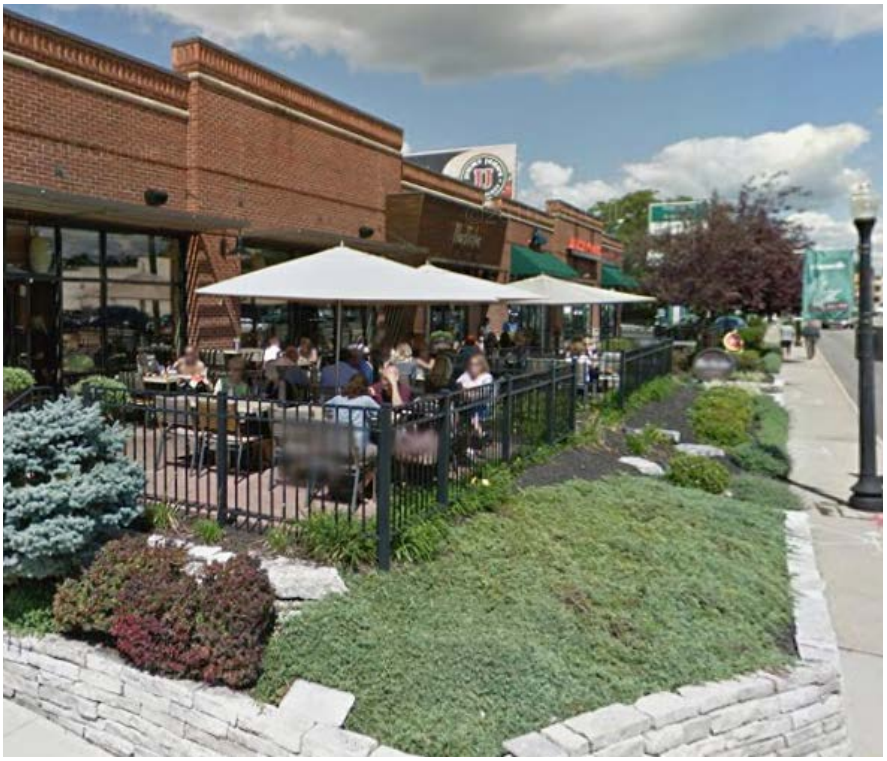


Table 2.12:
East Plymouth Road Corridor – Site Development Data

A. Commercial Out-lots
• 6 Possible Sites • +/- 9 acres • 20,000 sq. ft.
B. In-line Retail / Office
• +/- 10 acres • 72,000 sq. ft. (mixed commercial)



This development illustrates the intended development pattern for the future of the corridor

EAST PLYMOUTH ROAD CORRIDOR DEVELOPMENT PRINCIPLES



1

Provides an attractive and cohesive mix of residential and commercial uses.



2

Establishes identifiable “nodes” at key intersections to facilitate orderly redevelopment and creates a “sense of place”.



3

Organizes the structures to enhance the visual character of the corridor and minimize the visual impact of parking areas.



4

Encourages the use of shared access points to enhance safety and reduce the effect of numerous connections to the busy roadway.



5

Provides pedestrian connections to the adjacent neighborhoods and connectivity for nearby residents.



6

Creates opportunities to for private investment on the sites and surrounding properties.

These principles should inform how the form and character of future development may occur within the special planning area, or for any zoning code updates that are made. They are intended to be a guide and general in nature.

A Model for the Future of Plymouth Road

CREATING A FRAMEWORK

The special planning area recommendations contained in this section were designed to be a large transformative vision for the east section of the corridor. While this section of Plymouth Road is important, it is also important that the corridor as a whole is healthy. The vision and principles outlined here should therefore be applied to other areas of the corridor. The corridor would also benefit from a more comprehensive corridor plan that examines, outlines, and aligns a collective strategy. It will be extremely important for the City to consider planning for the corridor as a whole as a next step. Lasting success will be a result of how the individual segments/districts along the corridor are developed over time.

To plan for the corridor comprehensively, a framework that includes seven specific elements was created. These elements represent key development considerations that should be applied throughout the corridor. When collectively addressed, the overall vision for the special planning area will grow throughout the corridor, resulting in a more comprehensive revitalization of Plymouth Road.

IMPLEMENTING THE FRAMEWORK

The next step to plan for the corridor is to begin the hard work and start the journey through individual 'steps.' This will take both public and private support/involvement. The City must start the process by setting the tone and expectations for the private sector. The private sector must consider and apply the vision and hold other neighbors accountable for following the same vision and level of quality in their development efforts. The community must hold both the City and private sector accountable.

Figure 2.18: Plymouth Road – Framework Areas



RECOMMENDATIONS

Create New Outlots
The space between Plymouth Road and the existing Roush property should be re-apportioned to include commercial out-lots with buildings organized in a similar pattern to the new development on the south side of Plymouth Road. These new sites and businesses would have limited access from Plymouth Road. The existing ingress/egress locations from Deering Road and just to the West of Harrison Road can provide connectivity and circulation to both the out-lot businesses and the existing parking for the main Roush facilities.

Aggregate the Development
Through public and private collaboration, properties should be acquired to facilitate the development of new structures and parking facilities. The combined redevelopment of properties can provide the benefit of consistent architectural details and cohesive appearance. Assembling small parcels will also create more attractive development opportunities to accommodate larger scale infill projects.

Reduce Visual Impact of Parking Areas
New Buildings shall be oriented and organized on the sites to create a defined visual corridor along the street. Landscape and buffer treatments should be utilized where there are gaps in the buildings. Common access agreements amongst all property owners/ developers should be established in areas between intersecting public streets.

Improve Access Management
Parking should be provided at the rear of the properties with limited access points to Plymouth Road. As properties are acquired and developed, each block should be studied to determine a few (2-3) most effective points to access the parking areas behind the buildings. This can reduce the opportunity for vehicular crossings and accidents.

Define Pedestrian Connections and Crossings
A few, select, crossing points should be added between existing street intersections to establish specific locations for pedestrian activity. These areas should be consistently spaced and augmented with landscape and hardscape treatments to accentuate the importance of these spaces. Through the use of elements on the ground plane and along the street, drivers will identify these areas as locations for pedestrian activity.

Cohesive Streetscape Character
A diverse yet cohesive landscape and amenities palette should be created for Plymouth Road. Benches, fences, railings, landscape and lighting should be consistent through the corridor to unify the corridor.

Create New Zoning Standards That Apply to the Whole Corridor
New zoning regulations should be developed to unify the form, character, style, and mix of uses in the corridor. Generally the form and character should be aligned, and a variety of uses should be considered as allowable uses throughout the corridor.

From: Simmons, Jennifer
To: Mayor Staff
Cc: Planning
Subject: FW: Land Rezoning
Date: Tuesday, March 16, 2021 10:52:58 AM

Jennifer Simmons
Clerk Typist II
City of Livonia | Mayor's Office
(734) 466-2204
jsimmons@livonia.gov

From: jim grad <jim_grad@yahoo.com>
Sent: Tuesday, March 16, 2021 10:31 AM
To: Mayor Maureen Miller Brosnan <mayor@livonia.gov>
Subject: Land Rezoning

Hello Ms. Mayor,

As a very long term Livonia resident and voter I am sending this email to you on a matter of great importance to me and my family. We want to object to the proposed rezoning on Plymouth Road by Middlebelt initiated by Schostak Brothers and Company. This vacant land between Walmart, LA Fitness and a plasma donation center is currently zoned General Business and is all business, restaurants and the like. Rezoning this property to High Rise Housing would be very poor planning for the city and it's residents.

Rezoning and development is not appropriate for this property. Rezoning will significantly increase traffic and crime in an area where both are already high. We are asking you and the Planning Commission to put the voices of your constituents before the profit motives of private developers, most of whom do not live in Livonia.

We will be sending similar emails to the planning Commision to voice our opposition to this proposed rezoning. Some of us will be virtually attending upcoming Planning Commission Meetings for the same reason. Keeping Livonia Families First should be more than just a saying seen on signs as people enter our Great City. Thank you for reading this and doing the right thing for Livonia by rejecting this rezoning request.
All the best,

Jim Grad and Family

From: Simmons, Jennifer
To: Planning
Subject: FW: Online Form Submittal: Planning Inquires
Date: Wednesday, March 10, 2021 1:09:50 PM

Good afternoon,

We received this message this afternoon via the website.

Thank you,

Jennifer Simmons
Clerk Typist II
City of Livonia | Mayor's Office
(734) 466-2204
jsimmons@livonia.gov

From: noreply@civicplus.com <noreply@civicplus.com>
Sent: Wednesday, March 10, 2021 12:16 PM
To: support <support@livonia.gov>
Subject: Online Form Submittal: Planning Inquires

Planning Inquires

This form is for any questions, comments, or concerns you may have for the City in regards to planning. If you leave contact information, the City will reply within 2 business days. If this is an emergency, please dial 9-1-1.

First Name	James
Last Name	Grad
Email Address	jim_grad@yahoo.com
Phone Number	7345913496
Describe your issue, concern, or question.	My wife and I want to go on file as opposing Schostak Brothers request to rezone the vacant land on Plymouth Road between Walmart, LA Fitness and the Plasma donation center from General Business to High Rise Multi-family Housing (apartments). This zoning is not appropriate for this location in Livonia. please listen to your resident voters instead of Schostak Brothers who only see profits and do not live here. We want to

	stay in Livonia but this will definitely push us away. Thanks, Jane and James Grad
Date of Concern	3/10/2021
Attachment (Optional)	*Field not completed.*

Email not displaying correctly? View it in your browser.

March 2, 2021

Dear Mayor Brosman,

Re Rezoning Vacant land on Plymouth Rd
Bet. Walmart & LA. Fitness

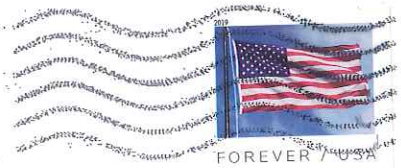
My family is opposed to this rezoning development. Crime in this area will increase tremendously.
I've seen this happen several times in the last 40 years.
This area is surrounded by Shopping Centers and close to freeways, to a criminal's delight.
Surely there is a much better location for high rise apartments.
Isn't Livonia restricted on height of buildings?

Sincerely,
Rosemary Wood



METROPLEX MI 480

S MAR 2021 PM 7 L



Mayor Maureen Miller Broomen
33000 Civic Center Drive
Livonia, Michigan 48154

48154-306000

3/4/21

Livonia Planning Commission

Re: rezoning

I am writing to protest the rezoning of property owned by Schostak Brothers and located on Plymouth Road near Middlebelt and Walmart. Rezoning to allow apartments and/or multi-family would not be appropriate in this area.

I have lived in this city since the 60s, and I am becoming disillusioned with what the city allows. In my Rosedale neighborhood you have permitted 3 'MANSIONS" on Cranston, which are certainly not in harmony with the neighborhood. Now you want to do it again!

PLEASE DO NOT REZONE THIS PROPERTY! There is more to a city than making more money in taxes. Would you, on this commission, vote yes if the zoning was in your neighborhood? I think not.

Yours truly,

Thelma Ruckhaber Thelma Ruckhaber

11036 Cranston, Livonia 48150

7344224799

RECEIVED
MAR 04 2021
CITY OF LIVONIA
PLANNING COMMISSION

From: Simmons, Jennifer
To: Planning
Subject: FW: Apartment Development
Date: Monday, March 1, 2021 9:00:30 AM

Jennifer Simmons
Clerk Typist II
City of Livonia | Mayor's Office
(734) 466-2204
jsimmons@livonia.gov

-----Original Message-----
From: Madeline Viergutz <madelinegrace1995@gmail.com>
Sent: Saturday, February 27, 2021 8:55 PM
To: Mayor Maureen Miller Brosnan <mayor@livonia.gov>
Subject: Apartment Development

Hi Mayor Brosnan!
My name is Madeline Viergutz, I'm a fairly new resident of Livonia. My fiancé and I moved to Old Rosedale Gardens July of 2020. Today we got a note from one of our neighbors urging us to contact you and the zoning team about a possible housing development on Plymouth Rd by LA Fitness and Walmart. My neighbor would like us to oppose the housing development, which I think is incredibly racist and classist. You might be getting a lot of letters and emails opposing the building of more affordable housing in Livonia but I just wanted to voice my support of the rezoning.
Thank you for your consideration!
Madeline Viergutz

Sent from my iPhone

File Sent to P.C. individually 2020-08-01-06

GRAD & SHOEMAKER
CPA Firm

35951 FIVE MILE ROAD
LIVONIA, MICHIGAN 48154
TELEPHONE: (734) 462-6161
FAX: (734) 462-6059
www.gradshoemaker.com

January 29, 2021

Ian Wilshaw
RE: Rezoning Request for Residential Apartments at Wonderland Village

Dear Ian,
These are tough times and I can only imagine how busy you are, so I appreciate you taking time to read this letter. As a life-long Livonia resident that currently lives in Rosedale Gardens, and a Livonia business owner, I am deeply entrenched in the Livonia community.

Recently, I read in the local newspaper that Schostak Brothers & Company has put in a request for rezoning of the property in Wonderland Village next to the Walmart on Plymouth Road. The proposal calls for a zoning change from business to residential. I am vehemently against this rezoning as I don't believe multi-family dwellings are appropriate for this location and don't fit with existing residents' plan for the future. I have spoken about this rezoning proposal with many neighbors in the Rosedale Gardens neighborhood and also with friends who live in the Devonaire neighborhood, and every single family was against this rezoning proposal.

Per communication with the Livonia Planning Department, I was made aware of a petition that includes over 130 residents in the immediate surrounding neighborhood that oppose this rezoning. I plan on speaking to the Planning Commission at the appropriate commission meeting, but I also wanted to communicate in advance to you how widespread the opposition is within our community.

With limited areas left in Livonia for development, I think it is very important that any significant changes to our community be supported by current Livonia residents. It is very evident that the Livonia residents living in South Livonia do not want this development. I trust that the planning commission will make a decision that supports the overwhelming majority of the area residents. After all, the commission is the voice of Livonia residents in these types of matters.

Schostak Brothers & Company is a Livonia company and has many developments in Livonia so I understand it probably has a good relationship with the planning commission, but it is important that the commission supports the voice of the residents instead of the profit motives of a private company.

Thank you for taking the time to read this letter. I appreciate the dedication you have made to the city through your service in the planning commission. If you would like to contact me, my address is below, my cell # is 734-846-0013 and my email address is jeff.grad@gradshoemaker.com.

Best Regards,

Jeff Grad
11325 Blackburn St.
Livonia, MI 48150

RECEIVED
FEB 01 2021
CITY OF LIVONIA
PLANNING COMMISSION

From: Simmons, Jennifer
To: Planning
Subject: FW: Online Form Submittal: City Council Inquiries
Date: Tuesday, December 15, 2020 12:00:25 PM

Hello,

This message was sent to us via the website (we have a new system now!).

Thank you,

Jennifer Simmons
Clerk Typist
City of Livonia | Mayor's Office
(734) 466-2204
jsimmons@livonia.gov

From: noreply@civicplus.com <noreply@civicplus.com>
Sent: Monday, December 14, 2020 11:28 PM
To: support <support@livonia.gov>
Subject: Online Form Submittal: City Council Inquiries

City Council Inquiries

This form is for any questions, comments, or concerns you may have for the City in regards to city council meetings or other city council inquiries. If you leave contact information, the City will reply within 2 business days. If this is an emergency, please dial 9-1-1.

First Name	Laura
Last Name	Alves
Email Address	Laurajalves@yahoo.com
Phone Number	7347512285
Topic	Other City Council Inquiry
Date of Issue	12/14/2020
Attachment (Optional)	*Field not completed.*
Comments	I just wanted to say how concerned I am about the possibility of

apartments being built near the Plymouth rd Walmart. It would not be good for the City and for the near by neighborhood. Putting it near a Walmart and a blood bank would not draw a good class of residents.,

---

Email not displaying correctly? View it in your browser.

RECEIVED
NOV 10 2020
CITY OF LIVONIA
PLANNING COMMISSION

November 10, 2020

Livonia Mayor
Livonia City Council
Livonia PlanningCommission

RE: Petition # 2020-08-01-06

After receiving the notice about this petition from the city, many living in this neighborhood and this area were greatly concerned about the impact this might have.

This is just a sampling of what long-time Livonia residents think about this proposal. They all feel that our neighborhood and surrounding area is in jeopardy, and are all totally against a re-zoning of this property.

Respectfully,
Devon-Aire Sub Neighborhood Residents

PROTEST PETITION
PETITION 2020-08-01-06

Notice of request to RE-ZONE General Business Property adjacent to Walmart…..to become a Multiple Family High Rise Residential.

No pre-plan of this property proposal has been given to residents impacted by this construction AND they wish to re-zone without any input from Livonia Residents.

An explanation and complete disclosure is necessary for residents to "YAY" or "NAY" to any re-zoning. Planning Commission and City Council need to hear from residents. Hold this till we are well informed, and voices heard.

WE SAY "NO" TO REZONE

DATE	ADDRESS	SIGNATURE
9-23-20	29944 Orangelawn 48150	Jeanne Sullivan
9-23-20	29928 Orangelawn 48150	Nancy Hamlan
9-23-20	29928 ORANGELAWN 48150	
9/23/20	29896 Orangelawn 48150	
9/23/2020	29896 Orangelawn 48150	
9/23/2020	29880 Orangelawn 48150	
9-23-2020	29864 Orangelawn 48150	
9-23-2020	29864 Orangelawn 48150	
9-23-2020	29832 Orangelawn 48150	
9-23-2020	29832 Orangelawn 48150	
9-23-2020	29760 Orangelawn 48150	
9-23-2020	29528 ORONGELAWN 48150	
9-23-2020	29960 ORANGELAWN 48150	
9-23-2020	29960 ORANGELAWN 48150	
9-23-2020	29992 ORANGGLAWN 48150	
9-23-2020	29992 ORANGELAWN 48150	Jennifer McDowell
9-23-2020	29992 ORANGGLAWN 48150	
9-23-2020	29992 ORANGELAWN 48150	
9-23-2020	29936 Orangelawn 48150	
9-23-2020	29944 Orangelawn 48150	Theresa Seligman
9-24-2020	29961 Orangelawn 48150	Michael J. McNall
9-24-2020	29961 Orangelawn 48150	

PROTEST PETITION
PETITION 2020-08-01-06

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WE SAY "NO" TO REZONE

DATE	ADDRESS	SIGNATURE
9-24-20	9970 OPORTO ST. LIVONIA, MI 48150	
9-24-20	30040 Orangelawn, Livonia, MI 48150	
9-24-20	30060 Orangelawn St rest 48150	
9-24-20	30060 Orangelawn Street 48150	
9-24-20	30080 ORANGELAWN 48150	
9-24-20	30080 ORANGELAWN 48150	
9-24-20	30120 orangelawn St	
9-24-2020	30140 ORANGELAWN	
9-24-2020	29704 Orangelawn	
9-24-2020	9904 Milburn	
9-24-2020	30140 Orangelawn	
9-24-2020	30160 Orngelawn	
9-24-2020	30880 Orangelawn	
9-24-2020	9971 DORIS, LIVONIA, MI	
9-24-2020	9971 DORIS LIVONIA MI	

PROTEST PETITION
PETITION 2020-08-01-06

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WE SAY "NO" TO REZONE

DATE	ADDRESS	SIGNATURE
9-25-20	29976 Orangelawn	Karen Cabbb
9-25-20	[illegible]	11070 Hillcrest
9-25-20	[illegible]	11094 HILLCREST
9/25/20	[illegible]	11094 HILLCREST
9/25/20	11330 Hillcrest	Manjo Chatterjee
9/25/20	11301 Hillcrest	Keith Lorenz
9/25/20	30042 W Chicago	[illegible]
9/25/20	11053 Hillcrest	Brake Wade
9/25/20	11053 Hillcrest	Lisa Wade
9/25/20	11053 Hillcrest	Lester Wade
9/25/20	11021 Hillcrest	Mr Wood
9/25/20	11021 Hillcrest	Barbara Wood

[redacted]
PETITION 2020-08-01-06

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WE SAY "NO" TO REZONE

DATE	ADDRESS	SIGNATURE
10/27/20	31170 Grandon 48150	Margaret Critzer
10/27/20	31170 Granelon 48150	Donald Critzer
10/27/20	9870 doris 48150	[signature]
10/27/20	9870 doris 48150	[signature]
10/27/20	8185 Donna 48185	[signature]
10/27/20	9645 Fenton 48239	Carol Rouse
10/27/20	39557 Ronayton 48377	Stephen Rouse

[redacted]

PETITION 2020-08-01-06

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WE SAY "NO" TO REZONE

DATE	ADDRESS	SIGNATURE
9.27.20	11286 HARRISON	Lauren W. Rayda
9-27-20	11286 Harrison	Virginia M Rayda
9.27.2020	32209 JAMISON CT LIVONIA 48154	Vicki Johnson
9.27.20	29983 MAC INTYRE	Richard Sayles
9.27.20	29983 Mac Intyre	Nicole Stanley
9-27-20	9816 Blackburn Livonia 48150	Kathleen Bell
9-27-20	9816 BLACKBURN LIVONIA 48150	Dan Bell
9-27-20	11306 HILLCREST LIV 48150	Donna Ashenbrenner
9-27-20	11306 HILLCREST LIV 48150	Allen Hagle
9/27/20	28912 WESTFIELD ST	Judy Robitaille
9/27	28912 WESTFIELD ST.	
9/27	8985 Floral Liv. Mi. 48150	Kim Gulak
9/27	25559 Elba Redford Mi. 48239	
9/27	25559 Elba Redford Mi 48239	Joseph Robitaille

PETITION 2020-08-01-06

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WE SAY NO TO REZONE!

DATE	ADDRESS	SIGNATURE
9/27/20	31210 Grandon St Livonia 48150	Sue J. Works
9-27-20	31230 GRANDON, LIVONIA, MI 48150	
09/27/20	31230 Grandon Livonia 48150 MI	
9/27/20	31211 Grandon Livonia 48150	
9-27-20	30661 GRANDWAY LIVONIA 48150	
9/27/20	31211 GRANDON ST LIVONIA 48150	
9-27-20	31190 Grandon St Liv 48150	
10/10/20	31131 GRANDON LIV 48152	
10/10/20	31041 Grandon Liv 48150	
10/10/20	31071 Grandon Livonia 48150	
10/10/20	31191 Grandon Livonia 48150	
10/10/20	31191 Grandon Livonia 48150	Michael Pascazis
10/10/20	31731 GRANDON LIVONIA 48152	
10/10/20	31251 Grandon Livonia 48150	
10/10/20	31270 Grandon Livonia 48150	
10-11-20	31170 Grandon Livonia 48150	Donald Gritzyer
10-11-20	31171 GRANDON LIVONIA 48150	Diane Millett
	31291 GRANDON LIVONIA 48150	

PETITION 2020-08-01-06

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WE SAY NO TO REZONE!

DATE	ADDRESS	SIGNATURE
10/11/20	31291 Grandon St. Livonia MI 48150	
10/11/20	31311 Grandon st Livonia Mi 48150	
10/11/20	31311 Grandon St. Livonia M.I. 48150	
10/11/20	31311 Grandon st Livonia MI 48150	
10/11/20	31330 Grandon St. Livonia MI 48150	
10-11-20	30020 ORANGELAWN LIVONIA MI.	
10/11/20	30180 Orange lawn St	

PETITION 2020-08-01-06

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WE SAY NO TO REZONE!

DATE	ADDRESS	SIGNATURE
9/30/2020	9873 HENRY RUFF	Robert Schwartz

PETITION 2020-08-01-06

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WE SAY NO TO REZONE!

DATE	ADDRESS	SIGNATURE
9/27/2020	11342 HILLCREST	Michael C. Jeh
9/27/20	11342 HILLCREST	Catherine E Swanson
9/27/20	8926 Harrison	Melissa Moulitsas
9/27/20	9192 Gillman St	Ryan J Finerty
9/27/20	4939 williams	Ryan J. Finerty
9/30/20	14911 Flamingo Livonia, Mi 48154	Mark E. Lewandowski
10/1/20	30039 RICHLAND LIVONIA MI. 48150	Marilyn Smith
10/1/2020	30039 Richland Livonia 48150	Judy C. Smith
10/3	THOMAS RAMSEY 29911 ORANGELAWN	Thomas C. Ramsey
10/11	Kristin Cable 9851 Fremont Livonia MI 48150	Kristin Cable
10/17	Gillian Haverland 16277 Hubbard Livonia, MI 48154	Gillian Haverland Michael

PROTEST PETITION
PETITION 2020-08-01-06

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WE SAY NO TO REZONE!

DATE	ADDRESS	SIGNATURE
9-26-20	29721 Orangelawn, Livonia 48150	Barbara A Brown
9/25/2020	24601 Orangelawn Livonia 48150	Mary [illegible]
9/25/20	29460 Orange Lawn Liv 48150	[illegible]
9/25/2020	29544 orangelawn Liv 48150	Daniel Lahuzo
9/25/20	29582 Orangelawn Livonia 48150	Damon Ceyzer
9/25/20	29583 ORANGELAWN LIV. 48150	Sherry DeGrazio
9/25/20	29583 orangelawn Liv. 48150	[illegible]
9/25/20	29618 orangelawn Livonia MI 48150	[illegible]
9/25/20	29636 orangelawn Liv. 48150	[illegible]
9/25/20	29720 ORANGELAWN LIV 48150	[illegible]
10/1/20	29670 Orangelawn Livonia 48150	Jody Castle

PROTEST PETITION
PETITION 2020-08-01-06

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We Say NO TO REZONE!

DATE	ADDRESS	SIGNATURE
25 Sept	29929 ORANGELAWN GEORGE NEWTON	George Newton
25 Sept	29912 Orangelawn LISA MOBUS	Lisa A. Mobus
25 Sept	29912 Orangelawn Sarah K. Weldon	Sarah K. Weldon
26 Sept	29881 ORANGELAWN Michele DAUGHERTY	Michele Daugherty
26 Sept	29848 Orangelawn	Susan Micolet
26 Sept	29848 Orangelawn St.	Sabrina J Micolet
26, Sept	29847 Orangelawn St	Michelle Larsen
26, Sept	29831 orangelawn st	[illegible]
26, Sept	29761 orangelawn st	[illegible] dgrzech@gmail.com
26 Sept	29815 ORANGELAWN " " "	John R. Maddison Myrna Maddison

[redacted]
PETITION 2020-08-01-06

Notice of request to RE-ZONE General Business Property adjacent to Walmart…..to become a Multiple Family High Rise Residential.

No pre-plan of this property proposal has been given to residents impacted by this construction AND they wish to re-zone without any input from Livonia Residents.

An explanation and complete disclosure is necessary for residents to "YAY" or "NAY" to any re-zoning. Planning Commission and City Council need to hear from residents. Hold this till we are well informed, and voices heard.

* LIVONIA AREA RESIDENTS MORE THAN 300 FEET

WE SAY " NO" TO REZONE

DATE	ADDRESS	SIGNATURE
9-27.	11902 Hrcolu St	[redacted]

From: Jen Hagerty
To: Planning
Subject: New apartments
Date: Sunday, November 29, 2020 1:02:26 PM

I am in support of the multi family dwellings to be built on Middlebelt and Plymouth. I welcome the diversity.

Thank you!

Best,

Jen Hagerty

From:	Henry Morelli
To:	Planning
Subject:	petition 2020-08-01-06 rezoning C2 to R8 Wonderland Mall
Date:	Monday, November 9, 2020 7:08:33 PM

Dear Planning Commision,

I have been a lifelong resident of Livonia and remember shopping at Wonderland Mall when it was an outdoor mall over 40 years ago. The location on the Plymouth Rd Corridor is and always has been a commercially zoned district. I recently saw the signage that the zoning request to change to Residential was very confusing to me. Then I did some research, and the proposal is to put a residential apartment building sandwiched between the LA Fitness and Walmart. As a current resident of Livonia, and Shopper of the Wonderland Village. I would like to propose my objection to this absurd addition to the shopping district. If you think of the additional traffic congestion and potential hazards of people walking dogs, children playing in the lot with semis and cars zipping through the lot makes me very uncomfortable. There are so many areas in Livonia with abandoned buildings, entirely abandoned strip malls and vacant land that would be more suitable for residential apartments. I am strongly advocating that you reject the builders proposal and keep the property zoned commercial.

Regards,
Henry Morelli
191146 Shrewsbury Dr.
Livonia, MI 48152

From: Nancy Haverland
To: Planning
Subject: Rezoning c2 to R8
Date: Monday, November 9, 2020 7:49:33 PM

Planning Commission,
I am so concerned about the rezoning of the area between Walmart & LA Fitness. This does not even make sense. I feel there are more things that are wrong about this than right. I cannot believe this builder would put residential let alone a 4 story building looking in our backyards. They traffic, parking lot lights, more people more crime. Dangers with a retention pond & children. 24 hour traffic in & out. My husband & I have been here 40+ years. He is a disabled Vietnam Veteran who would have a difficult time moving let alone it would be financially difficult. Please vote against this. Please again think with your hearts. Do u want to live behind that. Looking in your home climbing the berm. On & on. Thank you, Nancy Haverland
29928 Orangelawn Livonia Mi

Sent from my T-Mobile 4G LTE Device

From:	Frank Lupu
To:	Planning; Taormina, Mark
Cc:	Toy, Laura; White, Cathy
Subject:	Petition 2020-08-01-06
Date:	Monday, November 9, 2020 9:02:01 PM

Honorable members of the Livonia Planning Commission,

We live on Orangelawn and our property backs up to Wonderland Village and we are against this proposal. This proposed building will be directly behind our house allowing the residents of this building to look directly into our houses and back yards.

The berm which was put up to offer a buffer between our houses and Wonderland Village has failed to do that. When it was proposed before we had concerns with people using the berm as a walk way. We were told that there were going to be enough trees to stop the use of it as a walk way. The trees were only doubled planted up to the edge of the Walmart property and then just a single row from there west thus allowing people to use it as a place to walk their dogs. We were told that there would be security to stop people from using it for that purpose. There have been many times people have been walking along looking into our yards. There have been times when we had to call the police department because there have been groups of teens congrating creating a disturbance to the point we couldn't be out in our own yard with our grandchildren. The residents of this proposed project would continue to use the berm as a recreational area.

We were told that there was not to be any semi trucks to be parked along the south end of the property. We have been in a constant battle with Walmart and the City regarding semi trucks being parked directly behind our house, sometimes even running. When they are running you can feel the house shake. My wife is constantly calling the Police Department to have them move the trucks form there. Sometimes we are successful and then there are other time they will do nothing because they are not running. There are signs posted about no truck parking but they are not enforced. There have also been campers and motor homes parked there also. My wife has been in constant contact with an assistant city attorney who has told her that he had been in contact with the Police Department and advised her to contact them when the trucks were there. Like I previously stated that has come with mixed results. Currently there has been a semi trailer parked there for a week with no tractor attached. With the state of things in this country it definitely raises ones anxiety levels not knowing what or who is inside of these vehicles.

The addition of the proposed building will add a large increase of traffic to the area creating more issues than we already have now. It will also increase foot traffic at Wonderland creating an issue with the pedestrians and vehicles.

This property should remain commercial and not rezoned to residential. Last year I remember hearing of a developer wanting to put, I believe, a four story long stay hotel on the property of Doc's Sports Bar, 7 Mile and I-275. The residents on the south side of 7 Mile complained of the increased traffic in would create in the area. The plans were denied because it was stated that the development was not a good fit for the area. How could that project not fit in that area but this proposed project is fine here.

We have been through two upgrades/renovations of the Wonderland property. Each time Mr Schostak has been untruthful with the residents on what he would do and what he actually did.

We strongly urge you to deny this proposal as it is not a good fit for the area.

Thank you

Cheryl and Frank Lupu
29864 Orangelawn

From: jtts@aol.com
To: Planning
Subject: Petition #220-08-01-06
Date: Monday, November 9, 2020 2:51:00 PM

Ian Wilshaw, as chairman, I respectfully request that you look deeply at this proposal. This is a business zone. Our community/neighborhood has endured the Mall demolition, the mall rebuild, Target building, Walmart building, now the plasma center building. Now here is a proposal to rezone a hunk of property right smack in the middle of this business zone to residential. Last year the Planning Commission scrapped a proposal for a high-rise apartment building citing it was not the landscape Livonia wanted. What has changed? do you think a building higher than City Hall is a good fit for the residents of our neighborhood? Do you believe people in a high-rise want to pay big money to look over at Walmart AutoZone, or people at the plasma center, or check out what's new and happening in our backyards? Are you willing to chance an exodus of long time residents out of the city we love and have supported for years? Realtors have already been called "just in case". Our privacy, our security, our community / neighborhood is important to us and hopefully to you who we have supported. Keep business and residential zones separate.

From:	Amy Goodlesky
To:	Planning
Cc:	Leonard
Subject:	Opposed to high rise proposal
Date:	Monday, November 9, 2020 1:05:35 PM

Good afternoon! My husband and I live on Orangelawn Street directly behind this proposed high rise. We are both very much against this high rise being built. We do not want people living directly behind us. We also do not want our wall behind our house raised higher. We also are against the additional noise this will bring. Our street is quiet and want to keep it that way. We also believe this high rise has the potential to bring in more criminal activity. Our safety is of the utmost important to us. We do not welcome people being that close to our property. Thank you for your time!
Amy and Leonard Goodlesky

Sent from my iPhone

From: Felix Rudberg
To: Planning
Subject: Plymouth Road rezoning petition 2020-08-01-06
Date: Monday, November 9, 2020 12:11:53 PM

To whom it may concern,

As a resident and active voter I highly propose denying the request to rezone this property to residential. I live across the street from this property and LA Fitness is already an eye sore covering up a skyline. Building a residential building up to four stories would make this even worse. People on the third and fourth floor would be able to easily see in our backyards and neighborhood and we would be looking at a building instead of a beautiful skyline. Commerce Township recently built a 3 story apartment complex at Union Lake and Elizabeth Lake road and it towers over everything in sight and stands out. Please have a look at this before considering this rezoning, anything over 2 stories will be hideous. We already have a bunch of 2 story condos in the area that work just as well and do not stand out like a sore thumb.

Thank you,
Felix Rudberg
248-320-9342

From:	michael haverland
To:	Planning
Subject:	Rezoning Petition 2020-08-01-06, C2 to R8, Wonderland Mall.
Date:	Sunday, November 8, 2020 6:38:51 PM

I have great concern about above Petition as this would impact greatly my home of over forty years .We believe this would disrupt the peace and quiet that we have enjoyed over the many years. This Petition would create issues as 24 hour night and day traffic, night time parking lot lighting, trash collection, people and children playing on the Bern which has been placed behind our homes when the mall as built. There is also questions about security as Livonia Police are called daily to Walmart now. This tall of a building 300 feet behind our homes would allow people to look directly into windows of our homes and back yard eliminating total privacy. This proposal would greatly impact out neighborhood. Please consider this as you make your decision. Thank you, Michael Haverland, 29828 Orangelawn St.

From: Nancy Haverland
To: Planning
Subject: Rezone
Date: Sunday, November 8, 2020 6:30:12 PM

PLEASE no rezoning at Plymouth & Middlebelt!!

Sent from my T-Mobile 4G LTE Device

From: Nancy Haverland
To: Planning
Subject: Petition 2020 08 01 06
Date: Sunday, November 8, 2020 6:07:52 PM

Another letter to you with concerns about residential living behind us in a commercial zone. Really there are so many other places you could put this. We do not need traffic all night long, parking lot lights, people on the berm. There is a retention pond that could be so dangerous to families with children. Please think about what you want to do. How would you feel?? Truely think with your

Sent from my T-Mobile 4G LTE Device

From:	michael haverland
To:	Planning
Subject:	Petition 2020-08-01-06 Rezoning C2 To R8, Wonderland Mall
Date:	Monday, October 19, 2020 2:49:38 PM

To the Planning Commission, I live directly behind the prosed building site and this apartment building would allow people to look onto my windows of my home and we would lose our privacy. Our peace and quiet as we know it would be gone. Other problems would be night time parking lot lighting, 24 hour traffic coming and going, we have a berm behind our home and people and kids would be wandering up and down looking into our homes, increase in possible crime as Livonia Police are called daily to Walmart for problems. Decrease in property value is a possibility. There is a retention pond on the property that may be a problem. Please consider this email and others that you may have received when deciding this issue. Thank you, Michael Haverland, 29928 OrangelawnSt St.

From: Nancy Haverland
To: Planning
Subject: Rezoning 2020-08-01-06
Date: Sunday, October 18, 2020 7:04:16 PM

Very curious about why u think that would be ok in our back yard? Would you want that overlooking in your yard? I'm so sad. My husband is a disabled Vietnam Veteran that has lived here 40+ years. This will cause us to uproot & leave our nice home, it will be hard to do physically & with finance too. If you do this will you be willing to come to our home and explain?
I hope so.

Sent from my T-Mobile 4G LTE Device

From: alex toth
To: Planning
Subject: Planning
Date: Tuesday, October 13, 2020 3:03:04 AM

We really do not need a high rise apartment building in the middle of business zone next to Walmart. Please rethink zoning it that way.

From: Lori Masters
To: Planning
Subject: Rezoning next to Walmart
Date: Monday, October 12, 2020 8:36:29 AM

To the rezoning board,
You continue to disrespect the RESIDENTS of this city. There is enough destruction going on in our area. Stop chasing $$$$. You have a responsibility to keep your residents safe and property values to attract families. This does not stand for our interests or values. Who is paying you off?
It is a shame what your doing to the Middlebelt corridor. Thirty years here in this area and very dissatisfied with your decisions. Your decisions are crucial to our lives. Please give some thought to loyal Livonia residents, decrease in our values both property and safety is your responsibility!

Lori Masters

Sent from my iPhone

From:	Angela Ruane
To:	Planning
Subject:	Please...NO Rezoning: re: Petition 2020-08-01-06
Date:	Friday, October 9, 2020 11:16:36 AM

To Whom It May Concern;

As new residents, we have some concerns regarding the above captioned petition. Speaking for myself and our family, also, admittedly, with limited knowledge of the proposal, it would seem apparent that traffic and parking is already congested there. The roads can get very congested as things are. Developing a high rise in the middle of a Target and Walmart (if I read that correctly) and notably, very near where there's already a few apartment complexes changes the portrait and landscape of the family oriented "feel" of this established community neighborhood (which is why we (and many others) desired to purchase property and live here!). How much and how long to develop necessary roads/roadways/ entrance and exit points? How and how much would it change commute and commute times, taxes, property values, etc? How does rezoning improve value, amenities and contribute to the homes and families in this surrounding community? How would it affect EMS, policing and fire services and availability? How would it affect public transportation, busses and other transportation, our schools and class sizes, etc.?, ...How would it feel having a hi-rise and related construction and all those considerations right in many of our quiet backyards?...I guess I have some questions and the list grows the more we think about it... Please do not approve this project. We are new residents and were attracted to this area due to the family oriented, quiet, established neighborhoods and community. This project would seem to diminish these important considerations in rather unpredictable and rather negative ways, immeasurably.

Thank you for your time and consideration on these important matters.

John and Angela Ruane and The Ruane Family

City of Livonia Planning Commission
33000 Civic Center Drive
Livonia, Mi 48154

RECEIVED
OCT 07 2020
CITY OF LIVONIA
PLANNING COMMISSION

RE: #2020-08-01-06 PETITION TO REZONE

As members of the planning commission, I sincerely hope that our city, and it's landscape and livability, are of the utmost importance to you.

Please, please look deeply into this petition/for proposed rezoning. The area in question is a business zone. It also contains our retention pond, which is an important feature for our neigborhood.

We have seen our mall built, torn down, rebuilt, our walls raised, the building of Target, the building of Walmart, a Plasma Center, and now you want to rezone to put a high rise apartment building in our backyards.

Think about this! Do you think this is a good fit for our Livonia? Do you think a high rise apartment building here, overlooking Walmart Auto Zone, the semi-trucks loading and unloading behind Target and Walmart, their garbage dumpsters, their trash compactors, the Plasma Center, the huge rail/cargo containers that line the area during peak seasons, are what people want to view out the windows of their new high rise apartment? Or perhaps do you think they will be entertained by the activities in our backyards that will no longer be private?

Livonia has height restrictions. How is this even a consideration? We acknowledge the city needs to continue to grow, but this growth might well cause a decline in our neighborhood.

Our lives, our privacy, our security will all be impacted by this. Unfortunately, neighbors are already contacting realtors "JUST IN CASE".

Respectfully,
Jeanne Sullivan

From:	debbie golick
To:	Planning
Subject:	RE: Petition # 2020-08-01-06
Date:	Tuesday, October 6, 2020 11:03:37 PM

Hi,

As a resident of this community for over thirty years I am against the rezoning for a residential/apartment development in this area. I feel this would not support the surrounding family neighborhood community. Please do not support this and vote NO.

Thank you,

Debbie Golick

From: Vickie Andreasen
To: Planning
Subject: Hi-Rise
Date: Monday, October 5, 2020 1:08:50 PM

Plymouth Rd has become an eyesore with all the buggy's thrown about and empty buildings. With this new development it will only make matters worse. Not to mention the additional traffic with it and the plasma building. Don't see all the congestion on the mile roads going north. We do not need a residential hi-rise surrounded by businesses. Would be the only one in the area. Seems like Livonia is only concerned with how nice the north end looks. Whatever happened to having a voice in Livonia....most residents in the area do not want this development.

Vickie Andreasen

From: Pat Gaden
To: Planning
Subject: High rise next to Walmart
Date: Monday, October 5, 2020 8:51:20 AM

The area intended for this project is not a responsible location for a high rise apartment structure!!
The area is already congested due to local business. To add that many more people/ cars is wrong.
Do you live in this are? It is all ready strewn with trash, poorly kept landscaping near street.
As a homeowner I will probably sell my home if this project goes through. Even though my property value will go down dramatically with a high rise apartment in the neighborhood.
Sent from my iPhone

From: Sylvia Northrup
To: Planning
Subject: Petition #2020-08-01-06
Date: Sunday, October 4, 2020 5:20:29 PM

You are making money.
We are moving from OUR home of 45 years. We raised 4 children here. Livonia Public Schools, etc. You have ruined our life. You have ALLOWED South Livonia to be ruined.
Good Luck with your Maker.

Sylvia Kirby Northrup
11200 Oxbow St.
Livonia, Mi. 48150-3193
734 427-0655

From:	Nancy Haverland
To:	Planning
Subject:	Rezone Petition 2020-08-01-06
Date:	Saturday, October 3, 2020 11:25:43 AM

Hi my name is Nancy Haverland, I live right behind where they are wanting to put a 4 story apartment building, yes right in my back yard. I will be looking at this from my window & from my backyard where we sit all summer & entertain. I can see lights in the parking lot, dumpsters, high traffic , which will be all hours of the night.
Decreased safety
Increase in crime
Decrease in our property, people on our burm and able to see in our yards
And on & on!
Really would you want to live like that? So sad these are our homes & lives.
Please say NO TO REZONE!

Sent from my T-Mobile 4G LTE Device

From: Lori Nichols
To: Planning
Subject: Rezoning for apartments at Wonderland.
Date: Saturday, October 3, 2020 10:34:39 PM

I have lived in Livonia for 66 years. I have spent 55 of those years in the Devonaire subdivision. I have witnessed all the changes over the years at Wonderland. Sticking an apartment building there is the stupidest thing I have heard. The area will become more congested with the added traffic. Livonia has always been geared towards families. I was privileged to grow up in the city with neighborhoods. Having Walmart and Target as your neighbor is unthinkable. I see no justifiable reason for this type of rezoning. Keep our retail area just what it is. Keep industrial just what it is. Keep residential, with residential.

Lori Nichols
9019 Hugh
Livonia, Mi. 4i150

Sent from Lori's iPad

From: dfd829@sbcglobal.net
To: Planning
Subject: 2020-08-01-06 Petition
Date: Sunday, October 4, 2020 9:45:42 AM

I am against the rezoning of this property.

Ken Lauer
32630 Meadowbrook
Livonia Mi 48154

Sent from my iPhone

From: Jeremy Hartman
To: Planning
Subject: Rezoning petition 2020-08-01-06
Date: Friday, October 2, 2020 2:03:51 PM

Good afternoon. This email is being sent in efforts to express my opinion regarding the proposed rezoning of commercial property next to Walmart on Plymouth road that would allow for the construction of an apartment complex.

As a long time city residents who lives on Orangelawn street, which is the first street behind the commercial site, I am completely opposed to and against this rezoning.

My concerns and reasons for being against this apartment complex are potential and expected decrease to the value of my real estate property due to the addition of apartment complex that would then immediately sit behind the line of long-standing houses. Another large concern would be an substantial increase of traffic in an already overwhelmed area of town.

Please do NOT let this rezoning take place. The o ly people that I have met who are in favor of this do not live in the area that is directly affected by it.

Sincerely

Jeremy Hartman
29653 Orangelawn
Livonia, mi. 48150
734-262-2975

From: Lori Masters
To: Planning
Subject: The Middlebelt corridor
Date: Friday, October 2, 2020 12:41:39 PM

Planning commission STOP. You are destroying the east end of this city. Have you not been riding or driving the 96 north and south area of Middlebelt. This area is like a war zone. The road is deteriorating , the shopping carts are everywhere except the stores, empty office space, nursing/assisted living on steroids, traffic and the disrespect of our area is absolutely the worst. As a matter of fact, I am moving as soon as I can. You have destroyed this area and continue to make bad decisions. Livonia is not the Livonia it used to be. I am extremely disappointed in your decisions.
Do what you will and see how you take this city down. Your doing a fine job at that!
All of you need to be fired!
I have been a resident of Livonia since 1985, you have degraded our area and property value. Good luck in the future Redford.

Lori Masters

From:	Angela Ruane
To:	Planning
Subject:	Please...NO Rezoning: re: Petition 2020-08-01-06
Date:	Friday, October 2, 2020 11:22:58 AM

To Whom It May Concern;

As new residents, we have some concerns regarding the above captioned petition. Speaking for myself and our family, also, admittedly, with limited knowledge of the proposal, it would seem apparent that traffic and parking is already congested there. The roads can get very congested as things are. Developing a high rise in the middle of a Target and Walmart (if I read that correctly) and notably, very near where there's already a few apartment complexes changes the portrait of the family oriented "feel" of this established community neighborhood. How much and how long to develop necessary roads/roadways/ entrance and exit points? How and how much would it change commute and commute times, taxes, property values, etc? How does rezoning improve value, amenities and contribute to the homes and families in this surrounding community? How would it affect EMS, policing and fire services and availability? How would it affect public transportation, busses and other transportation, our schools and class sizes, etc.?, ...How would it feel having a hi-rise and related construction and all those considerations right in many of our quiet backyards?...I guess I have some questions and the list grows the more we think about it... Please do not approve this project. We are new residents and were attracted to this area due to the family oriented, quiet, established neighborhoods and community. This project would seem to diminish these important considerations in rather unpredictable and rather negative ways, immeasurably.

Thank you for your time and consideration on these important matters.

John and Angela Ruane and The Ruane Family

From: Simmons, Jennifer
To: Mayor Staff
Cc: Planning
Subject: FW: PETITION TO REZONE #2020-08-01-06
Date: Friday, October 2, 2020 10:20:51 AM

Ms. Sullivan sent an email yesterday as well…

Jennifer Simmons
Clerk Typist
City of Livonia | Mayor's Office
(734) 466-2204
jsimmons@ci.livonia.mi.us

From: Jeanne Sullivan <sullivanjeanne2@gmail.com>
Sent: Friday, October 2, 2020 10:19 AM
To: Mayor Maureen Miller Brosnan <mayor@ci.livonia.mi.us>
Subject: PETITION TO REZONE #2020-08-01-06

Mayor Bronsan, please please look deeply at this proposal this is a business zone our community / neighborhood has endured the Mall demolition the mall rebuilding, Target building, Walmart building, now the plasma center building. Now a proposal to rezone a chunk of property right smack in the middle of this business district to residential. last year the city scrapped the proposal for a high-rise apartment building, siding that it was not the Livonia landscape Livonia wanted. What has changed? do you think a building higher than City Hall is a good fit for the residents of our neighborhood. ? Do you believe people in a high-rise want to pay big money to look at our Walmart AutoZone, or people at the plasma center, or check out what's new and happening in our backyards? Are you willing to chance and exodus of long time residents out of the city we love and have supported for years? Realtors have been contacted already, "just in case". Our privacy, our security, our community / neighborhood is important to us and hopefully to you who we have supported. Please no rezoning. Respectfully,
Jeanne Sullivan

From: Pat Gaden
To: Planning
Subject: Rezoning
Date: Thursday, October 1, 2020 7:23:50 PM

Please, please pay attention to what the residents of south Livonia are saying.
We do not need or want a high rise apartment complex
Next to Walmart on Plymouth road.
The neighborhood already looks bad, so many empty storefronts and buildings.
Drive down middlebelt south to Plymouth Rd look at the trash and weeds, now look at the landscaping the city put in, it is not cared for they are over grown and look terrible!! Check out the target/Walmart carts at bus stop.
We pay our Livonia taxes just like the people in the north end do. Why don't you put the section eight housing some where up at 5 mile and Farmington. Where the landscaping is pristine and the are no weeds and no trash collecting anywhere!!
Please treat us better than what you as a city currently are. We deserve better.
Patricia Gaden
Sent from my iPhone

From: merle smith
To: Planning
Subject: Rezoning property on Plymouth rd.
Date: Thursday, October 1, 2020 7:22:14 PM

Please consider voting no on the property rezoning on Plymouth Road from a business to residential 8 .
When the proposed zoning change comes to a vote.
If you would like you could email me back for any reasoning or call me at 248-240-1515. I appreciate you taking the time to look at this. My name is Merlyn Smith

Sent from my iPhone

From: FRANCES BRADY
To: Planning
Subject: Rezoning petition
Date: Thursday, October 1, 2020 6:47:34 PM

I do not want this rezoning to occur in my neighborhood.

Sent from Yahoo Mail on Android

From: chrissieminton@ameritech.net
To: Reece, Stephanie
Subject: RE: rezone
Date: Friday, October 2, 2020 8:39:44 AM

To whom it may concern,

I am asking that you not rezone the property on Plymouth Road near Middlebelt Road for housing. That area is a very congested area already. There are so many other places that would accommodate new housing better. Thank you.

Sincerely,

Christina Minton

On Oct 1, 2020 4:48 PM, "Reece, Stephanie" <SReece@ci.livonia.mi.us> wrote:

> If you would be so kind to send me an email with the correct information, I will be glad to add it in to the record. Thank you
>
> **Stephanie Reece**
> Program Supervisor
> City of Livonia | Planning Department
> (734) 466-2288
> SReece@ci.livonia.mi.us
> **www.livonia.gov**
>
> ---
>
> **From:** Chrissie Minton <chrissieminton@ameritech.net>
> **Sent:** Thursday, October 1, 2020 4:46 PM
> **To:** Reece, Stephanie <SReece@ci.livonia.mi.us>
> **Subject:** Re: rezone
>
> Yes. I'm so sorry that I pasted the wrong address. Thank you!
>
> On Thursday, October 1, 2020, 12:48:23 PM EDT, Reece, Stephanie <sreece@ci.livonia.mi.us> wrote:

Hello,

I am clarifying your statement. The address you reference is the address for City of Livonia City Hall. Is this opposition for the Wonderland Village rezoning? Please let me know so I can get it to the appropriate record. Thank you.

Stephanie Reece
Program Supervisor
City of Livonia | Planning Department
(734) 466-2288
SReece@ci.livonia.mi.us
www.livonia.gov

This message is intended only for the use of the individual or entity to which it is addressed, and may contain information that is privileged, confidential, and/or exempt from disclosure under applicable laws. If the reader of the message is not the intended recipient, or the employee or agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately by telephone and/or reply to this e-mail message. Thank you.

From: Chrissie Minton <chrissieminton@ameritech.net>
Sent: Thursday, October 1, 2020 12:43 PM
To: Planning <Planning@ci.livonia.mi.us>
Subject: rezone

To whom it may concern,

I am asking that you not rezone the property at 33000 Civic Center Drive, Livonia, MI 48154 for housing. That area is a very congested area already. There are so many other places that would accommodate new housing. Thank you.

Sincerely,

Christina Minton

From: Centers, Janice
To: Planning
Subject: FW: Rezoning Proposal #2020-08-01-06
Date: Thursday, October 1, 2020 4:51:27 PM

Janice Centers
Executive Assistant to the Mayor - Program Supervisor
City of Livonia | Mayor's Office
(734) 466-2206
jcenters@ci.livonia.mi.us

From: Simmons, Jennifer <jsimmons@ci.livonia.mi.us>
Sent: Thursday, October 1, 2020 4:32 PM
To: Mayor Staff <MayorStaff@ci.livonia.mi.us>
Subject: FW: Rezoning Proposal #2020-08-01-06

Jennifer Simmons
Clerk Typist
City of Livonia | Mayor's Office
(734) 466-2204
jsimmons@ci.livonia.mi.us

From: Jeanne Sullivan <sullivanjeanne2@gmail.com>
Sent: Thursday, October 1, 2020 4:12 PM
To: Mayor Maureen Miller Brosnan <mayor@ci.livonia.mi.us>
Subject: Rezoning Proposal #2020-08-01-06

Mayor Bronsan, please, please, please, look deeply into this petition. Last year the city scrapped a high-rise apartment building, citing that it was not the look we wanted for Livonia residents. Now a builder is petitioning the city to rezone a business district to residential so that they may build a high-rise apartment building. We have lived through the mall being torn down, the mall being rebuilt, targets being built Walmarts being built.
Just who do you think will want to live in an apartment building that overlooks Walmart's automotive department? what kind of impact is this going to have on our retention pond? Our safety and security, people being up on the berm in the apartment buildings looking down into our backyards, where is our sense of security. Neighbors are already contacting realtors, in the event that this building proceeds. I don't want to lose my community, my city, my neighborhood, or my neighbors. We want our city to prosper, not decline.

Respectfully,
Jeanne Sullivan

From:	Carrie Sirola
To:	Planning
Subject:	Rezone petition 2020-08-01-06
Date:	Thursday, October 1, 2020 4:03:09 PM

To : Livonia city planning commission

Regarding rezoning petition 2020-08-01-06 to allow a high rise multiple family residential district to be built in the area on south side of Plymouth road between Walmart and LA Fitness, I am AGAINST this petition. I have lived in the neighborhood behind this location for 30 years, and ever since the Walmart was put in the crime and traffic in this area has gone up. Also I don't think the idea of a 4 story apartment building looking down onto houses right behind it is a good idea, and will most likely make our house property values go down.

Sincerely,
Carrie Sirola

From: Karen Hall
To: Planning
Subject: High rise apartments
Date: Thursday, October 1, 2020 3:52:34 PM

Hello, I have lived behind Wonderland for 32 years. I do not want to see a high rise apartment building of any kind next to Walmart. There is plenty empty land in Livonia that is zoned for residential living, why put it in the middle of a business area. This is not a good idea for the residents in the area! Thank you!
Sent from my iPhone

From: Nancy Evans
To: Planning
Subject: Petition #2020 08-01-06
Date: Thursday, October 1, 2020 2:53:31 PM

To whom it may concern,
I oppose the rezoning for multi family apartments at the wonderland location. A high-rise four-story is not a good fit with our neighborhood, a two-story condo situation is a much better fit adding to families and values of Livonia. I have lived in Livonia for 50 some years and seen such a great deterioration once the Walmart has come into the area.
Sincerely,
Nancyevans
Nancyevans1025@yahoo.com
9875 Hillcrest st.
Livonia, 48150

Sent from my iPhone

From: jtts@aol.com
To: Planning
Subject: REzone Petition #2020-08-01-06
Date: Thursday, October 1, 2020 12:15:12 PM

This neighborhood is coming together because a high rise apartment bldg. in the middle of al zoned business area is just wrong for Livonia. We have endured all the building at this site, removing the mall, rebuilding the area. Now you want to build a high-rise right in our backyards? Last year the city scrapped a high rise proposal, citing that it was not the Livonia landscape it wanted. What changed? What about the retention pond that protects our neighborhood? What about Livonia's height restrictions? Add business to business, and leave residential for the longtime residents who love Livonia.
Jeanne Sullivan

From: Linda Shipley
To: Planning
Subject: Wonderland Village Proposal
Date: Thursday, October 1, 2020 1:15:21 PM

There is information of a proposal going around where plans are being put into works to rezone the middle of Wonderland Village mall into residential so that a 4 story apartment building can be built. I do not live within 300 ft of the location but within a block behind the mall and I think this is totally ridiculous. There are plenty other locations that would fit this purpose more than this mall. Where have you seen an Apartment building put between a Walmart's and a gym before? I know Schostak owns the NW corner of 7 Mile and Farmington Rd and also the NE corner of Plymouth and Middlebelt that are sitting pretty much abandoned that would fit this purpose better because you are not putting a large complex looking directly down onto other peoples homes that the owners pay Livonia taxes for unlike the tenants that will be moving into the apartments. If the mall had been done properly then we may have more places to shop there other than just Walmart's and Target. The plans I thought were to have the mall like the area in downtown Farmington where all the store fronts are facing one another with more places to shop and eat. I have lived in that are since 1988 and I had an uncle that lived directly across Middlebelt when it use to be the open and enclosed Mall of Wonderland. Let's keep that mall commercial building only and get some other stores or store in there that will service the community better than what is being purposed. You have housing being placed at Joy and Farmington Rd., Harrison and W. Chicago that I am aware of currently. I am sure that there are plenty more in the works that will add more families and you have already closed a lot of Livonia schools so we can then just overcrowd the current schools with more students. Also, the traffic is crazy already around the Middle Belt/Schoolcraft area but we continue to add more and more businesses but nothing that can be done about the traffic. Just think how you would feel to have someone looking right down into your backyard or back window from their 4th story apartment? Thank you for listening since we can't partake in the council meetings live.

Sincerely,
Linda Shipley
29983 McIntyre
Livonia, MI 48150

From:	Robert Maguire
To:	Planning
Subject:	Petition 2020-08-01-06
Date:	Sunday, September 6, 2020 12:12:56 PM

Friends,
The rezoning requested in this petition is a very bad idea.
Traffic is already too congested here, on both Plymouth and Middlebelt. The EB Plymouth left-turn lane onto Middlebelt already overlaps severely with the WB left-turn lane into Walmart. This is just one example; traffic is also already too thick on Middlebelt itself.
Please deny this petition.
Thank you!
Sincerely,
Robert C. Maguire
11031 Hillcrest St, Livonia, MI 48150

From: Julie Leon
To: Planning
Subject: Petition 2020-08-01-06
Date: Tuesday, September 8, 2020 10:53:06 AM

To Whom It May Concern;

We live at 11084 Sunset St., Livonia, 48150. We have read the proposed petition 2020-08-01-06 in regards to putting in a high rise multi family unit at 29070 & 30273 Plymouth Rd. We are admittedly against this. Any property in that area should not be for rental properties for multi family properties. IF they were to zone it as properties people would OWN, that would be different and bring revenue to the city. That area is quite busy as it is and we think other areas of Livonia would be better suited for this type of property.

Thank you for your time,

Julie Furchi (formerly Leon)

Scan/File

RECEIVED
SEP 10 2020
CITY OF LIVONIA
PLANNING COMMISSION

9-9-20

City Planning Commission
Re - rezoning petition 2020-08-01-06

We are long time Livonia residents living in Devonaire subdivision. We remember the open air mall then the enclosed mall with the movie theater. Movies would end at 12 AM then the noise would start - car horns, music, shouting, whiskey bottles in our back yard. Now we live behind Walmart & have to deal with disel trucks running up against the berm. My husband cannot sit in the back yard when this is happening as the fumes are no good for his COPD. So now you want to build a high rise. Here are our concerns.

1. Is this low income? Will this affect our property values and tax rate?

2. Is this going to lead to an ↑ in crime?

3. Tenants need to sign an acknowledgment that the berm is not their back yard. Do not need dog barking, parties, fighting etc that has gone on in the past.

4. Parking lot needs to be in front of building not backed up to the berm.

5. We would need a WORKING management number we can call for problems before we call the police.

6. We understand the need to develop the property but there should be something else more user friendly. For a change think about the people, not the money- novel idea.

Susan & Sam Micallef
29848 Orangelawn
Liv Mi 48150
734 427-4296

PS Strange this came up now when no one can attend in person.

From: Karen Waldo
To: Planning
Subject: NO Re-zoning 2020-08-01-06
Date: Sunday, September 20, 2020 7:37:54 AM

Please say NO on this Rezoning for residential, section 8 housing.
Livonia is a terrific city, in part due to less apartment/rental housing.
I do NOT want apartments constructed in our city.

Thank you,
Karen Waldo
Livonia resident

Sent from my iPad

From: Jennifer Petoskey
To: Planning
Subject: Petition 2020-08-01-06 support
Date: Monday, September 14, 2020 2:57:00 PM

Hi:

I live at 29620 Minton, the neighborhood somewhat behind this rezoning area for this petition. I support this rezoning for several reasons:

1. It will increase housing density in the City.
2. It will increase housing affordability in the City.
3. It will increase diversity in the City.

Thank you,
Jennifer Petoskey
734-637-1284

From: Craig Grzech
To: Planning
Subject: Fwd: Middlebelt Plymouth Venture LLC rezoning request Views
Date: Monday, September 14, 2020 5:56:43 PM

---------- Forwarded message ---------
From: **Craig Grzech** <ctgrzech@gmail.com>
Date: Mon, Sep 14, 2020 at 5:54 PM
Subject: Middlebelt Plymouth Venture LLC rezoning request Views
To: <planning@ci.livoniami.us>
Cc: <sbahr@ci.livonia.mi.us>, <jjolly@ci.livonia.mi.us>, <kmcintyre@ci.livonia.mi.us>, <rdonovic@ci.livonia.mi.us>, <ltoy@ci.livonia.mi.us>, <cwhite@ci.livonia.mi.us>, <mayor@ci.livonia.mi.us>

I own a home located at 29761 Orangelawn Street. One house removed from back of Target store. I have some concerns to voice regarding the request for rezoning to make way for High Rise Multiple family Residential District next to Wal-Mart.

Physical Appearance Concerns

- Based on the map in notice of public hearing it seems the set back of the building looks to be inadequate.
- Proposed building can be erected at a maximum 4 stories. These proposed specifications would create an eyesore for the residence on Orangelawn street and 2 plus stories would be visible over the berm/wall.
- Could reduce sunlight to some residential properties
- If there were to be any proposed balconies, occupants would be able to see into the yards/windows of Orangelawn street residences homes.

  I believe a reasonable setback would be 20'. And because 80' is the distance one can recognize a person, each story should be set back to accommodate the 80' distance. There should be no mechanical equipment or dumpsters allowed in the rear of the building and the building should be no more than 2 stories in height. If considering balconies the rails should be at a minimum 50% screened visibility.

Home Value Concerns

- Studies should be conducted on how a mixed used area (Fitness center, Two large retail stores, Multi family residential, Plasma center) affects crime, traffic, loitering, noise, etc.
- Area directly across Plymouth road does not seem financially stable as there are no strong "anchor" tenants and quite a few store fronts which have been vacant for a while.
- Traffic has seemed to increased significantly since the addition of Wal-Mart and Menards. Middlebelt from 96 to Plymouth Road is a very dangerous thoroughfare. Not sure how much more traffic increases it can handle without reconstructing the turn lanes.

  My home value and the home values in and around me have definitely come back since the crash of 2008. In my opinion some contributing factors are crime rates remain low,retail vacancies have remained the same, and livonia continues to invest in our schools. If done the right way a multiple family residential could

work with the right type of dwellings.

The cost of rent as a percentage of total household income is a valuable measure of financial health for an area. (The higher the proportion of rent payments to total household income is a sign of greater financial stress.) The below chart shows Livonia maintains households with lower financial stress than Westland and Garden City and also does it with a higher rent rate.

	Livonia	Farmington	Farmington Hills	Garden City	Westland
Largest portion of rent rates for two bedroom apartments	$1,000 - $1,499	$1,000 - $1,499	$1,000 - $1,499	$500 - $750	$500 - $750
Cost of rent as a percent of household income 20% or less	30%	38%	33%	22%	17%
Cost of rent as a percent of household income 30% or more	38%	32%	41%	47%	59%

Source: towncharts.com

If set back restrictions, 2 story height maximum and higher rent rates can be established the rezoning may be a decent plan for this plot of land. However, I hope this planning commission considers how permanent this rezoning may negatively affect the immediate area if the proper ordinances are not written into the rezoning request.

I ask that you let me know if this public hearing will be rescheduled and if not please advise me as to when the decision is scheduled to be made.

I thank you for your time in this manner,

Craig Grzech
734.812.1201

--
"We can all do better"
ctgrzech@gmail.com

From: Nancy Haverland
To: Planning
Subject: Petition 20-08-01-06
Date: Saturday, September 19, 2020 1:05:18 PM

Please do not do this to us!! We are not against the idea just the location. We are at 29928 Orangelawn. How can you put a 4 story building behind us?? This is so wrong. We you want this in your back yard??

Sent from my T-Mobile 4G LTE Device

From: rbrown3115
To: Planning
Subject: 4 story apartments
Date: Sunday, September 20, 2020 1:14:26 PM

Please do not put an ugly 4 story apartment building by walmart,or by a neighborhood, put it at 7 mile and Farmington rd.leave the south side of livonia alone,is it because we are not as rich as the north side? Just please don't build it. Richard and Katherine Brown. 9925 Merriman

Sent from my Samsung Galaxy smartphone.

From: Vicki
To: Planning
Subject: 4 story apartment bldg.
Date: Tuesday, September 22, 2020 3:10:24 PM

I would not want a 4 story apartment bldg near my home in Livonia or anywhere else. The amount of added people in that area will greatly increase the congestion in that already very congested area. I already avoid that intersection due to traffic and increase in crime in that area. As a matter of fact, there has been much more crime in Livonia in the last 5 years. I know the city is interested in gaining taxes from this proposal, but it is not worth the problems that will come with the deal. If this proposal goes through, then I would suggest not having windows and doors on the rear of the bldg and the bldg would not be more than 2 stories. Thank you

Sent via the Samsung Galaxy S7 edge, an AT&T 4G LTE smartphone
Get Outlook for Android

From: Julie Leon
To: Planning
Subject: 2020-08-01-06
Date: Thursday, October 1, 2020 9:59:21 AM

Please do NOT rezone, petition #2020-08-01-06.

Thank you for your time

From: Centers, Janice
To: Planning
Cc: Mayor Staff
Subject: Wonderland Opposition
Date: Monday, September 28, 2020 3:28:08 PM

Good Afternoon,

Michael Haverland (734.262.9716) called to express his opposition to the rezoning and development of the Wonderland property. He lives directly behind this property and is not pleased that there might be an apartment building within 300 feet of his house. He also noted that there will be at least 40 residents displeased, and they have started a protest petition.

Finally, he asked where the Mayor stands on this issue.

Thank you,

Janice Centers
Executive Assistant to the Mayor - Program Supervisor
City of Livonia | Mayor's Office
(734) 466-2206
jcenters@ci.livonia.mi.us

From: Greg
To: Planning
Cc: Greg
Subject: Petition #2020-08-01-06
Date: Monday, September 21, 2020 8:15:04 PM

I would like to add my comments to the many already voiced about the proposed four story apartment building plan near Wonderland. The negative impact it will have on the neighborhood's property value's is chilling. The probable traffic and crime increase is not what the citizens of Livonia want. Livonia's motto of "Family First" is still the most important factor.

In August on 2019 your commission scrapped a proposed four story luxury apartment building at 7 Mile and Newburg. You sited that "you can not imagine so many units in that space and went on to say "it is not an appropriate place for an apartment building" (Hometown Life 8/28/19). We all feel the same way about shoehorning in apartments on Plymouth road next to a Walmart and in front of a White Castle. It is not an appropriate place for an apartment building.

Greg & Sue Cohen
29925 Minton

Sent from Mail for Windows 10

From:	michele daugherty
To:	Planning
Subject:	Petition 2020-08-01-06
Date:	Monday, September 28, 2020 11:01:26 AM

Whom It May Concern:

I am writing with great concern to Petition #2020-08–01-06. I live at 29881 Orangelawn and have been here for over 40 years. We have always had a great and quiet neighborhood. I DO NOT want to look out my front door and see a 4 story building!!

I am definitely against a proposed high rise residential district! I feel it will bring a lot more noise, traffic and possible crime to the area, it will be a 24/7 problem. At least if it is commercial property, any new stores or restaurants have operating hours. Feel it will also bring down our property values.

There are many more property's in Livonia that would not affect residents, such as 7 Mile and Farmington and 7 Mile and Middlebelt. I see property at 7 Mile and 275 for sale, where there are high rise buildings. Those properties have been empty for some time. Why not look at places like that Instead of disrupting and disrespecting a happy healthy neighborhood.

The residents have made this a great Neighborhood to live In for many years and would like to keep it that way!

Thank you
Michele Daugherty
29881 Orangelawn

Sent from AT&T Yahoo Mail for iPad

Sent from AT&T Yahoo Mail for iPad

From: Centers, Janice
To: Planning
Cc: Mayor Staff
Subject: Opposition to Wonderland Rezoning
Date: Monday, September 28, 2020 3:14:57 PM

Good Afternoon,

Livonia resident of 47 years, Vickie Johnson (734.928.5617), called today to express her opposition to the rezoning of Wonderland for a 4-story apartment building. Specifically, she cited the possibility of it being low-income housing as a reason there will be more crime and we will need more police.

She also asked if I knew the date this issue will be on the Planning agenda. If you let me know, I can get back to her.

Thank you,

Janice Centers
Executive Assistant to the Mayor - Program Supervisor
City of Livonia | Mayor's Office
(734) 466-2206
jcenters@ci.livonia.mi.us

From:	michael haverland
To:	Planning
Subject:	Petition 2020-08-01-06
Date:	Wednesday, September 30, 2020 5:02:39 PM

To whom it may concern, my name is Michael Haverland and my address is 29928 Orangelawn St. Livonia, Mi.. I'm totally against the rezoning and here are some reasons why. You are going to put up a building that is FOUR stories 300ft. from the property line our homes are built on, 24 hour noise, unsafe conditions with a natural retention pond (that falls under DNR) and they are investigating the situation currently, trash collection, where are the dumpsters location, No physical barrier between homes and building property, kids playing on berm which we have behind our homes, 24 hr. traffic coming and going destroying our peaceful and quiet neighborhood, all night lighting for parking , traffic control and fire safety are a few of the items. We already have safety and security concerns with Walmart Building as Livonia Police are always being called there as vehicles are stolen vehicles daily from the parking lot and for people creating serious problems, again this is DAILY. This is just a few key points and again let me ask each of you would you like people being able to look down into your home windows and backyard 24 hours a day , there goes your privacy and peaceful family life. I served my country as a United States Marine, have serious combat injuries returned home and have built a beautiful family home in Livonia for over forty years and someone thinks for tax revenue this is a great place to stuff an apartment building, That person or land developer (and you and I both know who we are talking about, has a lot of properties and money) and he's in with the city people and he DOES NOT LIVE HERE AND HE DOES NOT CARE ABOUT US. TELL IT LIKE IT IS!! For the sake of we homeowners DO NOT VOTE YES ON THIS APPROVAL. You will destroy another Livonia family neighborhood. Upset homeowner Michael Haverland

9-28-20

RECEIVED
SEP 28 2020
CITY OF LIVONIA
PLANNING COMMISSION

City of Livonia
Planning Commision
Petition # 2020-08-01-06

This is our 2nd letter. By now I am sure you are aware (or should be) of the complete dissatisfaction with this rezoning by those of us whose property backs up to the wall.

You are planning on turning a decent stable neighborhood in one of the oldest subdivisions in Livonia, into a circus - all for money. Shame on you !!!

At the very least, the wall needs to be extended to the height of the property so that our privacy & safety are assured.

I am sure you can find other, less disruptive uses for this property.

Sam + Sue Micallef
29848 Orangelawn, Livonia
Smicallef48@yahoo

From: Simmons, Jennifer
To: Planning
Cc: Mayor Staff
Subject: Resident Objection - Wonderland
Date: Monday, September 28, 2020 11:41:57 AM

Good morning,

Ms. Susan Micallef (734-427-4296 or smicallef48@yahoo.com) both called the Mayor's Office with her objection, as well as sent a message into the website:

Rezoning of wonderland for 4 story residential in my back yard AmVERY opposed to it 4 a variety of reasons letter was already sent to planning committee

Thank you,

Jennifer Simmons
Clerk Typist
City of Livonia | Mayor's Office
(734) 466-2204
jsimmons@ci.livonia.mi.us

From: Larry Rajda
To: Planning
Subject: Rezoning of property on Plymouth rd.
Date: Tuesday, September 29, 2020 9:14:00 AM

I am sending this email regarding the proposed rezoning of property at 29707 and 30273 Plymouth Rd. From C-2 to R-8, As Livonia residents for 40 years we are opposed to this rezoning. This high density 4 story building is not appropriate for that spot. This area is already very congested this proposal will only make this congestion worse with people and traffic. When a high rise building was proposed on 7 mile just west of Newburgh,those plans were dropped as not being appropriate for Livonia, so lets use the same reasoning and lets keep Livonia livable. We will also be contacting Mayor Brosnan and other elected city officials. Sincerely. Larry and Ginny Rajda. 11286 Harrison. Livonia
Get Outlook for iOS

From: kaboyle313@aol.com
To: Planning
Subject: Rezone petition #2020-08-01-06
Date: Thursday, October 1, 2020 10:24:45 AM

My name is Kathleen Shivers. I live on West Chicago in the Devonaire Subdivision.
I am writing in regard to the rezone plan in the area of Plymouth and Middlebelt road.

Please do not approve this rezoning.

When we purchased our home, we did so because of the neighborhood and the area surrounding our home. The addition of apartments will bring more traffic, which the area does not need.

We do not need more housing/apartments packed in the area. I would think the new housing going up around Clements Circle would be enough.
My children go to the schools, we do NOT need more students in the area schools.

Putting a 4 story building directly behind a neighborhood is not a good fit. The city has voted down other plans for "high-rise" apartments because they don't fit. Why would this one be approved?

I would also like to know what kind of apartments are these going to be? "High end" next to the Walmart and plasma center? I bet not.

Please leave the area for commercial use, as it was intended to be and always has been.

Kathleen Shivers

From:	Tina Sabbadin
To:	Planning
Subject:	no rezone
Date:	Thursday, October 1, 2020 10:41:54 AM

To whom it may concern,

As a lifelong citizen of Livonia & a lifelong homeowner (same home my grandparents owned), please i must ask of you to NOT rezone the old wonderland area . as it has become a bit trashy & nobody really takes care of it well.
I can look out my windows & see sometimes garbage, sometimes people over the wall.....the kids trying to get over the wall ruining people's fences & things is ridiculous... why make things worse?
What Livonia could really use would be maybe something like a four seasons park.....food trucks (with them being responsible for their space), holiday themes (when its holiday time), summer splash park..... our city needs things for kids & adults to use together....make this back to a family friendly area that families would enjoy & partake in the joys of family friendly fun!!!!!
please reconsider the REZONE.....it don't fit!!!!!!

thanks for your time,

the Sabbadin family
9971 Oporto
Livonia

From: Jen Noricks
To: Planning
Subject: In favor of rezoning at Plymouth/Middlelbelt
Date: Thursday, October 1, 2020 11:09:44 AM

To whom it may concern:
I am writing to express my support of the planned rezoning of property near the southwest corner of Plymouth & Middlebelt Roads. I am a resident of the Devon Aire neighborhood that is adjacent to the property. I favor plans for residential zoning, as it will increase financial opportunities for the city while increasing the number of housing options available to those interested in living here.

Sincerely,
Jennifer Noricks
8948 Denne St, Livonia, MI 48150

--
Jennifer Noricks
Pronouns: she/her/hers


Virus-free. www.avg.com

From: Centers, Janice
To: Planning
Cc: Mayor Staff
Subject: Wonderland Re-Zoning Disapproval
Date: Thursday, October 1, 2020 11:37:12 AM

Good Morning,

George Newton (734.762.3428) of 29929 Orangelawn Street called to express his concern and disapproval of the re-zoning of the Wonderland property for the purpose of a 4-story apartment building. He says that if build, his house will face directly into this new building. He is not pleased with this possibility.

Thank you,

Janice Centers
Executive Assistant to the Mayor - Program Supervisor
City of Livonia | Mayor's Office
(734) 466-2206
jcenters@ci.livonia.mi.us

From: Simmons, Jennifer
To: Mayor Staff
Cc: Planning
Subject: Wonderland Project Opposition
Date: Thursday, October 1, 2020 2:36:09 PM

Hello,

Mr. George Newton (734-762-3428 or ganewtree@yahoo.com) sent the following message via the website:

Rezoning of property fromC-2 to R8 Petition 2020-08-01-06. This rezoning would depreciate the value of the houses that back up to the properties and the homes facing north (My address is 29929 Orangelawn facing north, and would truly effect my property.) to have multi-family multi-story structure placed on said site. Please do not approve this change in zoning. There are many sites within the city that could accommodate the dwellings proposed that would not impact a neighborhood as severely as this would.

Jennifer Simmons
Clerk Typist
City of Livonia | Mayor's Office
(734) 466-2204
jsimmons@ci.livonia.mi.us

From: lwr815@yahoo.com
To: Planning
Subject: Re-zoning
Date: Thursday, October 1, 2020 2:17:00 PM

>
> Hello
> I am a homeowner in the Devonaire neighborhood between middlebelt and merriman south of Plymouth rd. I have owned my house for nearly 20 years.
> I have absolutely no issue with the vacant lot next to the wonderland Walmart being rezoned as residential. Apartments are an important part of adding housing to a city and will hopefully attract more families and children for our school. I'd rather it be housing than another mini-mall.
>
> Thank you
> Laura Roaden
> 30000 Minton
> (734)890-1807
> Sent from my iPhone

From:	mangomortgage@gmail.com
To:	Planning
Subject:	Vote no For : 29707 & 30273 Plymouth Road Development for 3 story apartments
Date:	Friday, July 9, 2021 7:45:15 PM
Attachments:	image001.png

Hello Planning Team,
We are owner of the property 30120 Orange lawn , which is just on southside of this development. Our Vote is to stop this development for multi-story zone.

Reasons Why No:

1. **This development is not similar to one currently happening on 8 Mile and Farmington in Kroger parking lot which is a single story development.**
2. **Multi story apartment complex is going to impact view of skyline in our back yard and also Privacy , as the walls of this apartment will be very close.**
3. **300 feet distance of buildings from Residential NEIGHBOUR HOOD Will increase noise level and traffic at night and will impact family life and kids life in nearby subdivision on Orange lawn. Hill Crest and and Elmira street.**
4. **We are ok with single level development of senior or age above 55 or assistant living so value of property, life style of neighbor will not be impacted.**
5. **In the event if you pursue with multi story development, we strongly oppose any Balcony or projections on southside of building, just design to have windows only(North of Orange lawn) . We are worried about baby gun or some kind of weapons shooting from this apartment to Orange lawn side in the event of any fight or drug trafficking issue.**

Hope you have a GREAT day!
Thanks

Hemant Shah, MBA
Kellogg School of Business
Office: 248.888.8181
Fax: 248.471.2199
Email: hello@mymangomortgage.com
Mango Mortgage - Testimonials (mymangomortgage.com)
www.mymangomortgage.com

Mango MORTGAGE

July 10, 2021

City of Livonia Planning Commission
33000 Civic Center Drive
Livonia, MI 48154

RECEIVED
JUL 14 2021
CITY OF LIVONIA
PLANNING COMMISSION

Re: Petition 2020-08-01-06, and ***the traffic***

Friends,

Putting a 4-story residential building between LA Fitness and Walmart is a very bad idea. The traffic flows along those stretches of both Plymouth and Middlebelt are already often sluggish and glutted. The middle lane on Plymouth often has WB cars turning left into Walmart struggling for space against EB cars turning left onto Middlebelt.

Please deny this petition.

Better would be to raze the strip mall where Office Depot used to be and put the High Rise there.

Sincerely,

Robert Maguire and Patricia Schniers

R & C Maguire & Patricia Schniers

11031 Hillcrest
Livonia, MI 48150

From:	Craig Grzech
To:	Planning
Cc:	Toy, Laura; Mayor Maureen Miller Brosnan; Bahr, Scott; Jolly, Jim; McIntyre, Kathleen; Donovic, Rob; White, Cathy; michael.haverland47@gmail.com; michaelhaverland47@gmail.com
Subject:	Fwd: Middlebelt Plymouth Venture LLC rezoning request Views
Date:	Sunday, July 25, 2021 5:38:47 PM

After reading the notes from the July 17th meeting regarding the similar re zoning of the property at seven mile and Newburgh Rd., I made some revisions to my original e mail about my concerns over the zoning of properties 29702 & 30273 Plymouth Road. Revisions can be found in below in copy of original email.

I will be at the public meeting July 27th.

Thank you for your time,

Craig Grzech
29761 Orangelawn Street
734.812.1201

---------- Forwarded message ---------
From: **Craig Grzech** <ctgrzech@gmail.com>
Date: Mon, Sep 14, 2020 at 5:54 PM
Subject: Middlebelt Plymouth Venture LLC rezoning request Views
To: <planning@ci.livoniami.us>
Cc: <sbahr@ci.livonia.mi.us>, <jjolly@ci.livonia.mi.us>, <kmcintyre@ci.livonia.mi.us>, <rdonovic@ci.livonia.mi.us>, <ltoy@ci.livonia.mi.us>, <cwhite@ci.livonia.mi.us>, <mayor@ci.livonia.mi.us>

I own a home located at 29761 Orangelawn Street. One house removed from back of Target store. I have some concerns to voice regarding the request for rezoning to make way for High Rise Multiple family Residential District next to Wal-Mart.

Physical Appearance Concerns

- Based on the map in notice of public hearing it seems the set back of the building looks to be inadequate. 100' set back as discussed in 7.17.21 mtg seems to be sufficent. Placing parking in the back starting at 100" would be even better
- Proposed building can be erected at a maximum 4 stories. These proposed specifications would create an eyesore for the residence on Orangelawn street and 2 plus stories would be visible over the berm/wall.
- Could reduce sunlight to some residential properties
- If there were to be any proposed balconies, occupants would be able to see into the yards/windows of Orangelawn street residences homes.

  I believe a reasonable setback would be 20'. And because 80' is the distance one can recognize a person, each story should be set back to accommodate the 80' distance. There should be no mechanical equipment or dumpsters allowed in the rear of the building and the building should be no more than 2 stories in height. If considering balconies the rails should be at a minimum 50% screened visibility.

Home Value Concerns

- Studies should be conducted on how a mixed used area (Fitness center, Two

large retail stores, Multi family residential, Plasma center) affects crime, traffic, loitering, noise, etc.

- Area directly across Plymouth road does not seem financially stable as there are no strong "anchor" tenants and quite a few store fronts which have been vacant for a while.
- Traffic has seemed to increased significantly since the addition of Wal-Mart and Menards. And soon to be Chik-Fil-A. Middlebelt from 96 to Plymouth Road is a very dangerous thoroughfare. Not sure how much more traffic increases it can handle without reconstructing the turn lanes.

My home value and the home values in and around me have definitely come back since the crash of 2008. In my opinion some contributing factors are crime rates remain low,retail vacancies have remained the same, and livonia continues to invest in our schools. If done the right way a multiple family residential could work with the right type of dwellings.

The cost of rent as a percentage of total household income is a valuable measure of financial health for an area. (The higher the proportion of rent payments to total household income is a sign of greater financial stress.) The below chart shows Livonia maintains households with lower financial stress than Westland and Garden City and also does it with a higher rent rate.

	Livonia	Farmington	Farmington Hills	Garden City	Westland
Largest portion of rent rates for two bedroom apartments	$1,000 - $1,499	$1,000 - $1,499	$1,000 - $1,499	$500 - $750	$500 - $750
Cost of rent as a percent of household income 20% or less	30%	38%	33%	22%	17%
Cost of rent as a percent of household income 30% or more	38%	32%	41%	47%	59%

Source: [towncharts.com]

If set back restrictions, 2 story height maximum and higher rent rates can be established the rezoning may be a decent plan for this plot of land. However, I hope this planning commission considers how permanent this rezoning may negatively affect the immediate area if the proper ordinances are not written into the rezoning request.

I ask that you let me know if this public hearing will be rescheduled and if not please advise me as to when the decision is scheduled to be made.

I thank you for your time in this manner,

Craig Grzech
734.812.1201

City of Livonia Planning Commission
Livonia City Council

July 23rd, 2021

To Our City's Esteemed Decision Makers,

I am respectfully writing this letter to express my concern and trepidation with Petition 2020-08-01-06. I apologize that I am unable to attend the live meeting and share my feedback with you in person, and I hope this letter aptly expresses the anxiety, displeasure, and concern I have with the proposal to rezone. I live at 29980 Orangelawn Street, so this rezoning proposal would quite literally be right behind my house. As you are aware, we have had many months to think about this proposal, and I have done so with an open mind to the greatest extent possible. I would like to share with you the various concerns which have weighed on my mind since first hearing of this possible initiative. I see these concerns broken down into three major categories, which I will outline below: **Personal Safety & Standard of Living Implications**, **Property Value** & **Tax Implications, & Future City Vision**.

Before I share my concerns, I'd like to share a very brief overview of myself so you can understand my perspective a bit better. I am a mid-30s female, I reside with my boyfriend (the homeowner) and our dogs. I have lived many places, including abroad, and have called Livonia home for the last 5 years. I have previously been a homeowner of my own home in Livonia. My boyfriend was born and raised in Livonia, where he attended Franklin High School. I am a C-Level executive at a local software company, where I currently work out of my home, and my office faces the property in question. I walk the neighborhood every morning and most evenings. We intend in the future to have a family of our own. I say this to build a picture of my perspective and what matters to me as a citizen of our community.

As stated, I have broken down my major concerns into three main areas:

<u>Personal Safety & Standard of Living Implications</u>

This is first as it is the most important and vulnerable to me and my family. As I mentioned, I work from an office that has a direct view out the window to the property in question. While it is rare right now, it is very disconcerning when I see people walking the burm. They have a direct view into my backyard, and can easily access our homes main entry points, whether we are home or not, they can get a sense of our property and aesthetic by viewing our backyard, and could easily maneuver into my backyard without much effort. We have a rather large and impressive dog, and I have witnessed people taking pictures of the dog or of my property when they walk by if he is outside. I have also seen trash left on the hill and I have no way to clean it up since I cannot easily get up into the burm. The trees that were planted are quite short and single lined, which means there is a LOT of space for onlookers. I am honestly terrified of having multi-family apartments in my backyard, as the amount of traffic, and in turn, the potential for danger, loss of property, property damage, noise concerns.

Furthermore, as a woman who walks every morning and many evenings in this neighborhood, it is critical that I feel a sense of personal safety and security. Right now, I have come to know many neighbors and have a sense of the various types of families living in the neighborhood. Children ride their bikes and go to the park on their own. Women walk their dogs and their children without fear of being accosted or catcalled. As a woman, this level of safety is truly invaluable. When I am conceptualizing the idea of building an apartment building to house several hundred new residents, and

up to 4 stories in height, it is truly upsetting to think that I could unknowingly have someone peering into my home right from their windows, a larger volume of people with access to the burm, and in turn, directly into my back yard and property, and ultimately, a higher likelihood of crime due to more people living in close conditions.

Finally, my bedroom window also faces this same direction. I am very sensitive to light and sound when sleeping. I have been grateful to have the WalMart lights mostly not interfere with my enjoyment of my home and bedroom. My assumption is that light and sound disruptions (cars, people, music, trash collection, etc) will greatly increase having an apartment complex essentially directly in my back yard.

Property Value & Tax Implications

I would be remiss to not address my concern of the property value of our home decreasing. I am admittedly NOT an expert on property taxes. My minimal understanding is that property valuation is based upon like properties in the area plus other general guidelines. I can attest that everyone in this area is under the belief that our home valuations will decrease. Assuming this is true, not only will I be living in a home which I feel watched, less safe, with more noise and light, but the value of my home is also likely to decrease. This does not leave me with a sense of ease.

Future City Vision

While this is a bit more obscure and long-term, I am truly questioning what Livonia wants to be as a city. Cities around us are acknowledging the cultural shift toward local restaurants and eateries, locally sourced foods, smaller shops, etc. Livonia has definitely made it clear we are "big box / franchise friendly." While does not suit my personal taste and preference, we have remained in Livonia both because my boyfriend was raised here and his family lives here, and also because it is a quiet, safe, stable city. I have been content to stay here and have thought of Livonia as home. Should this rezoning occur and I find myself with a view of an apartment building directly in my back yard, I can assure you we will look to relocate.

To be perfectly honest and frank, should these apartments go up in our backyard, there is a very high chance we will move much more quickly than we would have otherwise. Further, and perhaps most importantly, if we move, I would most likely NOT look to continue living in Livonia. I would feel failed by the city – as I personally believe that having affordable housing in the city is critical, but putting it in a place so close to single family homes when there are several other spots in the city that would likely be appropriate for this are available. I recognize I am not the expert in evaluating this, so take that for what it is. What I hope to convey is that knowing myself and my neighbors are vehemently opposed to this property and it is likely to move ahead regardless, I will feel that the city has prioritized a different type of citizen. When looking to move (which I assure you, we will if we have an apartment building in our back yard), I am unlikely to raise my family in the same community my partner was raised. Ultimately, this makes me terribly sad, but I am resigned that this letter will not do much to sway the final outcome. I do hope you will consider the feelings of my neighbors and myself, as I believe making this change will not only change the zoning of Livonia, but the footprint, citizenry, and trust of the neighborhood.

With Respect,

Crystal Iverson, 29880 Orangelawn Street

From:	Flexo
To:	Planning
Subject:	Petition 2020-08-01-06 - Middlebelt Plymouth Venture
Date:	Monday, July 26, 2021 12:15:38 PM

To whom it may concern,

As a resident and active voter I highly propose denying the request to rezone this property to residential. I live across the street from this property and LA Fitness is already an eye sore covering up a skyline. Building a residential building up to four stories would make this even worse. People on the third and fourth floor would be able to easily see in our backyards and neighborhood and we would be looking at a building instead of a beautiful skyline. Commerce Township recently built a 3 story apartment complex at Union Lake and Elizabeth Lake road and it towers over everything in sight and stands out. Please have a look at this before considering this rezoning, anything over 2 stories will be hideous. We already have a bunch of 2 story condos in the area that work just as well and do not stand out like a sore thumb.

Felix Rudberg
248-320-9342

From:	Frank Lupu
To:	Planning; Taormina, Mark
Cc:	Toy, Laura; White, Cathy; McIntyre, Kathleen; Bahr, Scott; Donovic, Rob; Jolly, Jim; McCullough, Brandon
Subject:	Fwd: Petition 2020-08-01-06
Date:	Monday, July 26, 2021 9:59:30 PM

Sent from my iPad

Begin forwarded message:

From: Frank Lupu <flupu@att.net>
Date: November 9, 2020 at 9:01:55 PM EST
To: planning@ci.livonia.mi.us, mtaormina@ci.livonia.mi.us
Cc: ltoy@ci.livonia.mi.us, cwhite@ci.livonia.mi.us
Subject: Petition 2020-08-01-06

Honorable members of the Livonia Planning Commission,

We live on Orangelawn and our property backs up to Wonderland Village and we are against this proposal. This proposed building will be directly behind our house allowing the residents of this building to look directly into our houses and back yards.

The berm which was put up to offer a buffer between our houses and Wonderland Village has failed to do that. When it was proposed before we had concerns with people using the berm as a walk way. We were told that there were going to be enough trees to stop the use of it as a walk way. The trees were only doubled planted up to the edge of the Walmart property and then just a single row from there west thus allowing people to use it as a place to walk their dogs. We were told that there would be security to stop people from using it for that purpose. There have been many times people have been walking along looking into our yards. There have been times when we had to call the police department because there have been groups of teens congrating creating a disturbance to the point we couldn't be out in our own yard with our grandchildren. The residents of this proposed project would continue to use the berm as a recreational area.

We were told that there was not to be any semi trucks to be parked along the south end of the property. We have been in a constant battle with Walmart and the City regarding semi trucks being parked directly behind our house, sometimes even running. When they are running you can feel the house shake. My wife is constantly calling the Police Department to have them move the trucks form there. Sometimes we are successful and then there are other time they will do nothing because they are not running. There are signs posted about no truck parking but they are not enforced. There have also been campers and motor homes parked there also. My wife has been in constant contact with an assistant city attorney who has told her that he had been in contact with the Police Department and advised her to contact them when the trucks were there. Like I

previously stated that has come with mixed results. Currently there has been a semi trailer parked there for a week with no tractor attached. With the state of things in this country it definitely raises ones anxiety levels not knowing what or who is inside of these vehicles.

The addition of the proposed building will add a large increase of traffic to the area creating more issues than we already have now. It will also increase foot traffic at Wonderland creating an issue with the pedestrians and vehicles.

This property should remain commercial and not rezoned to residential. Last year I remember hearing of a developer wanting to put, I believe, a four story long stay hotel on the property of Doc's Sports Bar, 7 Mile and I-275. The residents on the south side of 7 Mile complained of the increased traffic in would create in the area. The plans were denied because it was stated that the development was not a good fit for the area. How could that project not fit in that area but this proposed project is fine here.

We have been through two upgrades/renovations of the Wonderland property. Each time Mr Schostak has been untruthful with the residents on what he would do and what he actually did.

We strongly urge you to deny this proposal as it is not a good fit for the area.

Thank you

Cheryl and Frank Lupu
29864 Orangelawn

RECEIVED
JUL 26 2021
CITY OF LIVONIA
PLANNING COMMISSION

7-26-21

I am writing to express my extreme displeasure at the proposal to rezone part of Wonderland.
We have lived on Orangelawn since this was an open air mall & have been through alot of changes, but this is the worst. I live behind Walmart and am constantly fighting to have the 18 wheeler trucks removed from parking at the berm - blowing their diesel fumes and noise in my back yard.
The city cannot take care of this problem (or doesn't want to) how are they going to take care of the problems that will come with this development? (and there will be problems)
the berm cannot be used as a playground bring noise, dirt & trouble.
I know because I have called the police a couple of times about berm issues.

D

Rezoning -

The wall will need to be built higher so people cannot ride in our yards and we don't need lights shining in our bedroom windows at 2am. There will need to be a 24/7 phone # actually manned by a person to take complaints and act on them. What about the ↑ in crime? This has been a nice, stable, subdivision 4 40yrs. LEAVE IT ALONE!

Shame on you for only thinking about money and not the welfare of your citizens.

There is a big empty eyesore at 7mile and Farmington. Build it there

Sara Sue Micallef

(2)

From: Peter Shimshock
To: Planning
Subject: Petition 2020-08-01-06 - Venture LLC
Date: Tuesday, July 27, 2021 10:28:39 AM

I live at 9950 Oporto (very near this petition site) and this petition is NOT good for our community. I am surprised this request is under consideration.

There are several reasons NOT to go forward with this petition. Please review some of these reasons below.

1. TRAFFIC
The traffic at Plymouth and Middlebely is VERY HEAVY almost any time of day. This petition would make this traffic issue even worse.

2. CRIME
The crime at the shopping center has already escalated. This petition would worsen this problem ... and embolden the criminals. Our subdivision already has through traffic from the shopping center scoping out our vehicles, homes and open garage doors. This petition site would allow the renters a perfect view of our investments.

3. PRIVACY/INVESTMENT
I purchased my home WITHOUT a multi-story building looking directly at me. This petition would also greatly impact my investment in my home. Ask yourself if you would want this petition 200 feet from YOUR home.

4. FLOODING
We have recently had many issues with flooding in our community. This petition would greatly ADD to our issues of flooding with no viable plans to correct it. This petition would greatly stress an already limited system.

I have lived in Livonia for most of my life. I always felt our city government was loyal to our citizens and went the extra mile. I DON'T SEE THAT LOYALTY WITH THIS PETITION.

Whatever tax benefit you would receive would be outweighed by the 4 issues I detail above and the decreased public distrust that would follow. This is NOT the Livonia I grew up with.

If you don't vote against the petition I will make sure your votes follow your entire political career.

AGAIN ... WOULD YOU WANT THIS PETITION 200 FEET FROM YOUR HOME?

Sincerely,

Peter Shimshock
9950 Oporto
Livonia

From: noreply@civicplus.com <noreply@civicplus.com>
Sent: Friday, July 30, 2021 10:44 AM
To: support <support@livonia.gov>
Subject: Online Form Submittal: Planning Inquires

Planning Inquires

This form is for any questions, comments, or concerns you may have for the City in regards to planning. If you leave contact information, the City will reply within 2 business days. If this is an emergency, please dial 9-1-1.

First Name	KATHRYN
Last Name	CHARNOCK
Email Address	kathy.m.charnock@gmail.com
Phone Number	7346743348
Describe your issue, concern, or question.	I represent a large group of concerned citizens of Livonia that are against the rezoning of at the Wonderland Village site from C-2 general business to R-8 high rise. I would hope that the planning commission understands the concerns of many of its residents and will deny the proposal. We have started a petition and will continue our mission to stop the rezoning and construction of a high rise apartments.
Date of Concern	7/30/2021
Attachment (Optional)	*Field not completed.*

Email not displaying correctly? View it in your browser.

MINUTES OF THE 1,162nd PUBLIC HEARINGS AND REGULAR MEETING HELD BY THE CITY PLANNING COMMISSION OF THE CITY OF LIVONIA

On Tuesday, November 10, 2020, the City Planning Commission of the City of Livonia held its 1,162nd Public Hearings and Regular Meeting via Zoom Meeting Software.

Mr. Ian Wilshaw, Chairman, called the meeting to order at 7:00 p.m.

Members present:	David Bongero	Sam Caramagno	Glen Long
	Betsy McCue	Carol Smiley	Peter Ventura (late)
	Ian Wilshaw		

Members absent: None

Mr. Mark Taormina, Planning Director, Scott Miller, Planner IV, Stephanie Reece, Program Supervisor, and Debra Walter, Clerk-Typist were also present.

Chairman Wilshaw informed the audience that if a petition on tonight's agenda involves a rezoning request, this Commission makes a recommendation to the City Council who, in turn, will hold its own public hearing and make the final determination as to whether a petition is approved or denied. The Planning Commission holds the only public hearing on a request for preliminary plat and/or vacating petition. The Commission's recommendation is forwarded to the City Council for the final determination as to whether a plat is accepted or rejected. If a petition requesting a waiver of use or site plan approval is denied tonight, the Petitioner has ten days in which to appeal the decision, in writing, to the City Council. Resolutions adopted by the City Planning Commission become effective seven (7) days after the date of adoption. The Planning Commission and the professional staff have reviewed each of these petitions upon their filing. The staff has furnished the Commission with both approving and denying resolutions, which the Commission may, or may not, use depending on the outcome of the proceedings tonight.

ITEM #1 PETITION 2020-08-01-06 Middlebelt Plymouth Venture

Mr. Caramagno, Secretary, announced the first item on the agenda, Petition 2020-08-01-06 submitted by Middlebelt Plymouth Venture L.L.C. pursuant to Section 23.01 of the City of Livonia Zoning Ordinance #543, as amended, requesting to rezone parts of the properties at 29707 & 30273 Plymouth Road, located on the south side of Plymouth Road between Middlebelt Road and Milburn Avenue in the Northeast ¼ of Section 35, from C-2

(General Business) to R-8 (High Rise Multiple Family Residential District – Maximum 4 Stories).

Mr. Wilshaw: This item is one that I do have some updates on. We have received a lot of communication about this petition from residents within the community, emails and letters. We have received all of those, along with a petition on this item. Those are in our packet and because there are so many, it is going to be difficult to read all of those. We won't be able to read all of those, but needless to say, know that they were received, and we also received communication late today from the Petitioner who is asking to have this item tabled. This is a public hearing. It has been posted and published with a date for the public hearing. I know there are people here in the audience tonight that wish to speak on this item. We are going to give you an opportunity to speak because that is why this is a public hearing. Just realize that the Petitioner has asked that this item be tabled. We do honor Petitioners request to do that. This item will be moved to a future meeting date, but we will still hold an opportunity for the audience to speak on this item. Just so that everyone knows, in the audience, that when this item comes back before us, we will also again have an opportunity for people to speak. We are not going to deny anyone the ability to speak on any of these petitions. That is very important for us to have that transparency. Mr. Taormina, we will start with you for background information because this is going to be tabled. If you can give an abbreviated description of this petition for us.

Mr. Taormina: Sure, Mr. Chairman. Hopefully, everyone can see the screen. This is a request to rezone a large portion of the remaining vacant land at the Wonderland Village. The change would be from C-2 (General Business) to R-8 (High Rise Multiple Family Residential District – Maximum 4 Stories). The land area involved measures 10.86 acres. It is located between the Wal-Mart Supercenter and LA Fitness. Bordering the property to the south are single-family homes that are part of the Bel-Air Garden Subdivision. Separating the homes from the subject site is a masonry wall, as well as an eight to ten-foot-high landscape berm. The distance between the wall and the proposed R-8 zoning line is approximately 70 feet. This 70-foot strip of land includes the berm which runs parallel with the wall and the south property line. This area would remain C-2. The purpose of the rezoning is to facilitate the future development of an apartment complex. R-8 zoning allows multiple dwellings over two-stories in height, but not exceeding four-stories in

height. Article XXVII of the zoning ordinance establishes the setback, lot coverage, density, and other minimum standards for R-8 zoning, including a requirement that the site of a multiple family development not be located with 1,000 feet of any other residentially zoned property. The subject location fails to comply with this 1,000-foot separation requirement. Livonia Vision 21 Future Land Use map designates the entire Wonderland development, including the subject land area, as Mixed Development Center. Attached dwellings and apartments are identified as an appropriate land use within a Mixed Development Center, subject to a maximum density of 20 units per acre. Residential options include attached and upper-story units, such as townhomes, lofts, and apartments. Mixed Development Centers are intended to have higher densities and massing, be walkable, pedestrian friendly, and interconnected with surrounding areas and neighborhoods. The concept plan for the apartment complex reflects an overall density of 17.6 dwelling units per acre. With that, Mr. Chairman, I will note that the Planning Department did receive a substantial amount of correspondence on this item. We received emails from residents of at least 37 properties in the vicinity of the rezoning. We also received three letters of support and a petition was presented today that is signed by 129 persons. I will note that we have provided all of the correspondence that we have received to the Commissioners. The protest petition, as I have indicated, was received today. You may not have that available. This is something that we will provide to the Commission as soon as possible. Thank you.

Mr. Wilshaw: We appreciate it, Mr. Taormina. Is there any questions to start off with from the Commissioners for Mr. Taormina? If not, our Petitioner is in the audience. Mr. Duczynski, I believe, is representing the Petitioner. We are going to give him an opportunity to speak first to explain this recent communication we received in regard to wanting to table this item. Mr. Duczynski, are you available? Can you unmute your line and introduce yourself? There is a mute button somewhere that you need to click.

Steve Duczynski, Schostak, I am the authorized representative for Middlebelt Plymouth Venture LLC. As you had addressed, we would ask that this petition that was submitted by Middlebelt Plymouth Venture be tabled to a future date. We would like some additional time to further evaluate our preliminary plans, as well as continuing discussion with the City. However, we do agree that we would be happy to listen to any public comments and

concerns that we could apply to these additional preliminary designs that we are continuing to work through.

Mr. Wilshaw: Alright, Mr. Duczynski, can I get your business address for our records.

Mr. Duczynski: 17800 N. Laurel Park Drive, Ste. 200C, Livonia, MI 48154.

Mr. Wilshaw: Alright, thank you. Is there any questions from any of the Commissioners in regard to our Petitioner and his request? No questions at this point. Okay. Very good. Mr. Duczynski, please just stay on the line there. We have received your request to table this item and we will give the Commission an opportunity to make that motion. If they do, it is a motion that ends any discussion when that motion is made. Therefore, we do not want to prematurely cut off any opportunity for residents who are here to speak because this is a public hearing and any information that you hear from residents may also be beneficial to you as you continue your work. I also see that Mr. Ventura has joined us. Good evening, Peter.

Mr. Ventura: Good evening, Chairman Wilshaw. We will have the record reflect that you joined the meeting.

Mr. Ventura: Thank you.

Mr. Wilshaw: So, with that, I am going to go to the audience. Is there anyone wishing to speak for or against this item? Realize that we do not have a lot of information that we can…or questions that we can give you at this point, but if you would at least like to let us know your thoughts on this request, we certainly would welcome hearing from you. Please click raise hand in the Zoom application, and that will let us know that you want to speak and then we will give you an opportunity to speak. The first person we have is Mr. Bell, Andrew Bell. You can unmute yourself and please start with your name and address for our records.

Crystal Iverson, 29880 Orangelawn, Livonia, MI. I am actually Andrew Bell's girlfriend. It is right about where the proposed site is beginning if you were looking at the far-right corner. I want to say that I am opposed to this matter. I am very concerned about the…just about having the number of people coming up on the berm and having a higher possibility of crime. If you look at the berm, there is already quite a few people that walk by regularly and they can see directly into our backyards and into our homes. I am really quite….I don't know how to fully express my concern,

but I just appreciate you guys listening and I would ask that you reconsider and move that elsewhere.

Mr. Wilshaw: Thank you, Ms. Iverson. We appreciate your comments and for coming tonight. Just for yourself and anyone else in the audience, know that because this is likely to be tabled, there is going to be a process of republishing the next date when this is going to be heard so that you can attend that meeting and listen to what the Petitioner has to offer in terms of this rezoning. You will then also be able to probably give more detailed comments in terms of your feelings on this once you hear the whole petition. In any case, thank you, Ms. Iverson, for attending. Is there anyone else in the audience wishing to speak on this item? We have some other folks. Great, thank you for clicking raise hand. I am going to go in order. Jeanne is the next person I have wishing to speak, so I am going to let her speak. You just need to unmute yourself. Good evening.

Jeanne Sullivan, 29944 Orangelawn, Livonia, MI 48150. This is directly in the middle of where this proposed building would go. I just want to say that everyone in this area has already lived through the mall being demolished, the mall being rebuilt, the debris, the mess, the rodents, and all of that. Then we went through the rebuilding, and now we have Target, and we have Wal-Mart. We have LA Fitness. Now, we have the new plasma center, and it is like everything back there is business. So, all of the sudden now they want to put in a multi-family high-rise there, which these people would be able to look out there window and see exactly what all of us are doing in our backyards. Also, it seems like they never addressed our retention pond back there. Is that going to be impacted by this building being there? Also, I know they are required to have a green space for however many units they have and their parking. None of that seems to have been addressed. All we got was the petition, but we got nothing about what their plan was for the building. I am wondering, if they table it now, the next time it comes up will they be showing us more of what their intention is? As of right now, we have polled most of the neighborhood and I would have to say 99% of the neighborhood is totally against this building.

Mr. Wilshaw: Thank you, Ms. Sullivan. We appreciate your comments. To answer your question, this process that we go through is kind of a two-step process. First is rezoning to see if the zoning change that they are requesting is appropriate for that area and then we go through a site plan approval process. If that moves

along, the second step is a site plan. That is where we get into the nitty gritty details of the site. I do believe the petitioner's intent is to have a more detailed plan that they can provide to us the next time we talk about this, so we can answer some of your questions. That is certainly our hope. Thank you.

Ms. Sullivan: I am just curious…is it just because there is this large vacant property there that they have decided to rezone? They could always build something back there…hardware, or whatever, keeping it a business district, which the entire area was supposed to be. I am just wondering; did they just pick this because it is a very nice piece of property and now, they want to put multi-family there?

Mr. Wilshaw: That is a great question. That is a question that we are going to ask them when we have the next meeting, because we do want to know the purpose as to why we are switching from commercial to residential zoning in that area. What is their business case for doing that? We will find that out. Stay tuned and keep along with these meetings as you get the notice of future dates and we encourage you to participate.

Ms. Sullivan: For sure. Thank you for letting me speak.

Mr. Wilshaw: Thank you, Ms. Sullivan. Next, we have Mr. Lupu. Let me click here and let you speak.

Cheryl Lupu, 29864 Orangelawn, Livonia, MI. I live right next-door to Crystal. I am totally in agreement with everything she said. It is pretty invasive when we already had issues back here, but you are just creating more for us. We are already at the stress level that you guys can't fix right now and no one has fixed it in years. There has been problems since the Wal-Mart has gone in here anyhow. It just keeps on continuing. You are just going to keep on continuing to add on a major process on all of us that we don't need. Livonia's model is families first and I don't see any point in …you're not helping any of our families over here. Thank you for listening.

Susan McCullough, and I am Cheryl's neighbor. I have been dealt with Wal-Mart since 2005 and I am still dealing with the truck issue. I have talked to the…whoever does the commission by checking on the…the problems that we have over here. We are still dealing with Wal-Mart and the trucks, okay? I cannot deal with what you think you are going to put up there and having to deal with more…it is just more stress. This is a beautiful subdivision.

Has been for the 40 years that I have been living here. I just cannot agree with this at all. I would like to know why this can't be maybe moved to the Seven Mile and Farmington area. That place with that extra…that K-Mart up there has been vacant for years. That might be a place to maybe move it to. I don't know, but I don't think it belongs here, I just don't. Thank you.

Mr. Wilshaw: Thank you for your comments. We appreciate you attending this evening. Is there anyone else there that wishes to speak?

Ms. Lupu: Thanks, no we are all set.

Mr. Wilshaw: Thank you for attending and stay tuned. We are not going to go to Ms. Smith. Let me give you the opportunity to speak.

Merlyn Smith, 30039 Richland, Livonia, MI. We are about nine to ten houses over. We are on the next block over from Orangelawn. The way that my street turns, I will be able to see this two or four-story high-rise right out my front window. I just don't believe that it belongs in a residential area. Sure, it would be nice for, ya know, be nice to have families there, but it just don't belong there. So, I am opposed to it. Thank you for listening.

Mr. Wilshaw: Thank you, Mr. Smith. We appreciate your comments. Is there anyone else in our audience wishing to speak on this item? I don't see anyone else raising their hand. Oh, we have a few more. Great. Appreciate you clicking the raise hand button. Next we have Lisa Mobus.

Lisa Mobus, 29912 Orangelawn, Livonia, MI. This is my family home. We are definitely opposed to this. We don't want it delayed and tabled and then come back again. We want this put to rest now and have it go away. We are very concerned that this is…this is directly behind our home. Four stories, two or four would definitely be looking directly behind us into our yards. As Jeanne mentioned we have people walking back there throwing things in the yard, snooping in the yards already. Very concerned over tax value being extremely lowered as a result of this…the crime…the trucks…the parking. Where will parking be, where will dumpsters be located? What type of division…if there is, there has to be some type of division that is put through that we don't see or hear any of the noise. The car alarms. Very concerned over the sewer systems and will it be able to handle it and what will that do to our homes, To back up to all of those people putting who know what into the sewer systems. Again, property value…my brother is here also and he would

like to speak and have some additional information to say for additional details and he heard what I said so he may have some additional…they don't see you.

Mr. Wilshaw: Sure, Ms. Mobus. You can have your brother speak as well.

Stephen Weldon, (inaudible)…all those things. One of those things that they did is they brought in movie center for a while. We had a lot of car alarms and they said it would close after 10:00 p.m. and it would be 2:00 a.m. and the kids would come out throwing beer bottles and everything around. We have had a lot of changes here that have not been good for the residents. One of the things the Schostaks did when they put this whole new mall in back here and everything, the berm was supposed to be 12 feet tall with trees staggered all along the entire length. Schostak's never followed through on their agreement. I don't know if that is your department or someone else's, but they should have made sure because in our section right where this apartment is supposed to go all the way over to the far…looking from our direction would be like looking toward Plymouth Road. There is only one tree alternating across. It doesn't alternate between to block the whole view. So, we only have trees…only one tree per whatever, and in fact, by our house one of the trees is on a 45-degree angle. Not a very pleasant site if we wanted to sell our house. Property values are of concern. I have a brother that had three apartment complexes in different locations. He has a big problem with people who don't know what to put in their toilets or down their garbage disposals. The blockages would always pop up and mess up the whole sewer system there. So, imagine with four stories, I don't know how many apartment complexes were proposed there…you get that many people, we are going to have some sewer problems here. They have already tried to clean out the sewer system before. So, with that many people there, not a good situation. You really need to look at that. Another aspect is if you have ever noticed on the news, at least in the past couple years, especially this past summer, there has been a lot of various location where they are having apartment fires. I have lived through a couple of them myself. When an apartment fire goes up, and these were like two-story complexes, but if you get a four-story, imagine this close to this residential area…we get a lot of wind coming up over that berm. That fire can just devastate a lot of homes in this area. So, you need to look at that as well. So, you have the sewer backup problem, you have the fire potential, and homes in this area…that isn't just one or two that is going to go up, it is going to spread like wildfire especially with the wind.

The other issue is for the parking for that apartment complex. You are going to have…this is not a high rent district, okay? So, you are not going to get high paying people in there. It is going to attract a lot of Section 8. It is also going to attract a lot of kids that are just getting started, trying to get a job, and when they move in to a place…and I have been in these places before, where you sublet your apartment or you get more kids moving into the same apartment complex with you so the rent is cheaper for them that way. They are going to have more cars in that facility. You are going to have more car alarms and people working on cars in that area. There is also no egress that we can noticeably see planned for this so-called development. It is not a real good straight access to get in and out of that apartment complex without maybe transitioning through Wal-Mart parking lot. I don't think they will be thrilled with it either. They might like the people coming into their store, but they are also going to be dealing with all the other issues. Egress out of the parking lot. Are they going to open up the berms to have access to the Orangelawn Street, that runs parallel to that section. We do not want that. We have had at least decent flow of traffic where it is not too bad. They took away the stop light at the end of Orangelawn here at Middlebelt Road. If we get a lot of traffic coming through here, that is going to really mess people up trying to commute back and forth to work and home. Things like that. Quality of life for Livonia families first is not being addressed properly I believe. Another issue is location. This location in a business environment…if they looked over here right on the corner of Plymouth and Middlebelt there is only one store there right. Walgreens closed down. You have the Office Depot basically. That whole section could be an easy access for them to go in and out of an apartment complex if they did that there. I don't think there is any residential area within 1, 000 feet as you mentioned earlier. That would be a great location for them, good for the…the Fire Department is even closer if they do have a fire. The only thing you have over there is already…the hotel. You have those kinds of issues. Another issue…sorry, I am talking out of the top of my head and am trying to remember.

Ms. Mobus: The other thing that I wanted to mention is, I believe that this was…there was the one that I believe was at Seven Mile and Haggerty area. That was shot down very quickly by you guys due to not appropriate for the area. So I hope this is given that same consideration, because it is definitely not appropriate for this area. Again, with the traffic…if the people speed up and down this street with all of the stop signs being removed, and if

you add that with more traffic if you are…I heard you mention earlier that opening up those berm areas, the wall area for more traffic to come through this area it is going to be a nightmare. You can't get out on the Middlebelt street from our…if it very hard to get out there depending on the time of day. That is going to be a nightmare with that more additional traffic trying to exit from Orangelawn onto Middlebelt. It is going to be very…just car accidents as well as not going to make it impossible to get there.

Mr. Weldon: Again, what kind of tenancy are you going to have? Those are not necessarily going to be family oriented as much. Again, a lot of this…this is not a high rent area. You are going to get people that can't afford too much so the prices are going to be low to give them full capacity. You are going to have the Section 8, nothing wrong with Section 8, per se, but they are not exactly family driven. Again, my brother has three different complexes, and he has a lot of these issues. You have the sewer back up issues. You are going to have a lot more water being used over there going down and plugging things up. You are going to have also the young kids, the teens that go in there and look for an opportunity to bring in and make their rent cheaper. I am sorry I am going over other areas that we already covered. At the next meeting, is it going to be where things that might not have been discussed at this point will come up?

Mr. Wilshaw: Yes. There is definitely very little…you are hearing very little discussion from us because the petitioner has asked to table this item, so they haven't really given us a full presentation at this point. Because this is a public hearing, we do need to and want to give anyone that is attending an opportunity to speak. That is why we are doing this at this point. You will have another opportunity to speak at the next meeting.

Mr. Eldon: Okay, I would like to impress on all of you to put yourself in this position. Yes, maybe this is a small section compared to Livonia as a whole but again we have been here since 1957. We have lived through a lot of the changes here and most of them have not been for the families. They have been for the developer and while business is good…Livonia, if you look at it, businesses can always make money and do things to change if they need to. Residences here are here committed for the good of the community. You guys need to put yourself in our shoes and say look, is this good or is there better opportunity for them somewhere else and is a four-story apartment complex in the

best interest, when that out towers all the Wal-Mart and Target that are in this area as well. So, I thank you for listening.

Mr. Wilshaw: Thank you, sir. We appreciate both you and your sister's comments. Again, continue to follow this item and attend the future meetings that are held on this so you can be aware of what is going on. Next on our list of people that have their hand raised is Nancy. We are going to give you an opportunity to speak. You will just need to unmute yourself.

Nancy Haverland, 29928 Orangelawn, Livonia, MI. Basically, I am going to kind of repeat some of the things everybody is saying. For me, one thing is, yes, definitely something looking into our backyard. We use our deck and have family and friends in the summer. I can't imagine having something like that behind us. We would lose so much privacy. I am concerned about all the parking lot lighting that would be back there. Twenty-four traffic coming and going. I also still have concerns about a retention pond. I don't know about safety. I am not real sure about that with families and children being there. Garbage trucks…everybody kind of went over everything I wanted to say. I am concerned about more crime and not saying any certain kind of person, just more crime. It was terrible with the shows back there with people coming into our yard. Drug paraphernalia, bottles…I can't even explain it. It was the late-night things. I hope you really listen, and I am just concerned. I am opposed to this and I hope they don't decide to do this to our neighborhood. Thank you for listening.

Mr. Wilshaw: Thank you for attending. We appreciate your comments. We are keeping notes on everything that we are being told an asked so that these will go into our record and also will be used for our questions as we talk to the petitioner. Thank you for attending. Is there anyone else wishing to speak for or against this item? I don't see anyone else clicking the raise hand button. I do want to go back to Ms. Mobus. If you don't mind, I wanted to ask what your brothers name was so we can attribute his comments appropriately in our minutes.

Mr. Weldon: It is Stephen with a ph and Weldon.

Mr. Wilshaw: Okay, good. Thank you.

Mr. Weldon: One more thing if you don't mind.

Mr. Wilshaw: Sure, go ahead.

Mr. Weldon: As far as where I mentioned the other area that might be a good development for an apartment complex of this nature with the Walgreens and the Office Depot. If Office Depot were to offer them to relocate here in our business area where that apartment complex is or somewhere in this area there would be a nice tradeoff for them because they don't get a lot of traffic over and they probably get a lot more from the complex here. Then you would have a more wide-open area for, again, development for this apartment complex. They might want to look at that aspect.

Mr. Wilshaw: Very good. Thank you for that additional comment. We will make note of that. Anyone else wishing to speak on this item? If so, please click raise hand. I don't see anyone else wishing to speak to this item. Is there any questions or comments from anyone on the Commission with regard to this petition for either our petitioner or anyone we have heard from? I don't see any questions.

Mr. Long: Question for Mr. Taormina. One of the residents made a comment about the berm that was supposed to be, I think, 12-feet with trees. Do we have a record of that and is there…if that is true, do we know where it went off or was that only necessary if certain things were done? Do we have any knowledge on that?

Mr. Taormina: No. At this time, we would have to investigate the plans from 2005 from when that was approved and then compare that to what is present today and whether it is conforming. In terms of the trees that…yes, there are some additional trees required along the top of the berm on this portion of the property. That is something that will be addressed most certainly with a further review of this property.

Mr. Long: Thank you.

Mr. Wilshaw: Any other questions or comments from any Commissioners? We do have Ms. Sullivan. It looks like she wants to make one more comment. I am going to let her do that. If she can unmute herself. Ms. Sullivan?

Ms. Sullivan: I am really sorry, but I just want to address Mr. Long with his question about the berm and about the wall. They have raised our wall twice and originally it was supposed to be the trees on the berm. There is a sidewalk that runs along that wall that was supposed to be maintained. All of the wall was supposed to be

maintained. It now has graffiti all over it. It has shopping carts thrown back there and quite a bit of garbage along with some groundhogs and some other creatures that are living back there. They have cut the grass but certainly has not been maintained at all. Just wanted to throw that out there for you.

Mr. Wilshaw: Thank you, Ms. Sullivan. We will be looking into that. That is certainly an issue for our Inspection Department to enforce as well if it is not being maintained to the standards that it was supposed to be. We will look deeper into that as we move forward with this petition. Any other questions or comments from the petitioner or any of the Commissioners? Mr. Duczynski, anything else you would like to say before we have a motion?

Mr. Duczynski: No. We appreciate all of the comments and concerns. They will greatly help us when we come back in front of the committee to share our thoughts and hopefully alleviate a lot of the issues that have been brought up this evening.

Mr. Wilshaw: Good. Thank you, Mr. Duczynski. If there are no other comments or questions to be made, I will close the public hearing and ask for a motion.

On a motion by Ventura, seconded by Smiley, and unanimously adopted, it was

#11-55-2020 ***RESOLVED***, That pursuant to a Public Hearing having been held by the City Planning Commission on November 10, 2020, on Petition 2020-08-01-06 submitted by Middlebelt Plymouth Venture L.L.C. pursuant to Section 23.01 of the City of Livonia Zoning Ordinance #543, as amended, requesting to rezone parts of the properties at 29707 & 30273 Plymouth Road, located on the south side of Plymouth Road between Middlebelt Road and Milburn Avenue in the Northeast ¼ of Section 35, from C-2 (General Business) to R-8 (High Rise Multiple Family Residential District – Maximum 4 Stories), the Planning Commission does hereby table the item at the Petitioners request until a future meeting, date undetermined.

FURTHER RESOLVED, that notice of the above hearing was given in accordance with the provisions of Section 23.05 of Zoning Ordinance #543, as amended.

Mr. Wilshaw: Is there any discussion?

Mr. Wilshaw, Chairman, declared the motion is carried and the foregoing resolution adopted. It will go on to City Council with an approving resolution.

UNAPPROVED MINUTES

MINUTES OF THE 1,173rd PUBLIC HEARING AND REGULAR MEETING HELD BY THE CITY PLANNING COMMISSION OF THE CITY OF LIVONIA

On Tuesday, July 27, 2021, the City Planning Commission of the City of Livonia held its 1,173rd Public Hearing and Regular Meeting in the Livonia City Hall, 33000 Civic Center Drive, Livonia, Michigan.

Mr. Ian Wilshaw, Chairman, called the meeting to order at 7:00 p.m.

Members present:	David Bongero	Glen Long	Betsy McCue
	Carol Smiley	Peter Ventura	Ian Wilshaw

Members absent: Sam Caramagno

Mr. Mark Taormina, Planning Director, and Stephanie Reece, Program Supervisor, were also present.

Chairman Wilshaw informed the audience that if a petition on tonight's agenda involves a rezoning request, this Commission makes a recommendation to the City Council who, in turn, will hold its own public hearing and make the final determination as to whether a petition is approved or denied. The Planning Commission holds the only public hearing on a request for preliminary plat and/or vacating petition. The Commission's recommendation is forwarded to the City Council for the final determination as to whether a plat is accepted or rejected. If a petition requesting a waiver of use or site plan approval is denied tonight, the petitioner has ten days in which to appeal the decision, in writing, to the City Council. Resolutions adopted by the City Planning Commission become effective seven (7) days after the date of adoption. The Planning Commission and the professional staff have reviewed each of these petitions upon their filing. The staff has furnished the Commission with both approving and denying resolutions, which the Commission may, or may not, use depending on the outcome of the proceedings tonight.

ITEM #1 PETITION 2020-08-01-06 Middlebelt-Plymouth Venture

Ms. Smiley, Secretary, announced the first item on the agenda, Petition 2020-08-01-06 submitted by Middlebelt Plymouth Venture L.L.C. pursuant to Section 23.01 of the City of Livonia Zoning Ordinance #543, as amended, requesting to rezone parts of the properties at 29707 & 30273 Plymouth Road, located on the south side of Plymouth Road between Middlebelt Road and Milburn Avenue in the Northeast ¼ of Section 35, from C-2 (General Business) to R-8 (High Rise Multiple Family Residential District – Maximum 4 Stories).

Mr. Wilshaw: Mr. Taormina, this is a petition that we have recently received a request to have this item tabled from the petitioner. Is that correct?

Mr. Taormina: That is correct. Yesterday we received email correspondence from the petitioner indicating their desire to put this item on the table. There is a representative from the petitioner here this evening. It is at your pleasure how you would like to proceed at this point.

Mr. Wilshaw: In light of that, because this is a very important petition for us and many in our audience are interested in, I would like to ask…instead of going through the entire process of a public hearing and having you read out all of the correspondence and so on, I think what I would like to do is just immediately go to our petitioner. He can speak to his request for a tabling, explain why if we have any questions for him we can do that and then we will also give an opportunity, because we do have residents here and this is a public hearing, to speak to the petition. Although, given the fact if they are requesting a tabling, there is not going to be a tremendous amount of discussion or presentation given by the petitioner tonight. I am going to ask our audience to be patient with us if this is going to get tabled and to continue to follow this so you can come back for a full public hearing, and we can listen to everyone's comments when we get the petition before us.

Mr. Taormina: If I may point out that unless the commission this evening tables this to a date certain, meaning a specific date in the future, then we will readvertise for the hearing if it is to a date uncertain. If the petitioner leaves this open, in terms of a date and when it would come back, the residents will be notified once again in the same manner that they were originally notified.

Mr. Wilshaw: Good. We have received a number of correspondences from residents as well. We want to acknowledge that it has been received and I am sure we will continue to get more, and you are welcome to continue to send that correspondence to us. That way we can notify those people when the item has been reposted for our public hearing. So, with that I am going to go to our petitioner who I believe is in the audience and he can start with his name and address for our record and explain his request to table this item.

Steve Duczynski, 17800 Laurel Park Drive, Livonia, MI. We would ask that the vote this evening be tabled. After last weeks study session and some additional comments we have received from these revised submission plans, we would like the opportunity to further study our current plan and those comments, which requires additional time. Putting it simply, we have more work to do. We are committed to bringing a quality development to this site and providing the additional time as a result of listening to those concerns with the opportunity to analyze the feasibility and address accordingly. We do apologize for any inconvenience this has caused the city and the community in attendance this evening. Thank you very much.

Mr. Wilshaw: Thank you, Mr. Duczynski. Are there any questions for our petitioners from any of the commissioners? If there is no questions…Mr. Ventura.

Mr. Ventura: Mr. Duczynski, can you tell us…I guess number one, do you intend to change the material way rezoning that you are requesting and the project that you envision?

Mr. Duczynski: Currently we are not thinking of changing the zoning, which is currently R-8. As far as the project in general, there were some comments regarding the densities. There were some comments that we heard regarding the aesthetics and in order to further study those items and listening to those concerns we just would like some additional time to maybe improve those issues and come back after conversations with the city and move forward.

Mr. Ventura: Thank you.

Mr. Wilshaw: Thank you, Mr. Ventura. Any other questions for our petitioner from any of the commission? If not, again, I want to give anyone in the audience an opportunity to speak if they would like to. That being said, you see we haven't heard much from the petitioner about this petition, so if you want to reserve your comments for the next public hearing you are welcome to, but if you would like to speak now you are also welcome to. This is a public hearing, so we definitely want to give you an opportunity. If anyone wishes to speak, they can come forward to the podium. Good evening, sir.

Steven Weldon, 29912 Orangelawn St., Livonia, MI. Good evening. I see that this is the ongoing petition that we keep facing, the southeast corner of Livonia. Every time Schostak has tried to do

something we faced, as a community, the Planning Commission, the City Commissioners, and the Mayor, all seeming to go against what the community wants. We fought many times when they tried to introduce and change and destroy the old retail outlets there and build and construct and we face a lot of issues there. One of the things that they agreed to do was build a 12 foot berm and put alternating trees to prevent people from being able to scale up there and look in our backyards and possibly break in. They built about an eight-foot berm. Part of that…half of that whole section, they didn't put up but a few scraggly trees back there that we have been dealing with. The tree right in back of my house is on a 45-degree angle just about. Not a pretty sight. Not something you would say this is Schostak's best efforts for delivering a quality product to the community. We have had so many meeting for Schostak. Whenever they have a project and it just seems blanket blanket…we will voice our complaints, it gets approved. When they did that theater, they said there would be no shows after 10:00pm. We had showings up to two in the morning. We would have beer bottles, sirens going off all night long. The police would have to show up. Then they had that fun entertainment section for teens. They swore it was just a little family entertainment. There wouldn't be anything…we had teens there. They were drinking. There has been nothing but problems. This was brought up to the City Council and Planning Commission many times. Issues with the trash. All sorts of issues, and yet it gets blanket approval. I don't know why they keep saying Livonia is family's first. You really need to take down that sign, at least in the southeast corner. It is a shame to have to say that it really is. I have been here since 1955 when our family first moved in. I don't know how many of you are long time residents, but this is a shame that we have to fact this kind of a construct that is like us against both our city government and the Schostak's. Now let me address this current rezoning. Without that berm and everything, that detracts from what it is. They don't deliver on what they say. Then our city government doesn't enforce what they were supposed to do. They still have refused to come through and put up those trees or increase the berm. They are not going to deliver on their promises, and it gets overlooked by enforcement. I don't know why that is. What is it that you guys are not providing when you blanket these approvals that they can ignore it? As far as this apartment, let's look at the fact that this is not one of those integrated developments like they have done in Detroit where they have both the apartments and the retail stores built together. This is an adhoc throw in. Schostak has for decades, probably, looked

at getting a big box store in that corner. They can't get anyone to come in there. This is a low-rent, low-income, low property value area. It is one of the first developments of Livonia. You are not going to get a retail in there, so now they are doing a in and around run where they can still generate some income with the property, rental properties. Well, this particular location and for the rent that they would have to charge, they are going to get Section 8, they are going to get low-income teenagers that will then get other teenagers to move in with them to share the rent and they will have more vehicles there than there are supposed to be. That means more police. This is also an area that if you have such a big complex, that is where you are going to have the gang activity. You are going to have drug activity. You are going to have crime starting to pop up. You are going to see…I have already heard, instead of having homes maybe in this area that would be family oriented. You are going to have to have the whole water infrastructure there rebuilt to handle such a massive apartment complex. The retail stores there don't have a big demand for water themselves. It is probably bigger, but it isn't not a massive thing where you are going to have a couple hundred or more residents. My brother had two complexes where he had those issues, where old people Section 8 or any entities….they flush down the toilets and it clogs things up. It is going to start backing stuff up. Have you guys looked at those kinds of issues? So, you have the integration fact that this is a ad in issue that shouldn't be there. They could have gone across the street where the…right on the corner where the Walgreens is or was and then all of the stores that have failed over there…there was Office Depot and they finally moved out. Why couldn't they move there? Did you look at that aspect? I will tell you why they didn't, because this is a property that Schostak owns. He wants to get that filled. He wants income at the expense and interest of the community, which is you people as well. I hate to say this, but this smells. I don't know if you remember the Waste Management issue where there is a lot of corruption that goes on for them to get things done. I hate to say that about this area. I hope it isn't true, but any of you are looking at future political aspirations here in Livonia, we are going to mark your names down. We are going to look who is supporting the community and who is going with the developer over us. Thank you.

Mr. Wilshaw: Thank you, Mr. Weldon. Appreciate your comments. Anyone else wish to speak? Good evening, sir.

Craig Grzech, 29761 Orangelawn Street, Livonia, MI. Good evening. I am kind of new to this whole getting involved thing and I am kind of enjoying it, but…so, I don't know a lot of the past history, but I have kind of looked at some different things and when I first saw this my first thought was I hope the Planning Commission along with the Council kind of takes a look at, and I don't know how you go about doing your job, but as far as the setbacks and how close this would be to that berm and that wall, you know where the parking lot would be, so I think that is a very valid concern for us down in that neighborhood especially on Orangelawn Street. Also, the height of it. Being four-stories and I know it sounds like its tabled. I don't know for what reasons, but I don't know if that is public record to find out like why they are looking at different things or what you have gone back to them at in regard to height of the building, the setback and again where the parking lot would be located. I also echo the gentleman's last comments in regard to just traffic patterns and the things that are going on as far as an ad-hoc…I don't really think this is…it doesn't seem like it is a community type effort with the way things have been going in that area between a Wal-Mart, a Target, and now a blood plasma center. It seems pretty unstable across the street as far as development and then with the Chick-fil-A going in you know the traffic…I hope you are doing studies on how that is going to affect this rezoning as well. It seems to really be getting cluttered in that area. Also, I don't know if that is part of the rezoning conversation but the kind of…the rent rate. What type of housing are they looking at doing in regard to rent rates? In some of the studies and stuff that I have seen online is that Livonia does a very good job of keeping the rent rates higher than some of our neighboring communities. It seems to kind of help overall. I was born and raised east side. I have been here 10 years…12 years. Absolutely love what is going on in Livonia, but it seems to be kind of…we kind of need to watch what we are doing from a zoning and planning. Livonia seems to look at new developments before trying to take existing ones. There are a lot of vacancies out there. I am hoping that the zoning commission and the City Council really takes a hard look at this because I do think however this plays out, if it does happen that hopefully it is done the right way and I would agree…I don't know how it is policed, but I was in involved in some of the conversations with the retail space when it was Wal-Mart and a lot of the stuff didn't happen. As far as the berms and all that. So, hopefully there is some policing there if they move forward.

Mr. Wilshaw: Thank you, Mr. Grzech. Just to give you a little explanation because you are…you said you are a little newer to this process. Just to help you and anyone else in the audience that wishes to understand how this process works, the way this is going to work is, and this is the way most of these petitions go. First it comes to us for a rezoning request. First, we are looking at the zoning of the property and is that zoning appropriate for that area. In this case, it is a commercial zoning to a residential zoning that is being proposed. We will consider that when we have our full public hearing. We will hear from the petitioner, and we will hear from everyone in audience that wishes to speak. We are going to make a recommendation which goes to Council to either approve or deny. It is not the final decision. City Council is going to make that final decision. City Council will generally then…they have a couple step process. They first have to give a first reading and then usually they will hold it until a site plan catches up before they give the final approval of the rezoning. The second step of the process is the site plan. That is where we dig into all of the details about the height of the buildings, the colors of the materials, the setbacks, the parking lots, and all of those fine details. That is in the site plan process. That will, again, come to us. We will review it; we will try to massage it as best we can to make what we think is the best possible outcome. We will then send it on to City Council with an approving or denying recommendation. Then City Council with review both the original rezoning request and the site plan and make their decisions. That then becomes the final decision that the city stays with, whatever that is. That is kind of the process. There are several steps involved. Unfortunately, in this case, our petitioner has for reasons they have explained, asked that we table this first step for now. So, most likely that will happen. The commission has an opportunity to decide whatever they wish. They could still offer and approving or denying, as well. Most likely it is going to get tabled based on the petitioner's request. At least you have some sense of what the steps are and what is going to happen in each of those steps. This first one, the rezoning, we are going to pretty much focus on the use of the property and is that an appropriate use for that property. We will then get into the details of the site plan. I hope that helps a little.

Mr. Grzech: It does a lot. From a rezoning…if it is approved for rezoning and then lets say that the site plan you don't come to an agreement, does that stay rezoned to that or would it go back to General Business?

Mr. Wilshaw: No. That is one of the reasons that Council holds that rezoning request, because they don't want to go through the whole process of approving the rezoning, have it rezoned, and then not come to terms on a site plan. Now they have piece of property that they can't do anything with. That is kind of why they go through this process of sending it to Council, they hold on to it through this first reading process and then they won't make their final determination on the rezoning until they see the site plan. Hopefully, if it is going to get rezoned and approved, it comes through as a complete package everyone sees what it is. If it fails or can't come to terms with the petitioner then it will just revert back to existing zoning.

Mr. Grzech: Thank you.

Mr. Wilshaw: Thank you, sir. Appreciate you coming this evening. Anyone else wishing to speak, please come forward.

Jeff Grad, Blackburn Street, Livonia, MI. I am going to be brief because it has been tabled. I don't want to take up too much time. I also don't want to give Schostak, the petitioner, too much material here. Two quick points. I am a little bit different from everyone else that has come up because…well first off, I have been a Livonia resident my whole life. I have two kids and one on the way. I live relatively close to this rezoning petition, and I think if we all look at ourselves in the mirror, we would realize that like they said that this is an ad-hoc proposition to change the zoning. If they had come 10 or 15 years ago when the Wal-Mart was put in and then said we aren't going to put in a Wal-Mart here that is open 'til 11 or 12 or 24 hours and a Target and a liquor store and a plasma center and a gym, that are open late, let's make this an integrated community like we have seen other places that is sustainable and that could be part of a productive future, then this might be a different story. This is just Schostak saying COVID hit, and we aren't going to be able to turn this into a retail development, let's try to make money on this and what is hot now. There is a housing shortage in Metro Detroit, let's put apartments in here to make some money. That was not part of the original plan, and it doesn't fit with what I just mentioned right there. All these businesses that are open late, etc. That is the first point that just seems so obvious to me that I am actually surprised that they put rezoning petition forward to be honest. The second one is you know if we can't…you have all these people here…I have talked to a lot of people. There was a petition against this already put in. I am not sure of the details because I was not part of that because I don't live right behind

this. We, as residents, need to have faith that our representatives are going to do what is in the best interests of what the current residents want that pay the taxes, not a big corporation that is just in it for the profits. I can guarantee you that the owners of Schostak do not live in Devonaire neighborhood right behind this development. It is not as personal to them. They are looking at it for a profit. My last point…I have already talked to multiple families…young families in my neighborhood that if this goes through and including my own, we are strongly considering moving out of the neighborhood. I own a business in Livonia and that would just be too bad because I love Livonia and it is a great place to live. That's it.

Mr. Wilshaw: Thank you for your comments, sir. Good evening, ma'am.

Susan Micallef, Orangelawn Street, Livonia, MI. I live behind the mall. I remember it when it was an open-air mall. My concern right now is, I live behind Wal-Mart, I have been fighting and arguing with the city since they started bringing those trucks, those 18-wheelers in. They are blowing diesel in my back yard. My husband has COPD, can't breathe. I got grandkids that I watch. I don't know who is in these trucks. My concern is I can't get any help from the city, not really. The police do a good job. They do a good job. It's like these people said, the city does not care, so my concern is if you do go ahead with this development who is going to take care of the problems that are going to arise. Don't tell there aren't going to be any problems because there will be. That is my concern. You have to consider those of us that live there and how this is going to improve our quality of life and quite frankly I don't think it is. I agree with everything everybody has said. If I have been fighting with Wal-Mart, who is going to help with this stuff coming in. That's all I want to say.

Mr. Wilshaw: Thank you, Ms. Micallef. Is there anyone else in the audience…we have one more. Good evening, ma'am.

Cheryl Lupu, 29864 Orangelawn, Livonia, MI. Good evening. How is everyone this evening? I live next door to Susan. I have gone through the amount of problems that she has gone through. We never get any help. I have come before the Council. They tried to help me a little and it still has gone nowhere. It is ridiculous the amount of times we have to call the police. If you guys need to do a little reference, start with that. At how many amounts of phone calls have been made to those police and that is not really their job. I believe it is private property. Hmm? No one is

ever out there taking care of anything, let alone the extra garbage in our yards and the people that are on that hill. So, there is a lot to look at here. It is bad enough when these trucks are staring into your home while you are trying to sit or in your bedroom or something back there because these people just sit in those trucks. They run them. Our houses vibrate and it is just ridiculous. No one really does care. The police actually do their job. They can't always get to there, but it's the point of these are our backyards. Not yours, they are ours. We need them to be kept private as possible. We are fighting someone all the time over there it seems like. By the way, that wall hasn't been repaired since what…1910? It's crumbling. They don't care. It is disgusting if you just take a look and look because the grass is high and there you go. That is all I have to say. Thank you.

Mr. Wilshaw: Very good. Thank you, Ms. Lupu. Good evening, ma'am.

Reverend Victoria Kowaleski, 29960 Orangelawn, Livonia, MI. For the record I ask you all now, do our voices count? How many of you are saying in your head, no? Regardless, we will have our words heard here. Wonderland mall was officially shattered in 2003. After the mall closed, plans were announced to demolish the entire structure and plans were to build a new shopping center anchored by a new Target, as well as a Wal-Mart. Opponents of the mall's redevelopment held a civic meeting in late 2005 which was interrupted by pranksters shouting epitaphs and other opponents picketed in front of vacant mall. Despite the local opposition plans were approved for the new shopping center and demolition began in 2006. We were assured that this would be an asset to our community and our concerns were unwarranted. I was one of those voices telling my concerns at that time. However, my pleas fell on deaf ears. The developer had all the power. Our voices didn't count. Once this development was completed, it wasn't long before our neighborhood was a target for vehicle theft. Personally, my van was stolen from in front of my home and was never recovered. I didn't have theft insurance because it was an older vehicle. I went out my door in the morning to go to my job as a babysitter for a Livonia police officers' family. My van was gone. One of my neighbors had a four-wheeler stolen. The family that first welcomed us into the neighborhood in 1992 have had two vehicles stolen from in front of their home. A neighbor on the next street over had a vehicle stolen. This is all since the opening of the Wonderland Village. One of my friends told me that some of our neighbors have had their vehicle windows

broken by people driving by and throwing bottles through them and speeding off. When we bought our home in 1992, we never foresaw the possibility that hundreds of people would be living permanently just outside our back yard. Would any one of you want or tolerate a four-story apartment building in your backyard? This is unfeasible. This developer is asking for an oasis of residential property surrounded but backed up by a neighborhood surrounded by commercial property. My neighbors are already putting out signs to sell. A close neighbor and his family, this is two doors down from me, had just completed their dream of an outdoor hot tub and an entertaining area and planned on it being their dream home to retire and hand it down to their son as their mom had handed it down to them. Forty years they were there. Upon their notification of this proposed project, they put their dream home up for sale. They left in tears. They are now gone for their dream home of 40 years. Regarding the existing Wonderland Village, someone said build it and they will come, businesses and consumers. Now we have the developer telling us that we need a multi-story apartment complex abutting our backyards. Is that so he can get more people shopping at the properties he makes money from? Our voices have been ignored for too long by our city representatives. Our property values will be negatively impacted by this project. Our sewer system will be compromised by this development. Our privacy and our rights as homeowners in the City of Livonia will be impinged upon by the development that this man is trying to put behind us. My neighbors and I are totally against this. This time hear us and stand up for us, your taxpayers, the people who pay the salaries of the people who work for Livonia. As you ponder what I have said, I wish you all here a blessed evening.

Mr. Wilshaw: Thank you, ma'am. Appreciate your comments. Is there anyone else that would like to speak? Sure, you can have the last comment, sir.

Mr. Weldon: Another aspect that is part of the consideration I would hope you would look at is being a member of the residential site right behind where this is supposed to go. I would like to mention how, if you have noticed in the news for the past couple years, there have been a lot of apartment fires. You see it on the news occasionally. Whole big apartments just going up in smoke. The devastation is terrible. You get something like this going right in our area, I can tell you with the wind that comes tunneling over that berm right now, it is like a major forest coming across. If it catches some embers right there and

comes across and hits our roofs and the roofs beyond that, you are going to have a whole devastation of a bunch of homes in that area. I have been through one of these before where just a few embers sets off another fire, another fire. These homes can go up like (snaps) that. That is exactly what can happen in this. There is no guarantee that they can build a fireproof apartment complex, especially of that size. Especially when you have got, like I said, the type of people that will be looking to move into this area. You are not going to have people that are very well off with well paying rents that want to live in that kind of area. Again, ad-hoc. It's not something that is going to be integrated where they can say I can go here and do this. No, you are going to have these young kids that come in, and I hate to say it, teenagers. I have been one myself, but I knew some of them that when they did, they had four or five roommates. You had four or five cars that shouldn't be there. Multiply that by how many other apartments going to be like that. So, you are going to have that going on. You are going have again some of the gang member stuff and once you get that kind of going on, like he said, many of these people are looking to move their home. Why? For the sake of the developer? We are going to (inaudible) to them again? Like I said, we have been battling this, the Schostak entity, for ages now. If any of you…I am going to apologize in advance for having the assumption that you are all on the take. That is the wrong way to look at it, but unfortunately with the previous commissions and planning that went through, they were outraged when I said oh it looks like Schostaks got his hand in your back pocket. One of them broke down in tears but that is exactly what we see in all of these other cities. The influence of these developers far outweighs what the families are. Again, our slogan is supposed to be Families First. All I can do is say look at these issues of the infrastructure, the potential for the fires, like I said, I have lived through some of those fires where they came through the apartment complexes where I was at and those were where some of them were spread out. You get this concentrated one right here…it would not be pretty for not only residents, but even the side-by-side retails stores. Something to consider seriously and like I said, when you guys make your decision, even if you disapproved, we are going after the City Council members because they have done the same thing in the past. They aren't all the same ones that we voted for or against before, but we are coming out for them next time. Any of those members, any of them that we got, we are going to have people running against them. We will not stand for this again. I apologize to all of you, but I hope you will look at this very seriously from the

fact of what the Schostaks and he is a Schostak employee, that is all they are. They are just looking for the money. They want to fill that lot somehow and this is the only way they can get it. They cannot get a retail business in there. So, look at it from that point of view and say that is not a good fit. If they…like the other gentleman said, if they integrated this and built this where it was going to be fitting, that would be a whole different story. You would have families that were wanting to move in there. They might enjoy that. This is not. You are going to have…again, the wrong type of people with the wrong type of intentions of not being a family driven unit, but just part-time. It is just something to crash and maybe as a Section 8 person for a while. Thank you for listening and I hope you will look at this long and hard. Thank you.

Mr. Wilshaw: Thank you, Mr. Weldon. Appreciate your passion on this item as well. If there is no one else that wishes to speak, Mr. Duczynski, is there anything else you would like to say on behalf of the petitioner before we make our decision?

Mr. Duczynski: We would just like to say that the comments have been noted and we would like to reserve our response for future meetings.

Mr. Wilshaw: Thank you, Mr. Duczynski. We appreciate that. If there are no other comments or questions, I am going to close the public hearing at this time a motion would be in order.

On a motion by Long, seconded by McCue, and unanimously adopted, it was

#07-38-2021 ***RESOLVED***, That pursuant to a Public Hearing having been held by the City Planning Commission on July 27, 2021, on Petition 2020-08-01-06 submitted by Middlebelt Plymouth Venture L.L.C. pursuant to Section 23.01 of the City of Livonia Zoning Ordinance #543, as amended, requesting to rezone parts of the properties at 29707 & 30273 Plymouth Road, located on the south side of Plymouth Road between Middlebelt Road and Milburn Avenue in the Northeast ¼ of Section 35, from C-2 (General Business) to R-8 (High Rise Multiple Family Residential District – Maximum 4 Stories), the Planning Commission does hereby table the item at the petitioners request to a date uncertain.

FURTHER RESOLVED, That notice of the above hearing was given in accordance with the provisions of Section 23.05 of Zoning Ordinance #543, as amended.

Mr. Wilshaw: Is there any discussion?

Mr. Wilshaw, Chairman, declared the motion is carried and the foregoing resolution adopted.

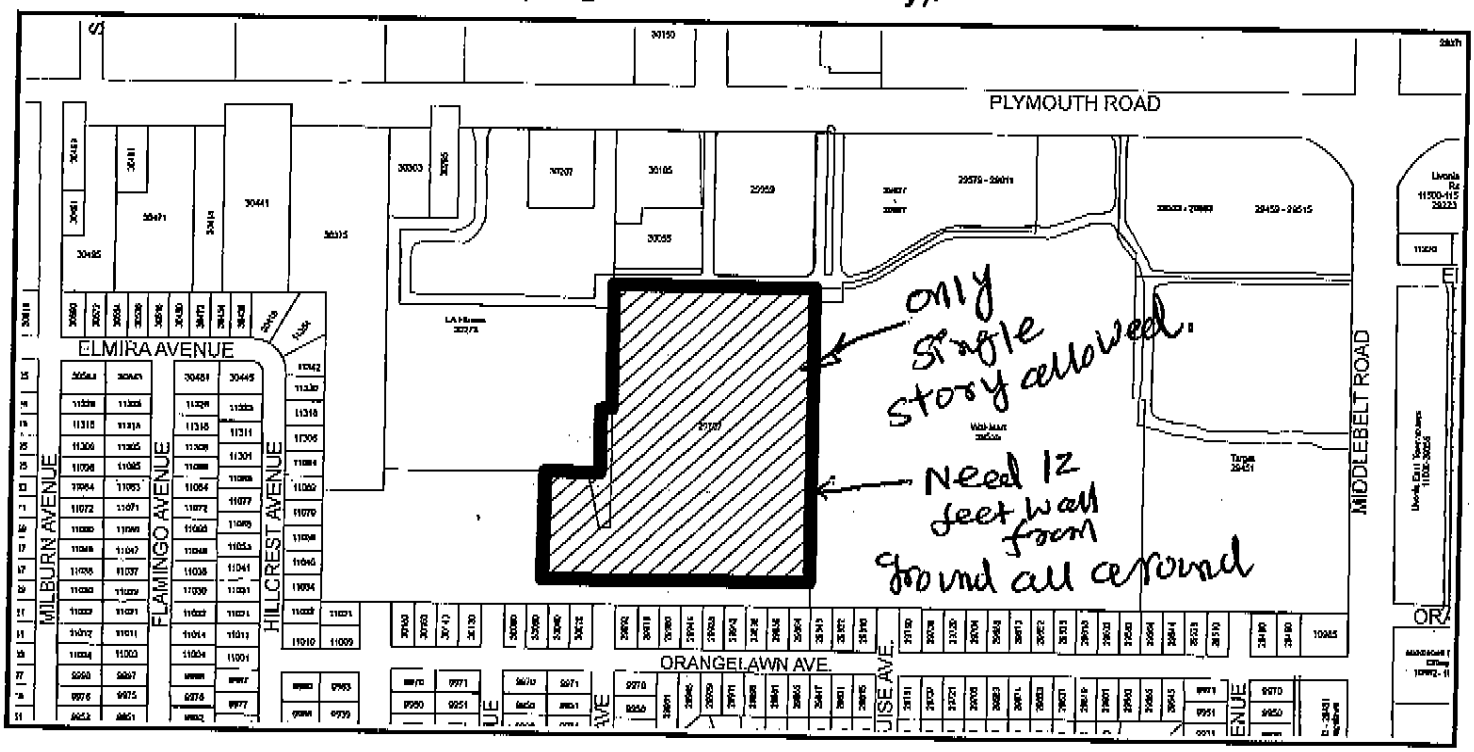
NOTICE OF PUBLIC HEARING

CITY OF LIVONIA PLANNING COMMISSION

33000 Civic Center Drive
Livonia, Michigan 48154-3097
(734) 466-2290
Fax: (734) 466-2108

A PUBLIC HEARING WILL TAKE PLACE BEFORE THE CITY PLANNING COMMISSION OF THE CITY OF LIVONIA ON TUESDAY OCTOBER 19, 2021 AT THE LIVONIA CITY HALL, 33000 CIVIC CENTER DRIVE, LIVONIA, MICHIGAN AT 7:00 P.M., OR AS SOON THEREAFTER AS THE AGENDA WILL PERMIT ON THE FOLLOWING ITEM:

Petition 2020-08-01-06 submitted by Middlebelt Plymouth Venture L.L.C. pursuant to Section 13.15 of the Livonia Vision 21 Zoning Ordinance, requesting to rezone parts of the properties at 29707 & 30273 Plymouth Road, located on the south side of Plymouth Road between Middlebelt Road and Milburn Avenue in the Northeast ¼ of Section 35, from C-2 (General Business) to NM2 (Neighborhood Multifamily).



YOU ARE ENCOURAGED TO ATTEND THE PUBLIC HEARING AND PRESENT YOUR VIEWS ON THIS MATTER TO THE CITY PLANNING COMMISSION. IN LIEU OF ATTENDING THE MEETING, YOU MAY PRESENT YOUR VIEWS IN WRITING ADDRESSED TO: CITY OF LIVONIA PLANNING COMMISSION, 33000 CIVIC CENTER DRIVE, LIVONIA, MI 48154, OR BY EMAIL TO: PLANNING@LIVONIA.GOV

In accordance with Title II of the American with Disabilities Act as it pertains to access to Public Meetings, the Planning Department of the City of Livonia, upon adequate notice, will make reasonable accommodations for persons with special needs. Please call 734-466-2290 if you need assistance.

From: susan micallef
To: Planning
Subject: petition 2020-08-01-06 scheduled for 10/19/21
Date: Monday, October 18, 2021 9:10:31 AM

Why is the city so intent on shoving this development down our throats for the THIRD time. Shostack has that vaacent land at 7 mile and farmington that has been an eyesore 4 a long time I have had to call the police X2 wiithin the last couple of weeks for noise at the mall that the city does nothing about. How much worse is this going to get? Ask yourselves honestly would you want this in your backyard or your parents back yard if you have the guts

UNAPPROVED MINUTES

MINUTES OF THE 1,177th PUBLIC HEARINGS AND REGULAR MEETING HELD BY THE CITY PLANNING COMMISSION OF THE CITY OF LIVONIA

On Tuesday, October 19, 2021, the City Planning Commission of the City of Livonia held its 1,177th Public Hearing and Regular Meeting in the Livonia City Hall, 33000 Civic Center Drive, Livonia, Michigan.

Mr. Ian Wilshaw, Chairman, called the meeting to order at 7 p.m.

Members present: David Bongero, Glen Long, Carol Smiley, Peter Ventura, Ian Wilshaw

Members absent: Betsy McCue, Sam Caramagno

Mr. Mark Taormina, Planning Director, and Stephanie Reece, Program Supervisor, were also present.

Chairman Wilshaw informed the audience that if a petition on tonight's agenda involves a rezoning request, this Commission makes a recommendation to the City Council who, in turn, will hold its own public hearing and make the final determination as to whether a petition is approved or denied. The Planning Commission holds the only public hearing on a request for preliminary plat and/or vacating petition. The Commission's recommendation is forwarded to the City Council for the final determination as to whether a plat is accepted or rejected. If a petition requesting a waiver of use or site plan approval is denied tonight, the petitioner has ten days in which to appeal the decision, in writing, to the City Council. Resolutions adopted by the City Planning Commission become effective seven (7) days after the date of adoption. The Planning Commission and the professional staff have reviewed each of these petitions upon their filing. The staff has furnished the Commission with both approving and denying resolutions, which the Commission may, or may not, use depending on the outcome of the proceedings tonight.

ITEM #1 PETITION 2020-08-01-06 Middlebelt Plymouth Venture

Mr. Caramagno, Secretary, announced the first item on the agenda, Petition 2020-08-01-06 submitted by Middle Belt Plymouth Venture, L.L.C, pursuant to Section 13.15 of the Livonia Vision 21 Zoning Ordinance, requesting to rezone parts of the properties at 29707 & 30273 Plymouth Road, located on the south side of Plymouth Road between Middle Belt Road and Milburn Avenue in the Northeast ¼ of Section 35, from C-2 (General Business) to NM2 (Neighborhood Multifamily).

Mr. Taormina: This is a request to rezone property that is part of the Wonderland Village Shopping Center at the southwest corner of Middle Belt and Plymouth Roads. The land area measures roughly 10.86 acres and is located between the Wal-Mart Supercenter and LA Fitness. The change would be from C-2 (General Business) to NM2 (Neighborhood Multifamily). Bordering the property to the south are single-family homes that are a part of the Bel-Aire Gardens Subdivision. The purpose of the rezoning is to facilitate the future development of the site with an apartment complex that would be called Wonderland Flats. NM2 zoning allows for multiple dwellings in buildings not to exceed a height of four-stories. The preliminary site plan shows two three-story apartment buildings. The site layout includes a central courtyard and common area that would contain an inground swimming pool, as well as other amenities. Building A, which is to the north, and Building B to the south, would each have a gross floor area of approximately 101,000 square feet. Together, the two buildings would contain a total of 201 one and two-bedroom units. Access would be from two driveways, which are along an existing drive aisle located on the north side of the development that runs in an east/west direction across Wonderland Village, ultimately connecting to Middle Belt Road. Between these two driveways is one of the main signalized entrances to Wonderland from Plymouth Road. Parking would be provided around the perimeter of both buildings. The plan shows a total of 422 spaces, which is slightly more than the required two spaces per unit. Carports would be provided for approximately 100 vehicles, mostly along the east and south sides of the complex. At the south end of the property the site contains an existing screen wall and landscape berm that separates the proposed development from the adjacent single-family homes. The width of the berm measured from the masonry wall to the base of the slope on the north side of the berm is approximately 69 feet. From this point, the distance to the closest edge of the parking lot would be 100 feet, and from the parking lot to Building B is another 131 feet. Thus, the overall distance from the residential properties to Building B would be approximately 300 feet. The buildings, which span a distance of 343 feet, would have flat roofs. All units would be accessible from corridors located inside the building. Entrances are shown in the center and on the sides of the buildings. A network of interconnected sidewalks would be provided around both of the buildings, as well as within the courtyard and common areas. The Livonia Vision 21 Future Land Use Map designates the entire Wonderland complex, including the subject site, as a Mixed Development Center. Mixed Development Centers are intended to have higher densities and massing, be walkable and pedestrian friendly, and be integrated with and connected to surrounding areas and neighborhoods. Attached dwellings and apartments are identified as an appropriate land use within a Mixed

Development Center, subject to a density of 20 units per acre. Residential options include attached and upper-story units including townhomes, lofts and apartments. The concept plan for the apartment complex reflects an overall density of 17.67 dwelling units per acre. With that, Mr. Chairman, I would like to read out the departmental correspondence.

Mr. Wilshaw: Yes, please.

Mr. Taormina: I will note that this correspondence has been updated from when the original petition was submitted a little over one year ago. The first item is from the Engineering Division, dated October 1, 2021, which reads as follows: *"In accordance with your request, the Engineering Division has reviewed the above referenced petition. We have no objections to the proposed rezoning at this time. The parcels are assigned the addresses of* ***#29707 and #30273 Plymouth Road.*** *The legal descriptions submitted by the owner for the proposed rezoning appears to be correct and should be used to describe the parcel if approved. The proposed development is currently serviced by water main, sanitary and storm sewers, which may need to be extended to service any new development. The submitted drawings do not indicate any utility connections or calculations, so we do not have any knowledge of impacts to the existing systems at this time. The existing site has a mix of public and private utilities, which may require additional easements to provide sanitary and water service to a new parcel. It should be noted that should the project move forward, the proposed construction will be required to meet the Wayne County Stormwater Ordinance, including revised detention requirements. A* ***full*** *review of the proposed development will be completed when plans are submitted for permitting."* The letter is signed by David W. Lear, P.E., Assistant City Engineer. The next letter is from the Finance Department, dated October 5, 2021, which reads as follows: *"I have reviewed the addresses connected with the above noted petition. The following amount is due to the City of Livonia: Unpaid water and sewer charge, $3,725.43"* The letter is signed by Connie Kumpula, Chief Accountant. I will note however that on October 8, 2021, all past due charges were paid in full. The next letter is from the Treasurer's Department, dated September 28, 2021, which reads as follows: *"In accordance with your request, the Treasurer's Office has reviewed the address connected with the above noted petition. At this time, there are no outstanding amounts receivable for taxes. Therefore, I have no objections to the proposal."* The letter is signed by Lynda Scheel, Treasurer. Mr. Chairman, if I

may just reference, and I know all of the Planning Commissioners have received copies of all this correspondence but dating back over a year ago when this matter first appeared before the Planning Commission over that period of time, we have received an estimated 40 email correspondences all in objection to the proposed rezoning. We also received a protest petition with 129 signatures. We received four letters of support as well. With that I am happy to answer any questions you may have.

Mr. Wilshaw: Just so the audience listening are aware, we have received a number of pieces of correspondence, emails, letters and a petition over the course of the last several months for both this meeting and also previous meetings regarding this item. Those are all in our packets. They are all part of the record. We have been able to review those. Just for the sake of time consolidation, we can't read them all out publicly, but needless to say we do have them all and they are all in our official packet which will go on to City Council as well so they could see them. We appreciate all of those comments and letters. Are there any questions or comments from any of the commissioners for the planning staff? There is none, so in that case we can go to the petitioner. Is the petitioner here this evening? Good evening, Mr. Shostak. We will need your name and address for the record please.

Jeffrey Shostak, on behalf of Middlebelt-Plymouth Ventures, L.L.C.. Before I hand it off to the technical folks to get more into the more specifics on the zoning, I just thought I would give a little background on how we got here. As most of you know, we have been doing business in this town for four generations. We are a 101 year old company and we have done all sorts of developments in Livonia, retail, office, industrial, and we really try to be thoughtful of not what we think is the highest and best use, of course that plays a role, but in what the city wants and what we think makes the most sense with the city's current zoning, states, and what the community wants and we always encourage feedback and encourage a discussion. Obviously tonight was likely to be geared towards this specific zoning request, and hopefully if we can move forward to the next step of site plan approval down the way, we would love that discussion and encourage that. How we came here on this particular development, and obviously everyone knows the history and it was all big box retail with small shoppes closer to the road and then obviously we had the great recession in between. Things changed a little bit and Livonia changed their

zoning laws as Mark just kind of…zoning vision that was mentioned and really designated this as a mixed-use development and the more we saw that and thought about that, we realized that we think that this beautiful brand market rate style of apartment complex would be a great fit with the vision that is the new Livonia 2021. That was a lot of what went behind it and we are excited and looking forward to the discussion to bring more business from our end to the city. Thank you. I am going to hand it off to Tim.

Mr. Wilshaw: Thank you, Mr. Shostak. I do want to reiterate as Mr. Shostak alluded to that we are…this meeting is looking at the zoning of the property. We are really trying to see if the change in zoning from General Business to the Neighborhood Multifamily is appropriate. We are going to try and focus our discussion on the zoning, however, a discussion about this property and its uses can't go without at least addressing the conceptual site plans that we have received so far. There may be some discussion about the details of that, but we aren't going to get into the fine details of the site plan itself tonight. We are trying to focus on the zoning. So, as folks come forward to speak, we are going to ask that you try to address comments toward the zoning and your feelings toward the zoning and if you are for or against it as we get to that point. Good evening, sir. We will ask that you start with your name and address.

Tim Ponton, 607 Shelby Street, Detroit, MI. We were retained as the civil engineer, the design partner, and planning firm for this project. We have been working on it for a number of years now with a couple of interruptions, but you can see from the plan in front of you that it is located at the southwest corner of Plymouth Road and Middle Belt Road on a 10.86-acre site. The site is currently undeveloped, and it is the last vacant parcel of the Wonderland Shopping Center. The surrounding uses to the east, we have a Wal-Mart Supercenter and a Target. To the west is an LA Fitness and a Quality Inn hotel with a banquet facility. Then, along Plymouth Road we have a various number of commercial uses between fast food restaurants, dentists, chiropractors, a number of different mixed uses. You can also notice to the south and to the west the residential neighborhood that is adjacent to this shopping center, we wanted to take special consideration to the neighbors when developing this site. You can see that the majority of the neighbors now are previously located directly adjacent to a Wal-Mart, a Target, some adjacent to water detention basin and then also to the Quality Inn hotel and banquet center. Go to the next slide. The request in front

of you tonight is for a rezone from C-2, General Commercial, to Neighborhood Multifamily. As stated, we are not seeking site plan approval. In front of the board tonight, if we were approved by City Council, we would prepare more detailed set of drawings and then come back in front of your board for review. A little bit of history on how we were retained for this project, we were called by the developer, we researched the C-2 zoning, visited the site, and we started putting together some conceptual plans that were consistent with what existed today in terms of big box retailers. Some of the approved uses currently that we were looking at is big box retail, restaurant, daycare, catering, schools, hotels, however, when going into the Master Plan and doing some further research, we noticed we are located, as you can see in the bottom right corner of that in the little purple square, is the entire mall located within the mixed development center district. So, we took a dive a little bit deeper into the mixed development. A portion of what it states is "Mixed development centers should be developed into higher density mixed use corridors of activity. The mixed development center should provide residential options that include townhomes, upper story lofts, and apartments. Mixed development centers are envisioned in four primary locations. Plymouth and Middle Belt, Farmington and Seven Mile, Middlebelt and Seven Mile, and Six and Newburgh." As we went through and researched further into that mixed development center, we ran into a portion of the Future Land Use plan that talks about missing middle housing. The missing middle housing portion of the 21 Vision talks about the Future Land Use Plan for the Livonia places importance on the creation of housing opportunities for the families of the future and downsizing options for residents of today. Much of the conversation surrounding the mismatch between current housing stock and demographic trends focuses on the need for a missing middle housing. A response to limited appeal of traditional multi-family housing types developed in decades past, missing middle housing is those types between single unit detached homes and the mid-rise apartment buildings on the density scale. So, at that point we had approached our client and the project team and started talking about a project I was recently or previously in front of your board on which was the Seven Mile and Haggerty project that we had presented to this board. We went on to discuss that with the client and the project team. If you can go to the next slide. As you notice, the mall is currently all commercial, so the only way to advance and further the goals of the Master Plan is to introduce some type of residential component. What that would do is create what we consider a horizontal mixed-use

development. As you have all the commercial is already laid out and established, this is the last undeveloped piece, so this is really the best opportunity to implement some type of residential development to further enhance the goals of the Master Plan. We also think that there is significant benefits to the neighbors to the south. Of the significant benefits to those neighbors is that this would create a transition zone between the high-end intensity commercial that exists today, and it would create kind of a transition of something that is lower intensity in a multi-family residential type development in which you have part of the community and residents that live in the city as your neighbors, as opposed to more big box businesses. If you also look at the plan, the proximity of the Wal-Mart and the Target and the motel, unfortunately those residents essentially have Wal-Mart loading areas and trash located directly adjacent to their homes. Target loading and trash locating directly adjacent to their homes. The proximity of the current zoning and what it allows from a rear yard setback is unfortunately at the benefit of the residents in those locations and you can also see the proximity of the hotel to the adjacent property, so this would really provide a great opportunity, as you can see from the drawing there that we have committed to a dimension approximately 300 feet currently from our proposed three-story building to the residential property line. You can also notice from that rendering the amount of green space that exists on this site as compared to the remainder of the shopping center where it is actually a decent landscaping at this site, but just the amount of green space that exists would be…we are looking at approximately 30 – 35% on the proposed plan that we have in front of you. We do think that the benefits would be less noise, greater proximity, the building would not be visible as compared to the Wal-Mart and the Target and the motel. On the next slide, I don't know if any of this is visible for the residents…

Mr. Wilshaw: It is. There are screens behind you.

Ms. Smiley: There are screens all over.

Mr. Ponton: This is a view that we put together. It shows essentially a rendering of if we were standing in one of the residents' backyards. You can see just the top of the three-story building, which would be located 300 feet away. There is an 8 – 10-foot berm, depending on where you are standing along with the proposed wall, so between the distance and the angle, you really wouldn't be able to see barely any of the proposed three-story building. In addition, there is one row of evergreens that

exist along the berm today and we would be doubling that with an additional row to offset where there is empty spaces. If we go to the next slide, the existing zoning…this is one of the conceptual plans we were discussing, and we were looking at when we were first starting to do some due diligence on this vacant lot. This is what would be allowed under the current zoning, a big box retail user, and you can also see the proximity to the residential neighborhood as compared to what we are proposing, which we think will have significant benefits to the residents to the south. Currently under the zoning there is a much lower rear yard setback in the C-2 then the NM2 and there is a green space requirement of 15% overall, whereas we would be proposing somewhere closer to 30-40%. The next slide. As was stated, we are looking at a three-story apartment building comprised of two separate buildings. There would be 201 units with 400 parking spaces. There would be a courtyard in the center with different amenities located throughout the building. Also, different gathering spaces for the tenants. You can see there is some dimensions on the Wal-Mart to the right where the closest point of the Wal-Mart to the residential neighborhood is 115 feet and then there is a loading/unloading zone and trash area. They probably have deliveries coming and going at various times of the morning and evening. What we are proposing would be the 300-foot distance with about 160-170 feet of green space. A very nice buffer between the residents and the proposed development. The next slide is a rendering from the front, which is Plymouth Road. The next rendering would be from the rear, which would face the residents. One of the important things to note here is that we eliminated the balconies on the rear as a request of City Planning, so we removed that. So, there are no balcony that you can walk on. No space to walk outside to kind of hang out and face the residents. So, there are just Juliette style balconies where it is just a door that opens, but you can't necessarily walk out anywhere. In conclusion, we do think that there is a significant benefit, not only to the advancement of the Master Plan and furthering the goals of the mixed development, we also think that there is tremendous benefits to a much lower intensity user to the adjacent residents and we have committed to a significant green space between the proposed development and the neighborhood. We do think that the benefits for the proposal significantly outweigh any detriment associated with the request. We are hear to answer any questions.

Mr. Wilshaw: Thank you, Mr. Ponton. As I stated before, even though you are showing us some of the renderings of the building, the details of

that are going to be dealt with in the site plan process that comes after zoning. This is a conceptual plan at this point. This isn't the final product that you are proposing. You are just giving us an idea of where you are at so far, is that correct?

Mr. Ponton: That is correct.

Mr. Wilshaw: Is there any other presentation you and your team need to make at this point, or are you ready for questions?

Mr. Ponton: We are ready for questions at this point, thank you.

Mr. Wilshaw: Great, thank you. Are there any questions for our petitioner from any of our commissioners?

Mr. Ventura: Just to be clear with Mr. Wilshaw's clarifications, so this is the direction that you are going in terms of conceptual…this is an idea, and it is pretty close to what you are going to end up with.

Mr. Ponton: Yeah, it is more than an idea. It is pretty close to what we are looking to develop.

Mr. Ventura: Thank you.

Mr. Wilshaw: Thank you, Mr. Ventura. Any other questions?

Mr. Long: First things first. Can we go back to the slide that showed the setback, what it is now under the commercial use and then what it would be under this? So, you said it would be under this design you would have about a 300-foot buffer. How much is the…potentially if there were a commercial use there, what would be the setback or what would be the potential proximity to the south neighbors?

Mr. Ponton: Wal-Mart, as it exists today, is located at 115 feet. The overall…the rear yard requirement technically in a C-2 zone is eight feet.

Mr. Long: So, if we don't change the zoning, potentially we could have something that only has an eight-foot proximity there.

Mr. Ponton: I am sure there would be a drive aisle in the rear for fire access and loading similar to the Wal-Mart, so even though the building could technically be located that close between the berm and the drive aisle for safety it would still be around 100 feet. There

would still be different types of activities that could take place closer to the rear property line.

Mr. Long: What are your…again, understanding that it is conceptual, but what kind of rents are we thinking about here?

Mr. Schostak: I don't have the specific numbers in front of me, and obviously things will change assuming that we have more discussion on this, but this is market rate which is higher end. These are rents that us real estate people and you will have to forgive us because we look at everything per square foot. This would be approaching in the neighborhood of $2.00 a square foot, so your rents are over $1,000 per unit up to $1,400 per unit and even higher in some instances. For multi-family they are on the higher end of rents.

Mr. Long: You in envisioned target market…seniors, young families, what?

Mr. Shostak: I think it is a combination. I think it's young maybe newly married, kind of grew up in Livonia and don't really want to buy a house as a lot of younger people don't just yet. They want a nice place that is easy to live in, great location, good amenities, near where they work, near downtown Detroit, near Ann Arbor, and all of those types of things. I think it could be older folks as well that don't want the hassles of a house and just want a brand-new apartment complex with some amenities. Probably some young families too. I think that is generally what it is likely to be.

Mr. Long: Okay. Thank you.

Mr. Wilshaw: Thank you, Mr. Long. Any other questions? Are we envisioning one and two-bedroom units or are there going to be any three-bedrooms for this?

Mr. Ponton; One and two.

Mr. Wilshaw: One and two, okay. Alright, any other questions from anyone? If there is no other questions from the commission, thank you, Mr. Ponton, for your presentation. I am going to go to our audience and give them an opportunity to speak for or against this petition. You are free to come forward to either of the podiums on either side. We will ask that you start with your name and address for our record and then make your comments. Good evening.

Steven Weldon, 29912 Orangelawn, Livonia, MI. As far as the zoning, let's talk about the Plymouth Road Development Authority. They have long recognized since 1995 I believe that this whole section down Plymouth Road is a commercial geared up development. They have plans designed for all that property along through there. Then the zoning for this particular property has always been commercial. It used to be an airport then it was a mall. A strip type mall. It had Montgomery Ward's and a lot of other big lot stores. So, that the vision between that section and residential area on all sides has been primarily residential in that area behind it. Over time it has been encroaching slowly but surely into other things, but that hard primary lot has been commercial. Now we are talking about having more development in that area with Chick-Fil-A and other units coming in, which represents a lot of traffic through there. That Plymouth Road area wasn't developed to have an extra three lanes on each side, so has this group done any kind of studies for the traffic looking at what this along with this. Then we are also talking about the infrastructure aspects. We are looking at the electrical. That's not a big deal per se, especially when you are talking about commercial. When you look at Target, Wal-Mart, and the activities that go on there, their infrastructure is not geared towards a lot of heavy usage on their water supply. They don't have people that are living in that environment, so it is kind of a transitory thing to say that I need to use the bathroom here or there, so the water demand is not as big there. It is also more of a big brick type of environment where they aren't likely to have fires erupting in that environment. They have pretty good fire suppression schemes. When you start talking about oh a hundred plus units for families, well there is going to be a lot of demand on the facilities, the water. Then there is the traffic and parking. Well, there is no easy egress right now except through the commercial section to get in and out of that area. I don't believe personally that most people are going to be looking forward to this as a benefit to have a residential type construct of three-story apartment dwellings that they can move in and out of there and then have to negotiate the traffic. If you have ever been through the Wonderland Mall area now, it gets pretty hectic. It is quite a demand. Then you have the police that get called in there a lot of times. You have those kinds of factors that this commission should look at studies to say what is the traffic going to be, how much is it going to impact that area. Well, if you tried to do something more to help that apartment complex you would have to have egress, which then opens up what was designated before of no entrance in and out from the residential area. If

you are going to put apartment complex over there and you are talking over 100 units, well, what about the school children and the school buses. They need to get in and out and they are going to have to go off of Plymouth Road and Middlebelt and that is a lot of traffic trying to get in and out of there. I would like to see studies, actual studies, showing that kind of projection of what the traffic is going to be with Chick-Fil-A, which we all know is very popular. It is going to demand a lot of traffic. We can't even get out of that residential street on Orangelawn now as it is. If you had to open up the egress to their which we are very much opposed to anybody opening that up. We already had enough traffic over there before. If you open that up to over…he said 400 parking lots, and you get a lot of kids…what they like to do is when they go and rent an apartment, they share the apartment to make it cheaper for them. So, you can get three, four, five people in an apartment. I know this from personal experience. So, you are going to get more than the vehicles that are projected to be there for each unit. These are things that the Planning Commission should be behind looking at. This is a zoning area of commercial and now they are going to try and add in some apartment complexes where it is going to be back by the residential and then as…is there a demand for apartment complexes? We have the Holiday Inn, we got a lot of…if you look at the map, there is a lot of areas around here that actually provide rental units, not only on a weekly basis or monthly basis. They depend on some of that income as well that you are going to be trying to take away. So, you are trying to fit in 100 plus family units in a small area even thought that is 10 acres for that section there which is right in the middle of that commercial area. Why is that? Is that a really good thing that our city needs? No. They could put this somewhere else where there is a nice open lot for actual residential areas. We already have some apartment complexes as part of that development. You didn't have to rezone it. You are trying to ad-fit something under this Plymouth Venture 21, which was by the way passed under emergency procedures. Why was that needed? Why isn't this brought up for the whole public to decide on? There is no emergency needed for this Livonia Plymouth Venture 21. It is designed to say that we wanting to introduce new families so more families come to Livonia. We are going to have bike trails, walking trails. How are you going to fit that into this area? If you try to use a bike trail or walking trail you are going to get hit by traffic in and out of that commercial area. It is ridiculous. So, I would expect this commission to be looking at those kinds of factors to say why are we doing an ad-hoc for the benefit of those three areas that he was mentioning. This whole Livonia

Plymouth 21 Venture is geared strictly for the Shostak's. He has been trying for decades to try and get something into that commercial area. This is not a residential fitting. It is only a last-ditch effort to get something in there and he is using the wrong type of development for this. So, if you rezone this you are going for one benefit of one developer versus the community of Livonia. This is our community. We don't need a commercial area of families now stuck in one area that is not going to be a good fit for them. Buses trying to get in and out there. Traffic trying to get in and out of there. You are going to have the water issue. Again, if all of the sudden our flood plain gets flooded because of all of that…like I said, instead what commercial does for the water demand, you are going to have a lot of things going through that water pipe. It isn't geared for this. So, if you get that you should include in there that the Shostak's are responsible for if we have flooding in this area now. You are putting a lot of residential units in a small area that is not meant for that. You take the normal residential street, you probably got twenty units over there on one section of the street. You are going to multiply that by five in one concentrated area. The infrastructure is not meant for that. Look how long we have been there, and we haven't had an issue. So, I urge this commission to look at those things and say this is not fit for this area. Find another area or find another unit to move in there that fits the commercial zoning. Thank you.

Mr. Wilshaw: Thank you, Mr. Weldon. Is there anyone else in our audience wishing to speak to this item? Anyone else wishing to speak? Please come forward. Just so the audience knows as you are addressing your comments to us, we are certainly taking these into account. Any questions that are asked or directed toward the petitioner any questions you may wish to have answered we are taking note of those, and we will give the petitioner an opportunity to come up and answer or address some of those issues after all the comments have been received. Thank you. Good evening, ma'am.

Cheryl Lupu, 29864 Orangelawn, Livonia, MI. We live behind Wally World over there. I can't stress enough the amount of trucks that area continuously running and vibrating our homes. So, I can't even imagine what this would be like with 201 units vs the berm. We have people running with their dogs doing whatever so there is another use for that so-called berm. That berm isn't even up to standard from the last time they did it. There is enough noise over there now, we don't need it. The traffic is extreme problem. I call it (inaudible) at the light over on Milburn and

even trying to get out on Middlebelt you cannot do it hardly because they moved that light to Target to accommodate them. It was accommodating us at one time. Greenspace, I see them using the berm. We had more problems with the berm and people up there and it is just not fit for our area. So, whatever it is you cannot convince me that this greenspace that they are proposing to everyone is not going to work. I can see it. One and two families I don't see that either. I think Seven and Farmington is a great fit. He owns that one too. Let him go over into that area. We have done enough. We have given enough up in our area. Just for what is back there now. Thank you.

Mr. Wilshaw: Thank you, Ms. Lupu. Anyone else wishing to speak on this item? I want to make sure everyone else has an opportunity to speak first, Mr. Weldon.

Victoria Kowaleski. 29960 Orangelawn, Livonia, MI. Directly behind the developers proposed project. I am just going to read what I have written and put together for y'all. So, I won't be looking up and all.

Mr. Wilshaw: That is fine.

Ms. Kowaleski: As part of your job here surely you are all aware of how many properties has throughout our city. Each one of you can probably name at least one other property where this would be conducive for this project. Years ago, I was a secretary for a land developer. The man owned hundreds of parcels of land. He built many apartment buildings, stores, a nightclub, homes, and I can say that in the time that I worked for him he would never have considered building apartments right behind the backyard of a long-established neighborhood because that would have been outrageous. Let's define outrageous. Great exceeding what is moderate or reasonable, shocking. Our neighborhood is in shock right now. We are talking with each other, and we continue to try to understand why this Planning Commission is even considering the zoning change for a project of this type. One of my neighbors shared with other neighbors that one nigh they saw people sleeping in sleeping bags on the berm behind our homes. That is outrageous. It is a shame that I can't go out in my backyard without a body alarm. I had to take up that habit over four years ago seeing and hearing men on the berm at 2:30 a.m. when I went out behind my house to put the trash out. From then on, I have never been able to feel safe in my own backyard at night. How much worse will it be

with hundreds of people back there? For the past 29 years my home has been my American dream. This developer is making it my American nightmare. They are saying three stories right now, but the caveat is the fourth story. Maybe it will be there, maybe it won't. I am thinking that it is going to be there knowing Robert, however, it will be intrusive either way. No matter how high it is. I'm sorry.

Mr. Wilshaw: It's okay, Ms. Kowaleski.

Ms. Kowaleski: Thank you. I already asked y'all if you would want this in your backyard and I have done a little research and I know where your backyards are. That is not a threat. I am just saying that I know where you live, and you wouldn't want it in your backyard. Right? Carol? Ms. Smiley. Every homeowner in Livonia should be able to feel safe and secure and comfortable in their own backyard. Please stand up this time for our right to be safe and secure and comfortable in our backyards. The amount of space from the apartments, proposed apartment project, to my home and the promise of increased firs on top of the berm it doesn't negate the bad effect that this is going to have on our neighborhood. We have people there in the middle of the night on the berm. Think about the wintertime. All of the kids that might be living in that apartment complex. Being on up on the berm, people coming and smoking their dope on the berm, the people don't smoke in their apartments, so they go outside, where are they going to go? They aren't going to sit around the apartment complex they are going to go away from there, okay? It is coming back to us. It is coming back to our backyards. Please, I am begging you people, do not give this zoning change. This is not what you want to do. It is not what we want. We have a voice. Let our voice be heard this time. I have been in this situation since 2005. I have lived in my home for 29 years. I raised my children there and now I am raising my granddaughter with me five days a week. I can't let my granddaughter go out and play in my backyard because I don't know what is going to come over the wall. That's wrong. That's outrageous. I thank you for allowing me to speak and I hope you will take to heart the words I said, because we are fighting for our own privacy and comfort and safety. Thank you.

Mr. Wilshaw: Thank you, Ms. Kowaleski. Appreciate your comments. Anyone else wising to speak for or against, please come forward.

Jeanine Sullivan, 29944 Orangelawn, Livonia, MI. You will have to bear with me, I am not a public speaker.

Mr. Wilshaw: That's okay, we are an easy group.

Ms. Sullivan: Pretty much my neighbors have summed up what we all discussed and talked about, but I do have a lot of questions. I have a printout of the new zoning map that y'all passed in August. According to your own map, we are an N1, strictly neighborhood, and on the petition, it wants us to be NM2, which we are not. Doesn't make any sense. How many zoning changes are they asking for? The property was purchased as commercial, C-2. They knew what they were buying. They knew what was going in all of the different business. They knew all of that, but now when other businesses are being vacated it seems more profitable to them to build an apartment complex. That is a nice piece of property back there, yes, it is. But, for that many units it may very well cause a great deal of problems. Nobody has yet really touched upon the retention pond. The retention pond, this whole year, has been our savior because luckily those of us that are right in that area have not had the issues of flooding that other cities have had. Thousands upon thousands of dollars of damage because of the rain and who knows if this will happen again. You add in a three-story building full of concrete and their swimming pool and whatever else…that alone is going to impact that retention pond. That retention pond is there for a purpose and if they have multi-families living there, are they going to perhaps build something around the berm to keep families away from it, because children are definitely curious. Will their little families be running out there and somebody is going to go into the retention pond and not come back out? What Vicki brought up about the berm is really a very stressful issue. It is true. It is one thing if you have your neighbors walk along and wave hi how are you. We all look out for one another, but when you see someone up there that is strolling and looking and strolling and looking, you feel like they are casing your home. I at least was happy to see, and I don't know if it will be true or not, but I would like them to do…I don't know if I can ask for a promise or not, but a balcony…we have a hotel right down the street from us. People living there. Unfortunately, it is a little bit lower, but they can still look out into the yards. Those people have dealt with it for a very long time. We have the motel. Right next to that on the other side of the fitness center we have the hotel with the banquet center. People are in and out of there all the time. We want people to come to Livonia, but do you think that they are going to come to

live back there next to Wal-Mart where they can look out and watch the Auto Zone or they can watch them loading and unloading the trucks behind Wal-Mart? Every year during the holiday's all of those big box stores bring their big cargo containers I guess you would call them, and they just line them up on that roadway where you are planning on having an in and out for the people for the school buses. I don't know if they have addressed the issue of fire hydrants. That is another concern. Really it is. Right now, our back wall is graffiti. People throw shopping carts. I don't expect any of that to change, but I am fearful that it will get worse. People living in that area during the middle of winter if they can't go to their swimming pool where they got to go, the mall is only open so many hours. Young families, I am not too sure of. You are talking one and two-bedroom apartments. That isn't really a family. That is maybe one or two people. You don't put kids in a one and two-family apartment normally unless it is lower rent. That isn't their vision. They say…I shouldn't say they, but in the Livonia 21 it says that the shaping of a city and planning for its future development should plan on grouping, because having the same height, same architecture, the same business, the same residential, that is what is going to build our city. You could put all of those people in that building and they may go over to Plymouth and hang out over there and go to the restaurants over there, walk around over there, go to the parades and what have you, it doesn't necessarily mean that they are going to increase the revenue of Livonia. My biggest fear is Livonia has always been family oriented. Our neighbors look out for one another. I worry that we will have another influx of people leaving. We have had neighbors already that have sold their homes and have moved out because they are fearful. We all know that we can't stop progress and we want the city the flourish, but we want the city to be to flourish with us in mind because we are the ones that have been sitting there paying taxes and keeping properties…we are Livonia. We, the ones that have been there for years and years, we are Livonia. We want to see the city prosper, but not at our expense. I think that is al. I had a whole lot of notes, but like I said I am not really good at that.

Mr. Wilshaw: You did fine, Ms. Sullivan. Just so you know, because we are at the zoning stage of this petition, we are not at the site plan stage, that is why you haven't seen some of the discussion around things like balconies and fire hydrants and some of those details. Those would be in that stage of the petition.

Right now, we are just really looking at what is more appropriate for that place, that location. Is it commercial or is it residential?

Ms. Sullivan: I have another question if I could?

Mr. Wilshaw: Of course.

Ms. Sullivan: I noticed on the new rezoning that the original petition was from a C-2 to an R-8.

Mr. Wilshaw: Correct.

Ms. Sullivan: And all of the sudden the R-8 is non-existent?

Mr. Wilshaw: Correct. That is because the city has changed the entire zoning ordinance in the middle of this process. So, it was a major rewrite and the R-1 through R-8 and those different zoning classifications have been changed. Now, the NM2 is the appropriate similar zoning. Closest thing that we have.

Ms. Sullivan: According to this map we are just an N1.

Mr. Wilshaw: For your…

Ms. Sullivan: Our neighborhood is listed on that map as an N1, not NM2.

Mr. Wilshaw: Correct. That is your neighborhood that is that zoning. The petitioner is asking to have their piece of their property, which is currently commercial, moved to NM2.

Ms. Sullivan: They want their property…

Mr. Wilshaw: Yes. They aren't rezoning your property; they are only rezoning their own. That is something that any property owner can do. If they have a piece of property and they wish to use it in a different way, they can come to us and petition to have that zoning changed. That is why we are here tonight. To see if what they are asking to do and to decide if that is appropriate or not and make a recommendation to City Council. We will see how things go.

Ms. Sullivan: Thank you.

Mr. Wilshaw: I hope that helps. Thank you, Ms. Sullivan. Good evening, sir.

Merlyn Smith, 30039 Richland, Livonia, MI. I live ten houses from where the wall that is…you know where the other side of the wall going to be the apartments. I have not received one notice about any of these meetings. I did make the Zoom meeting. I don't know the regulations of how far they go, but I think 10 houses should have been notified. The second meeting I couldn't make and so this is the third one, which the other two have been tabled. I don't know if we got a notice on why they were tabled. Long enough for them to change the resident eight to the NM whatever. Sounds kind of fishy, but anyhow…so, I am going to touch base on what was said. Commercial…I don't believe any residential should be any commercial with any commercial property. The berm was put up so we wouldn't hear noise and you don't see it. Now they want to build something higher than the berm. That don't make sense. Okay. I am for progress, yes. Okay. If you want to change that zoning area, change it all. All of that to residential, which ain't going to happen. It is all about the money. Could I get the one schematic where they took a picture where we are not going to see much of the building? Am I allowed to do that?

Mr. Wilshaw: Yeah, Mr. Taormina can pull that up. This is what is called a site line diagram.

Mr. Smith: Yeah, that one. The closer you get to something. I know you guys are kind of down and this is up, but if it is reversed, see down here I am not going to see much of you guys, buy you will see me.

Mr. Wilshaw: We still see you. We got it.

Mr. Smith: Right? So, that view is like useless. That view is useless. I live, like I said, ten houses away. So, I am farther away, and I am going to be in my living room. I am going to be able to see that building. It was supposed to be four, they knocked it down to three. I will even be able to see a two-story building. Right out my front window. I am ten houses away…I don't know if you guys are familiar, but that road curves. With that , I just ask you to not pass it.

Mr. Wilshaw: Thank you, sir. We appreciate that. Good evening. Anyone else wishing to speak? We have another member of the audience coming forward. Good evening, sir.

Jeff Grad, 11325 Blackburn, Livonia, MI. Hello. Thanks for letting me talk. Just bringing a little bit different perspective. We talk so much about,

you know, families first and ya know young families moving in. A perspective from a young family…I have lived in Livonia for 34 years. I own a small business in Livonia. My parents live in Livonia. I have two young boys and one on the way that could potentially be going to Livonia Public Schools. So, you know, I think I am the perspective, and I am kind of the family that Livonia is hoping to attract. I can tell you right now if this had passed and this zoning had passed, which before I had been looking for a house I wouldn't have moved to where I live. I would have moved to Northville or Plymouth, ya know, which you know they might make that decision and you are going to lose out on a lot of great young middle-class families. I think those are the families that the city wants to attract and also maintain our long-time residents. There is that and you know when I was listening to Jeff Shostak talk, I almost thought it was comical. It doesn't seem like they did a lot of research. It doesn't seem like they are trying that hard. I feel like they don't think that have to try that hard. He said we base where we put our…decide on whether it is residential or commercial…two of the three things he said are almost laughable. He said we base it on what the residents say and what the current people living there want and we also base it on…oh is it walkable….you know to make a residential area, is this walkable. I am pretty sure that a Wal-Mart, a liquor store, a plasma donation center and a gym…I am pretty sure its not really…between my old parking lot in between is not the definition of walkable area. That was kind of ridiculous. The next thing is the whole idea of rezoning this property. I mean, why would we even consider rezoning this to residential? I mean…again, this…the only reason they are doing this is because of the COVID, and big box stores obviously are…big box stores aren't moving in as much as they were before. More people are buying online, ya know. It is that and they are playing off the whole this Livonia 21 Vision, which I think over the last couple years…since it has been…I started reading about it….I think it is transitioned into something that it was originally…parts of this were not supposed to be. The idea, when I did those questionnaires, and it said what do you want future Livonia to be? Yeah, attract families and people are like, I love Plymouth and Northville. I love the idea of a downtown. Let's do these mini downtowns. So, you have all these people voting yes, I want these mini downtowns. Now, a mini downtown apparently has turned into putting in a multi-rise apartment building between a Wal-Mart and a Target. That is going to bring value to this city? I mean lets honestly look at each other and…is that really what we want? We are adding value to this city by doing that? That is a joke. I think it shows

you…we have a hundred…if my math is somewhat correct, I am a CPA, but it is hard doing math sometimes. Like 175 no's to 4 yes's. What are we doing here? I think that kind of speaks for itself. The residents don't want it and this is a rezoning. This is not residential. They should have thought about this when they bought the project. They are only fitting it to whatever they need to fit their financial portfolio and their financial mix to hit those profit numbers that they need. That is the only reason they are doing this or else they would have come with a plan from the beginning to make this a multi-use. To have the residential with the walkable…a full walkable community, which is what the people want if we are going to progress into something that looks like a mini downtown. It is something with…yeah, high-density residential, but something that is walkable with bike trails and commercial built-in. We have other cities that have that and that adds value. Throwing in an apartment complex between a Wal-Mart and a Target and a liquor store and a plasma center doesn't add any value to the city. I just wanted to present that as a young family and you know a lot of other people that I talk to in my neighborhood, they feel the same way as me. They will probably move out if this goes…if this passes, I will probably too. It is unfortunate. I do own a business here and I have lived here my whole life. I am only 34, but I have lived here my whole life so…I just want you to keep in mind there aren't a lot of young families here at this meeting, but I have a lot of friends in Livonia, and I know a lot of people and every single person I have talked to feels this way. Let's just keep that in mind. Thank you.

Mr. Wilshaw: Appreciate your comments. Anyone else wishing to speak? If there is no one else…our audience is determining if they want to speak. Mr. Weldon, we will give you just a few moments.

Mr. Weldon: One of the aspects that I wanted to bring up about what would fit in that area. Mr. Shostak has several restaurant aspects of his own. He has Jersey Mike, and I think he has the Mod Pizza and Del Taco. He could put some of those right in there. That is a perfect fit for him and his own business to fit in there. He should be thrilled to be able to say oh look at this area, I can…then the residentials would have a lot closer view of this restaurants and frequent those. Now the other aspect of where he mentioned some side aspects about making it nice and green and things like that. Well, we have dealt with his promises before back when he wanted the electronic gaming center to draw the young kids in there. The residents opposed to that, and it still went through. When he did this current

renovation of the Wonderland section, he envisioned all these big lots coming there, well, they didn't come. If he had taken and had the vision like they had in Detroit, yes you could make a little micro downtown, but then as the other person was mentioning, you had the similar architecture. You had the homes and businesses that fit. This is not a fit. This is an ad-hoc. The reason that the Livonia Venture 21 has changed as some have noticed its because of his input. His influence. It is changed to fit those properties that everybody is pushing for to say let's change it. Let's add these…what is now the only viable thing that he sees is apartment complexes. That is not viable for this. This is, as the Plymouth Road Development Authority envisioned, dedicated. It has a lot of the commercial businesses. Ford, GM, and all the other businesses that have been built up along that stretch. You don't just start throwing in because it is old. We have changed our definition of what Livonia is. No, we are still families first. This is what your guys need to look at and say is this really appropriate to jam this in as an ad-hoc and again you are going to have the school buses and the architecture issues and the water issues. The flooding. One other area that I didn't bring up was…as close as those are, and you have that many units, there has been a lot of fires of apartments that have been reported in the news over the past couple years. One in particular they just showed and I was going to bring it here. They showed how this went up in nothing flat. With the way the berm is and again one of his promises when he built this current innovation of Wonderland, the berm was going to be 12 feet tall and was going to have those trees alternating on both sides, well he neglected this whole section. It isn't 12-feet, it is more like 9 to 10-feet. We always have to call to have it serviced to have the weeds cut down. Well, we have these scrawny looking trees in that section where he is now going to propose let's do next…well, he never follows through with his promises. When they moved the movie theatre in there…oh, we won't have showings in there after 10 p.m. Well, no, it's two in the morning we still had kids out there with car alarms and booze and bottles going on. So, really think about changing this from commercial, which the Plymouth Road Development Authority has dedicated their plans to. They did not interject residential in there. This is all strictly for that, so you are trying to mix something in now or he is trying to mix it in. Again, because of his profit where he is looking…I need some money coming in. As residents, we need some peace and stability and again, throwing in over a hundred plus units into that one little area that most people would not want to just say I

live in that section between Wal-Mart and (inaudible) not going to be attractive to them. Thank you.

Mr. Wilshaw: Thank you. With no one else to speak on this from our audience, I am going to go back to our petitioner and ask if they would like to address anything that they have heard this evening. There has been some comments made about traffic and infrastructure and so on, if you want to address any of those, you are welcome to.

Mr. Ponton: Absolutely. Thank you, Mr. Chairman. I think from a big picture perspective we at Stonefield Engineering and Design and our firm has gone through a number of different communities throughout the nation and within the last five to seven years, I would say trying to introduce this new concept of mixed development that looks a little bit different than what people are used to and nine out of ten it is typically controversial. So, we are not really surprised with what we are hearing here today, but we do think over time if the residents give us the opportunity to meet with them and have some community meetings and discussions and potentially do some research on these types of developments that we may be able to change their opinion over time, although we know it is an uphill battle. I think to touch on a couple of the points…safety, one of the main concerns and you can hear the residents up here…I am sure it doesn't make any of us feel good to hear that someone is walking back and forth on a berm or that someone is sleeping in a sleeping bag. What our professional review is of this is that that typically happens when you have an area of a project that is undeveloped. Where you have a place that someone can loiter, where you have a place that trucks can idle that is not necessarily monitored, but we do think that by bringing activity into the neighborhood by bringing in a community…you hear people speak and they say they love our neighbors, and the businesses, you know, they're loud and trucks are back there and they are rumbling and where they store the pallets….what we are trying to do it make people understand that we are bringing in more high quality neighbors and more high quality community. There has been some conception in the past of what types of people live in apartments and maybe some misunderstandings, but if you look at all of the studies and the recent trends, millennials are renting at a higher rate than they are purchasing. Baby boomers are renting at a higher rate than purchasing another home once they get to be an empty nester. I think that part of the family first and bringing families to Livonia is bringing young professionals when they get their first job for

the first couple of years and then they start to live in the city and get to be a part of the community and make friends and frequent the businesses. Then, over time, they do want to move into a bigger home or have more space that they do stay in the community of Livonia. In terms of infrastructure, nine and a half times out of ten, this use that we are proposing, multi-family, is going to be lower intensity in almost every aspect…Traffic, utilities, everything across the board than some big box users and what is permitted here by right. We would be happy to provide those studies, but we do think that there is also benefit, believe it or not, in terms of what we are proposing as opposed to what is permitted here by right. We do try a lot of times, we do understand that this has been a green and undeveloped piece for a number of years and we understand that residents and neighbors and everybody gets used to that and they want it to remain, but I do think sometimes what we are trying to convey and what I have seen in some scenarios is that a three-story hotel is permitted by right within 75-100 feet of that property. Big box retail is permitted. So, the perspectives that we are showing and some of the comparisons that we are making is what this could be under the current zoning classification and what it could be under the new zoning classification. Typically, what you see is greedy developers as people want to say go in front of a commission and it is typically, they are trying to change residentially zoned properties into commercially zoned properties. When the developer is willing to restrict the uses on his sites to restrict restaurant, to restrict retail, or restrict hotel, these things would no longer be permitted by right under the new zoning classification. That is something that we want the residents to understand. Although we see and may agree that it may not be the perfect fit for mixed use at this exact point in time, it is the first step. Potentially bringing another mixed-use development next door when a tenant may leave and then reshaping and having some adaptive reuse of some of the other buildings. In terms of the view, we did another perspective because I think one of the gentlemen wasn't too big on the view…the perspective that we provided. We did provide another view in the packet. It would be from the apartments to the back yards of the houses. If you would like to share that with the residents. It is part of the presentation that you have to show the perspective. It is important to remember that the Wal-Mart building is about 37 feet at its highest point, but it is 140 feet away. We are going to be 300 feet to the property line. So, from the property line to the windows of the home, you have another estimated 40 to 60 feet. So, you are 350 feet away. Most of them have their garages in their rear.

So, we do think that the perspectives that we provided are very realistic. If you look at the line of sight provided in those, as well as we are very confident that that is what people would see.

Mr. Wilshaw: You are correct that there is in our packet a perspective offered from the third-floor apartment window to the residential property. I believe that is the same diagram that is being shown on the screen. That is a perspective from a third-floor apartment back toward the berm area. Thank you.

Mr. Ponton: I think with those being said and there are any other questions we could address; we would be happy to do that. The one thing that I think…so, the R-8 zoning actually allowed for much taller buildings than the multi-family zoning prior to the switch. I do think that if I had to pick this apart as a resident, the one thing that I would say that is more beneficial in the NM2 than the C-2 is that the…and it was brought up here tonight, is that the NM2 allows for four-stories, where as the C-2 allows for three-stories. I think what we are proposing, three-stories, we are not planning on changing that and if it would give the residents some comfort, we would be happy to make that as a condition of our rezoning moving forward, just so there is a guarantee on the record for the residents.

Mr. Wilshaw: Thank you, Mr. Ponton. Yes, you are correct that as this changed and because of the length of time this has taken and us changing the zoning ordinances, we did go through a process of looking at the differences between the R-8 zoning and the NM2. There are some aspects in which the zoning allowed, the zoning change allowed for to be more restrictive and other aspects that allowed it to be less restrictive. It sort of balanced. There is…we did review those changes in our study meeting to understand, so that all of us understand what those changes were. I just wanted you to note that. Is there any questions from any of our commissioners for our petitioner before we move forward, since he is at our podium and willing to answer?

Mr. Ventura: You mentioned winning the hearts and minds of the adjacent neighborhood, which I think is an excellent idea. I have been looking at this plan for a couple of years. Over that period of time that you have been contemplating this development, how many meetings have you had with the neighborhood?

Mr. Ponton; We have not met with the neighborhood.

Mr. Ventura: None?

Mr. Ponton: That is accurate.

Mr. Ventura: Thank you.

Mr. Wilshaw: Thank you, Mr. Ventura. Any other questions? I don't see any other questions for our petitioner. Thank you, Mr. Ponton. At this point I believe I can close the public hearing and a motion would be in order from our commission.

On a motion by Ventura, seconded by Smiley, and unanimously adopted, it was

#10-53-2021 ***RESOLVED***, That pursuant to a Public Hearing having been held by the City Planning Commission on October 19, 2021, on Petition 2020-08-01-06 submitted by Middlebelt Plymouth Venture, L.L.C, pursuant to Section 13.15 of the Livonia Vision 21 Zoning Ordinance, requesting to rezone parts of the properties at 29707 & 30273 Plymouth Road, located on the south side of Plymouth Road between Middle Belt Road and Milburn Avenue in the Northeast ¼ of Section 35, from C-2 (General Business) to NM2 (Neighborhood Multi-family), the Planning Commission does hereby deny Petition 2021-08-01-06 for the following reasons:

1. That the Petitioner has failed to affirmatively show that the proposed change of zoning to NM2 Multifamily Residential and the intended design and layout of the development as presented to the Planning Commission would be compatible to and in harmony with the surrounding residential neighborhoods.

2. That the design concept as presented by the Petitioner fails to achieve the goals and objectives of the Livonia Vision 21 Master Plan which seeks to create a mixed-use development in which the apartments are integrated within the surrounding commercial land uses.

3. That the plan to construct two (2) very large, three-story apartment buildings, each containing approximately 100 dwelling units, is contrary to the goals and objectives of the Livonia Vision 21 Master Plan which recommends high density residential in buildings that have a residential scale and character by creating smaller buildings close to streets and in smaller blocks to establish a walkable pedestrian

environment with better connectivity to the surrounding area.

4. That development of multifamily residential on the subject site pursuant to the standards and guidelines as set forth in Section 5.04, Form-Based Development Option in Commercial Districts, would achieve the desired outcome of creating a mixed-use development that is consistent with the Livonia Vision 21 Master Plan and that integrates multifamily housing with the existing surrounding commercial land uses.

5. That the proposed change of zoning is inconsistent with the established pattern of development in the surrounding area and would adversely alter the character of the neighborhood, and

6. That the proposed zoning and use is contrary to the purposes, goals and objectives of the Zoning Ordinance, which seek to ensure compatibility and appropriateness of uses so as to enhance property values and to create and promote a more favorable environment for neighborhood use and enjoyment.

FURTHER RESOLVED**,** That notice of the above hearing was given in accordance with the provisions of Section 13.13 and 13.15 of the Livonia Vision 21 Zoning Ordinance.

Mr. Wilshaw: Is there any discussion?

Mr. Taormina: Just a point of clarification. I think it was inadvertently said that it was R-8 as opposed to NM2 in the opening sentence. You want to confirm that to be correct.

Ms. Smiley: In the first line it says to from C-2 to R-8.

Mr. Wilshaw: Correct. This would be a denial from C-2 to NM2. You are okay with that Mr. Ventura?

Mr. Ventura: Yes.

Mr. Wilshaw, Chairman, declared the motion is carried and the foregoing resolution adopted. It will go on to City Council with a denying resolution.

CITY OF LIVONIA

NOTICE OF PUBLIC HEARING

In accordance with the provisions set forth in Section 401 of the Michigan Zoning Enabling Act, Act 110 of the Public Acts of Michigan of 2006, as amended (MCL 125.3502) as well as Livonia Vision 21 Zoning Ordinance, Article XIII, the Council has determined that a Public Hearing will take place before the Council of the City of Livonia on **Monday, March 7, 2022 at 7:00 P.M.,** in the Auditorium at City Hall, 33000 Civic Center Drive, Livonia, Michigan, with respect to the following item:

Petition 2020-08-01-06 submitted by Middlebelt Plymouth Venture, L.L.C., pursuant to Sections 13.13 and 13.15 of the Livonia Vision 21 Zoning Ordinance, requesting to rezone parts of the properties at 29707 & 30273 Plymouth Road, located on the south side of Plymouth Road between Middlebelt Road and Milburn Avenue in the Northeast ¼ of Section 35, from C-2 (General Business) to NM2 (Neighborhood Multifamily).

SUSAN M. NASH, CITY CLERK

PUBLISH: February 17, 2022

LETTER TO THE LIVONIA CITY COUNCIL

Planning
October 26, 2021

MEETING DATE	PREPARED BY
PH0300722/R032322	Stephanie Reece, Program Supervisor,

AGENDA ITEM

Petition 2020-08-01-06 submitted by Middlebelt Plymouth Venture L.L.C. pursuant to Section 13.15 of the Livonia Vision 21 Zoning Ordinance, requesting to rezone parts of the properties at 29707 & 30273 Plymouth Road, located on the south side of Plymouth Road between Middlebelt Road and Milburn Avenue in the Northeast ¼ of Section 35, from C-2 (General Business) to NM2 (Neighborhood Multifamily).

BACKGROUND

RECOMMENDATION

At the 1,177th Public Hearing and Regular Meeting held by the City Planning Commission on October 19, 2021, the following resolution was unanimously adopted:

#10-53-2021 RESOLVED, That pursuant to a Public Hearing having been held by the City Planning Commission on October 19, 2021, on Petition 2020-08-01-06 submitted by Middlebelt Plymouth Venture, L.L.C, pursuant to Section 13.15 of the Livonia Vision 21 Zoning Ordinance, requesting to rezone parts of the properties at 29707 & 30273 Plymouth Road, located on the south side of Plymouth Road between Middle Belt Road and Milburn Avenue in the Northeast ¼ of Section 35, from C-2 (General Business) to NM2 (Neighborhood Multi-family), the Planning Commission does hereby deny Petition 2021-08-01-06 for the following reasons:

1. That the Petitioner has failed to affirmatively show that the proposed change of zoning to NM2 Multifamily Residential and the intended design and layout of the development as presented to the Planning Commission would be compatible to and in harmony with the surrounding residential neighborhoods.

2. That the design concept as presented by the Petitioner fails to achieve the goals and objectives of the Livonia Vision 21 Master Plan which seeks to create a mixed-use development in which the apartments are integrated within the surrounding commercial land uses.

3. That the plan to construct two (2) very large, three-story apartment buildings, each containing approximately 100 dwelling units, is contrary to the goals and objectives of the Livonia Vision 21 Master Plan which recommends high density residential in buildings that have a residential scale and character by creating smaller buildings close to streets and in smaller blocks to establish a walkable pedestrian environment with better connectivity to the surrounding area.

4. That development of multifamily residential on the subject site pursuant to the standards and guidelines as set forth in Section 5.04, Form-Based Development Option in Commercial Districts, would achieve the desired outcome of creating a mixed-use development that is consistent with the Livonia Vision 21 Master Plan and that integrates multifamily housing with the existing surrounding commercial land uses.

5. That the proposed change of zoning is inconsistent with the established pattern of development in the surrounding area and would adversely alter the character of the neighborhood, and

6. That the proposed zoning and use is contrary to the purposes, goals and objectives of the Zoning Ordinance, which seek to ensure compatibility and appropriateness of uses so as to enhance property values and to create and promote a more favorable environment for neighborhood use and enjoyment.

FURTHER RESOLVED, That notice of the above hearing was given in accordance with the provisions of Section 13.13 and 13.15 of the Livonia Vision 21 Zoning Ordinance.

FISCAL CONSIDERATION

ATTACHMENTS

1. 2020-08-01-06_3rd Revision_E-COUNCIL Pkt

APPROVED BY



Date: October 26, 2021

Mark Taormina, Planning and Economic Development Director



Date: October 29, 2021

Maureen Miller Brosnan, Mayor

NEW DATA FOR PUBLIC HEARING OF MARCH 7, 2022

From: Mark Schovers
To: Steve E. Duczynski II; Kasprowicz, Sara
Cc: Taormina, Mark; Harvey, Mitchell; Jeffrey Schostak
Subject: RE: Schostak-City Counsel Presentation-Mark Schovers
Date: Friday, March 4, 2022 1:31:11 PM
Attachments: image001.png
2022-3-17 Wonderland Rezone Presentation.pdf

Sara,
Attached is our presentation package for Monday's City Council meeting. Should you have any questions or issues with the file please reach out to me at 248.921.0794 or mark@spiredg.com

Slides that have been added or modified from the submission package are as follows:

- **Slide 5: Market Study and Proposed Amenities**
- **Slide 8: Use Exhibit** – Existing Zoning vs Proposed Zoning
- **Slide 9: Site layout** - Previous Proposal vs Current Proposal
- **Slide 10: Rendered Site Plan** – Showing enhanced landscaping and fence screening along south
- **Slide 11: Building Perspective** – Showing enhanced landscaping along existing drive lane
- **Slide 13: View from Backyard of Single Family** – Showing the previous submission vs revised with enhanced landscape and screening.
- **Slide 14: Line of Sight Section** – Showing previous line of sight vs proposed with enhanced landscape and screening.
- **Slide 15: View from Third Floor of Apartments** – Previous view from 3rd floor vs proposed view with enhanced landscape and screening.

Mark Schovers
S P I R E design group
115 E. 4th St.
Rochester, MI 48307
248.921.0794

From: Steve E. Duczynski II <duczynskis@schostak.com>
Sent: Friday, March 4, 2022 6:48 AM
To: 'skasprowicz@livonia.gov' <skasprowicz@livonia.gov>
Cc: 'mtaormina@ci.livonia.mi.us' <mtaormina@ci.livonia.mi.us>; Mark Schovers <mark@spiredg.com>; Harvey, Mitchell <mharvey@stonefieldeng.com>
Subject: Schostak-City Counsel Presentation-Mark Schovers

Good Morning Sara,

I am traveling today, so Mark Schovers (248-921-0794) will be our representative who will be sending today, our NEW presentation package, also identifying which new drawing were adding.

Mark T.- If not provided in Mark S, I will follow-up with further clarification later this afternoon of site changes incorporated.

Please feel free to reach out to me on my cell (248-508-0886).

Thanks

Steve E.

Stephen E. Duczynski
Vice President of Development & Construction
Schostak Brothers & Company Inc.
17800 Laurel Park Drive North, Suite 200C
Livonia, MI 48152
248-262-1000 (office)
248-357-6272 (direct)
248-508-0886 (cell)
duczynskis@schostak.com

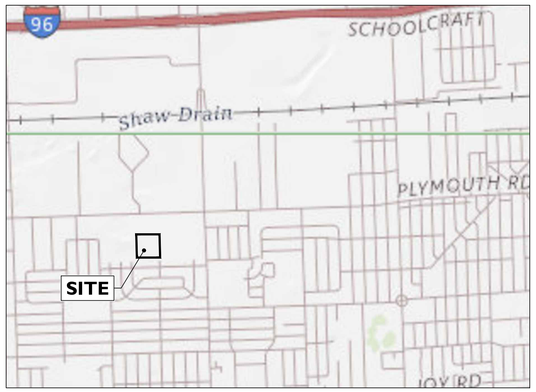


REZONING DOCUMENTS

FOR

PROPOSED RESIDENTIAL DEVELOPMENT

PARCEL IDS: 137-99-0008-010, 137-99-0004-002
CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN



SOURCE: USGS MAPS

LOCATION MAP

SCALE: 1" = 2000'±



SOURCE: GOOGLE EARTH PRO

AERIAL MAP

SCALE: 1" = 200'±

APPLICANT / OWNER

STEPHEN E. DUCZYNSKI II
MIDDLEBELT PLYMOUTH VENTURE LLC
17800 NORTH LAUREL PARK DRIVE
#200C
LIVONIA, MICHIGAN

ISSUE	DATE	BY	DESCRIPTION
1	09/17/2021	MGM/PH	FOR REZONING APPROVAL

NOT APPROVED FOR CONSTRUCTION

STONEFIELD engineering & design
Detroit, MI · New York, NY · Boston, MA
Princeton, NJ · Tampa, FL · Rutherford, NJ
www.stonefieldeng.com
607 Shelby Suite 200, Detroit, MI 48226
Phone 248.247.1115

REZONING DOCUMENTS

Schostak BROTHERS & COMPANY

PROPOSED RESIDENTIAL DEVELOPMENT

PARCEL IDS: 137990008000, 137990008001, & 137990004002
I-130 MIDDLEBELT ROAD
CITY OF LIVONIA
WAYNE COUNTY, MICHIGAN

J. REID COOKSEY, P.E.
LICENSED PROFESSIONAL ENGINEER

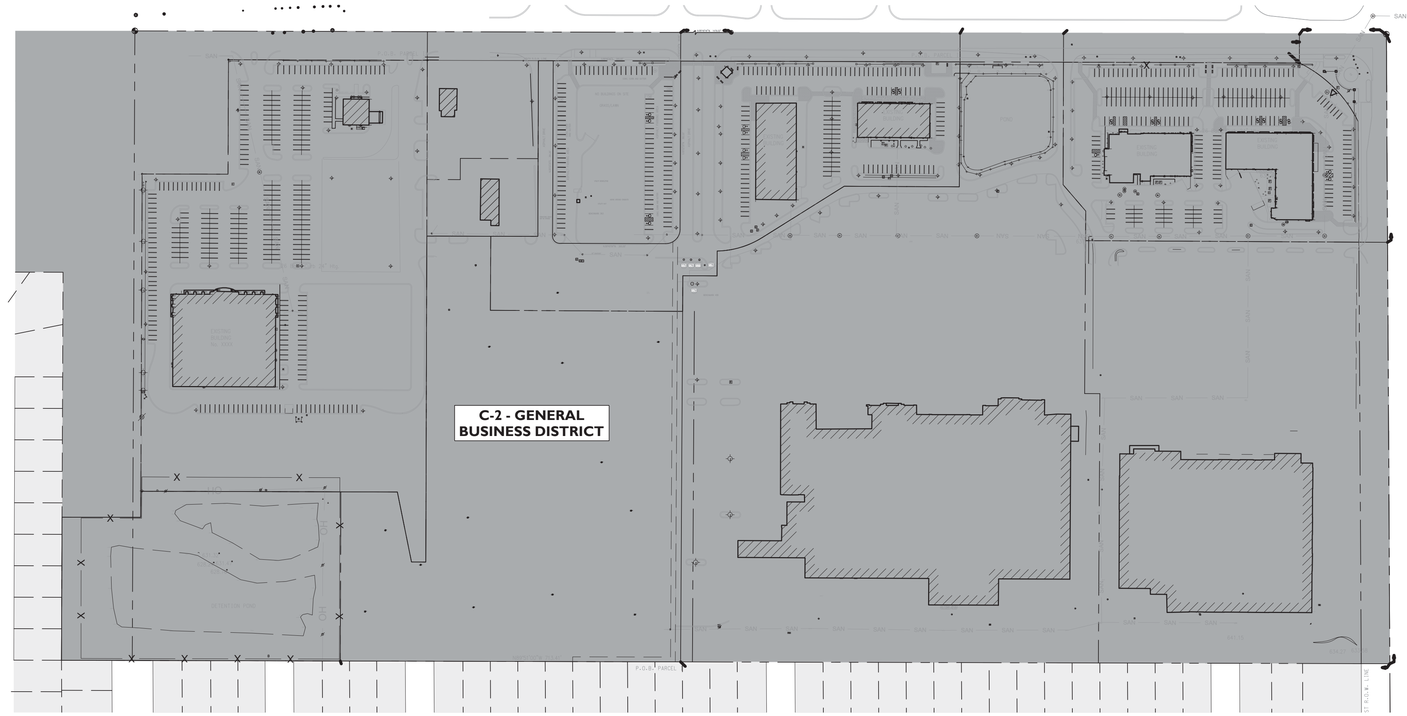
STONEFIELD engineering & design

SCALE: AS SHOWN | PROJECT ID: M-19052

TITLE: COVER SHEET

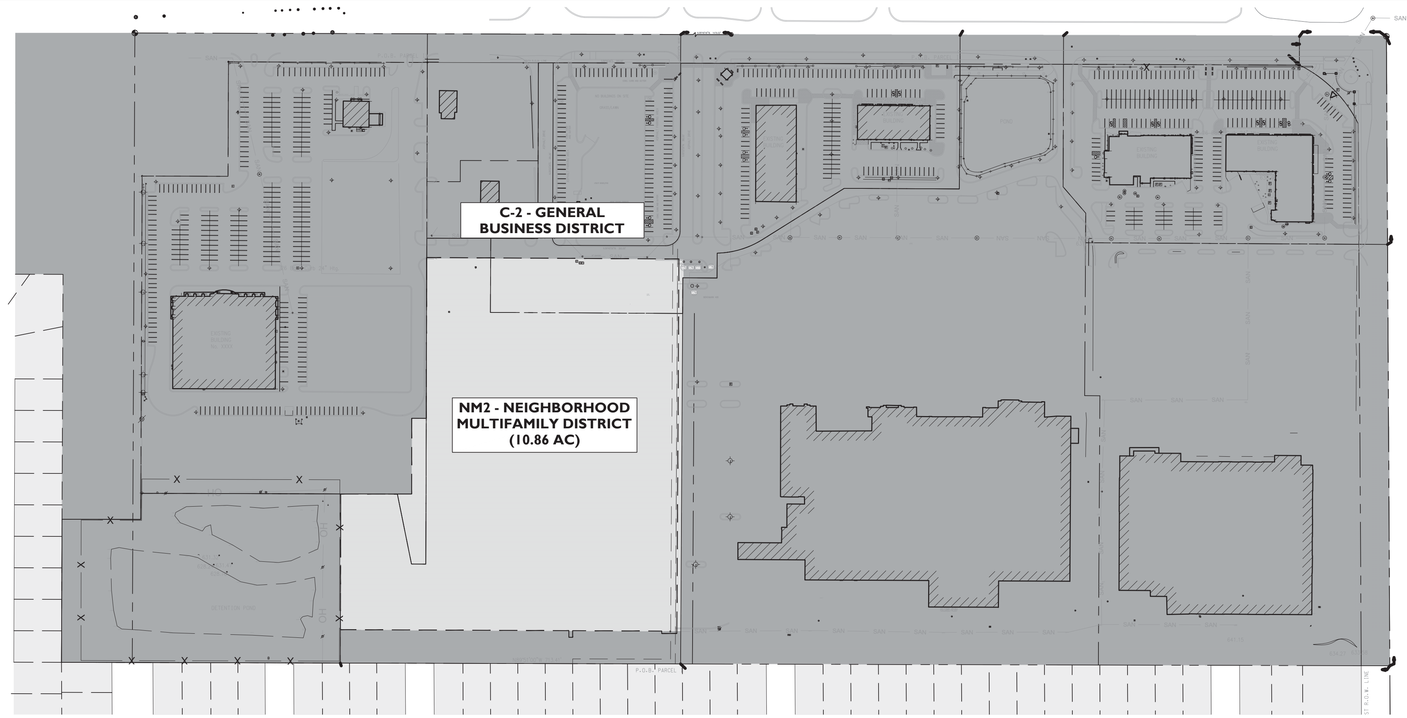
DRAWING: C-1

V:\M\SHM\19052\LDD\SCHOSTAK BROTHERS-MIDDLEBELT ROAD AND PLYMOUTH ROAD, LIVONIA, MI\CAD\ESIGN\TP2021-09-17 REZONE EXHIBIT\REZONING EXHIBIT\TP2021-09-17 COVER.DGN



CURRENT ZONING

SYMBOL	DESCRIPTION
	PROPERTY LINE
	NEIGHBORHOOD MULTIFAMILY DISTRICT (NM2)
	GENERAL BUSINESS DISTRICT (C-2)



PROPOSED ZONING

150 0' 150 300
GRAPHIC SCALE IN FEET
1"=150'

ISSUE	DATE	BY	DESCRIPTION
1	09/15/2021	MG/MPH	FOR REZONING APPROVAL

NOT APPROVED FOR CONSTRUCTION

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607 Shelby Suite 200, Detroit, MI 48226
Phone 248.247.1115

SITE DEVELOPMENT PLANS

Schostak BROTHERS & COMPANY

PROPOSED RESIDENTIAL DEVELOPMENT

PARCEL IDS: 13799008008, 13799008001, & 13799004002
11320 MIDDLEBELT ROAD
CITY OF LIVONIA
WAYNE COUNTY, MICHIGAN

J. REID COOKSEY, P.E.
LICENSED PROFESSIONAL ENGINEER

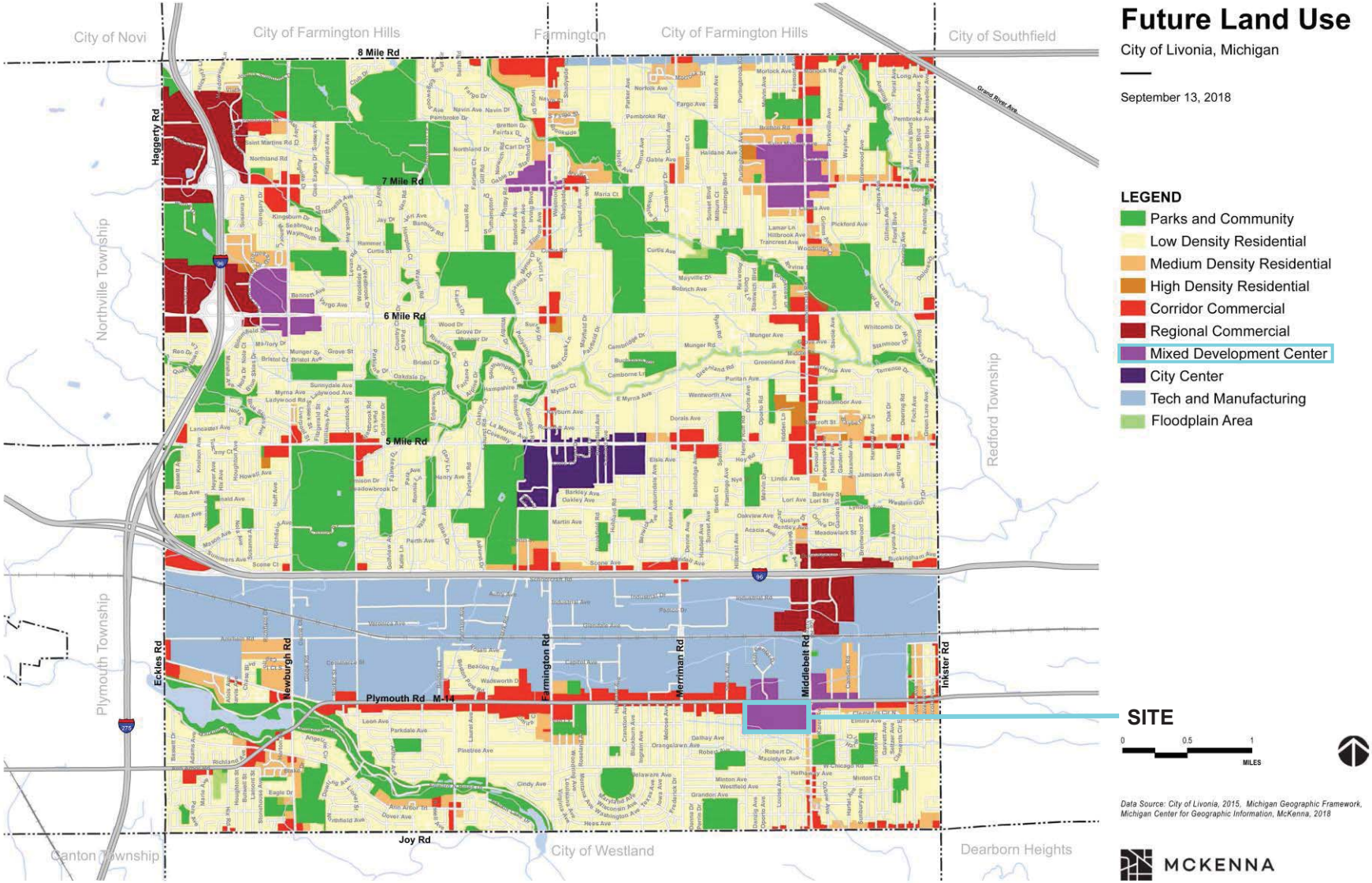
STONEFIELD engineering & design

SCALE: 1" = 150' | PROJECT ID: M-19052.01

TITLE:
REZONING PLAN

DRAWING:
C-2

V:\19052.01\PLANS\19052.01-SCHOSTAK BROTHERS-MIDDLEBELT ROAD AND PLYMOUTH ROAD, LIVONIA, MI\CAD\SHEETS\19052.01-01-17 REZONE EXHIBITS\19052.01-01-17 REZONE EXHIBITS.DWG, 9/15/2021 10:49:53 AM, MPHILLIPS


Future Land Use
City of Livonia, Michigan
September 13, 2018
LEGEND
Parks and Community
Low Density Residential
Medium Density Residential
High Density Residential
Corridor Commercial
Regional Commercial
Mixed Development Center
City Center
Tech and Manufacturing
Floodplain Area
SITE
0
0.5
1
MILES
Data Source: City of Livonia, 2015, Michigan Geographic Framework, Michigan Center for Geographic Information, McKenna, 2018
MCKENNA
City of Novi
City of Farmington Hills
Farmington
City of Farmington Hills
City of Southfield
Northville Township
Redford Township
Plymouth Township
Canton Township
City of Westland
Dearborn Heights
8 Mile Rd
7 Mile Rd
6 Mile Rd
5 Mile Rd
Joy Rd
Plymouth Rd M-14
Haggerty Rd
Eckles Rd
Newburgh Rd
Farmington Rd
Merriman Rd
Middlebelt Rd
Inkster Rd
Grand River Ave

Missing Middle Housing

The Future Land Use Plan for Livonia places importance on neighborhood improvements and the creation of housing opportunities for the families of the future and downsizing options for residents of today. Much of the conversation surrounding the mismatch between current housing stock and demographic trends focuses on the need for “missing middle housing.” A response to limited appeal of traditional multi-family housing types developed in decades past, missing middle housing is those types between single-unit detached homes and mid-rise apartment buildings on the density and typology scale.

The Future Land Use Plan is intended to address the missing middle housing types and provide some flexibility for encouraging walkable infill housing development in Livonia by encouraging adaptive reuse in massing, density, and dimensional requirements in several districts.

Districts where missing-middle is encouraged:

- Medium Density Residential
- High Density Residential
- Corridor Commercial
- Mixed Development Centers
- City Center

TARGETED CUSTOMER

- Young Professions
- Empty Nesters
- Starter Family
- Downsizing
  - **Apartment Living Offering & Benefits**
    - No Mortgage or Property Taxes
    - No Home Ownership Maintenance
    - Flexibility Lifestyle
    - Provides Options for those who wish to live in Livonia, but can't find an available home, or don't currently have the finances for a down payment.

201 TOTAL UNITS & ESTIMATED RENTS

- **(40%) (1) BEDROOM SIZES & ESTIMATED RENTS:**
  - 588sf…….$1,200
  - 598sf…….$1,250
  - 622sf…….$1,300
  - 683sf…….$1,350
- **(60%) (2) BEDROOM SIZES & ESTIMATED RENTS:**
  - 825sf……..$1,450
  - 910sf……..$1,550
  - 1,024sf…….. $1,600

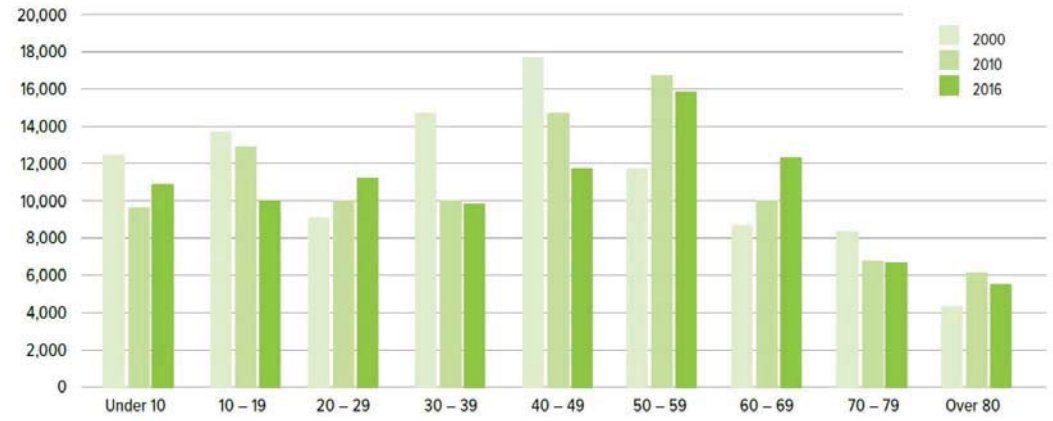
UNIT AMENITIES:

- Ring Doorbell Camera Security
- Appliances: Range, Refrigerator, Dishwasher, Washer & Dryer
- Quartz Countertops
- Stainless Steel Sink
- HVAC-Heat Pump Heating and Central Air
- Latest Technology Infrastructure.
- Window Coverings

PROJECT AMENITITES:

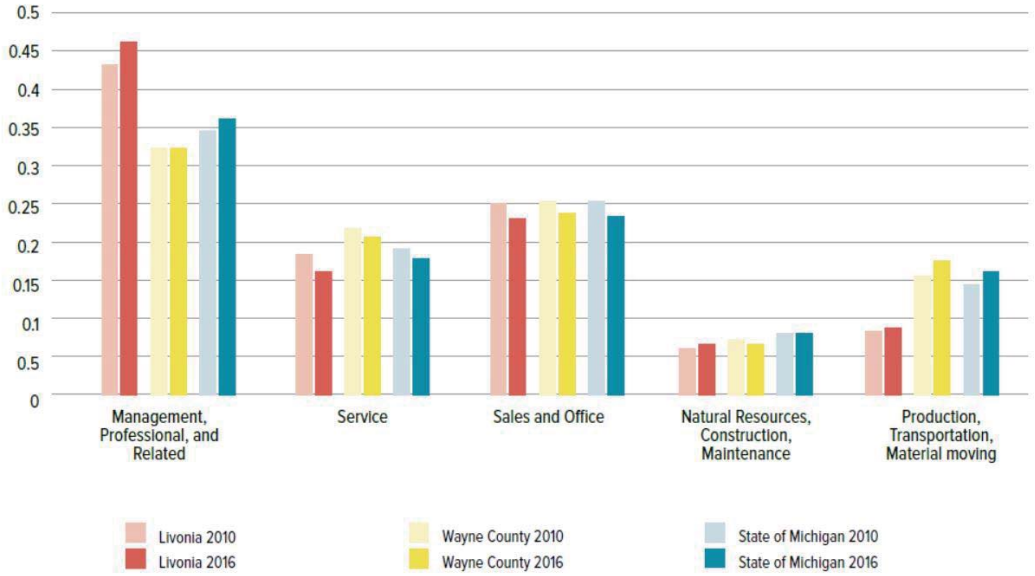
- Exterior Security Camera's
- Secured Card Access Perimeter Building Entries
- On Site Leasing & Management Center
- 24/7 On Call Management
- Latest Amazon / UPS/ Fed Ex Package Lockers
- Secured USPS Mail Boxes
- Elevators
- Electric Vehicle Charging Stations
- Self-Serve Beverage Café
- Fitness Center
- Dog Run & Park
- Outside Pool / Restroom & Changing Area
- Outside Covered Sitting & Gathering Areas
- BBQ Areas
- Large Open Courtyard & Green Spaces
- Large Open Walkable Area's
- Carports
- Bike Racks
- Walkable Adjacent Retail, Restaurants, Fitness Accessibility.

Figure 1.3: Age of Population - City of Livonia, 2000-2016

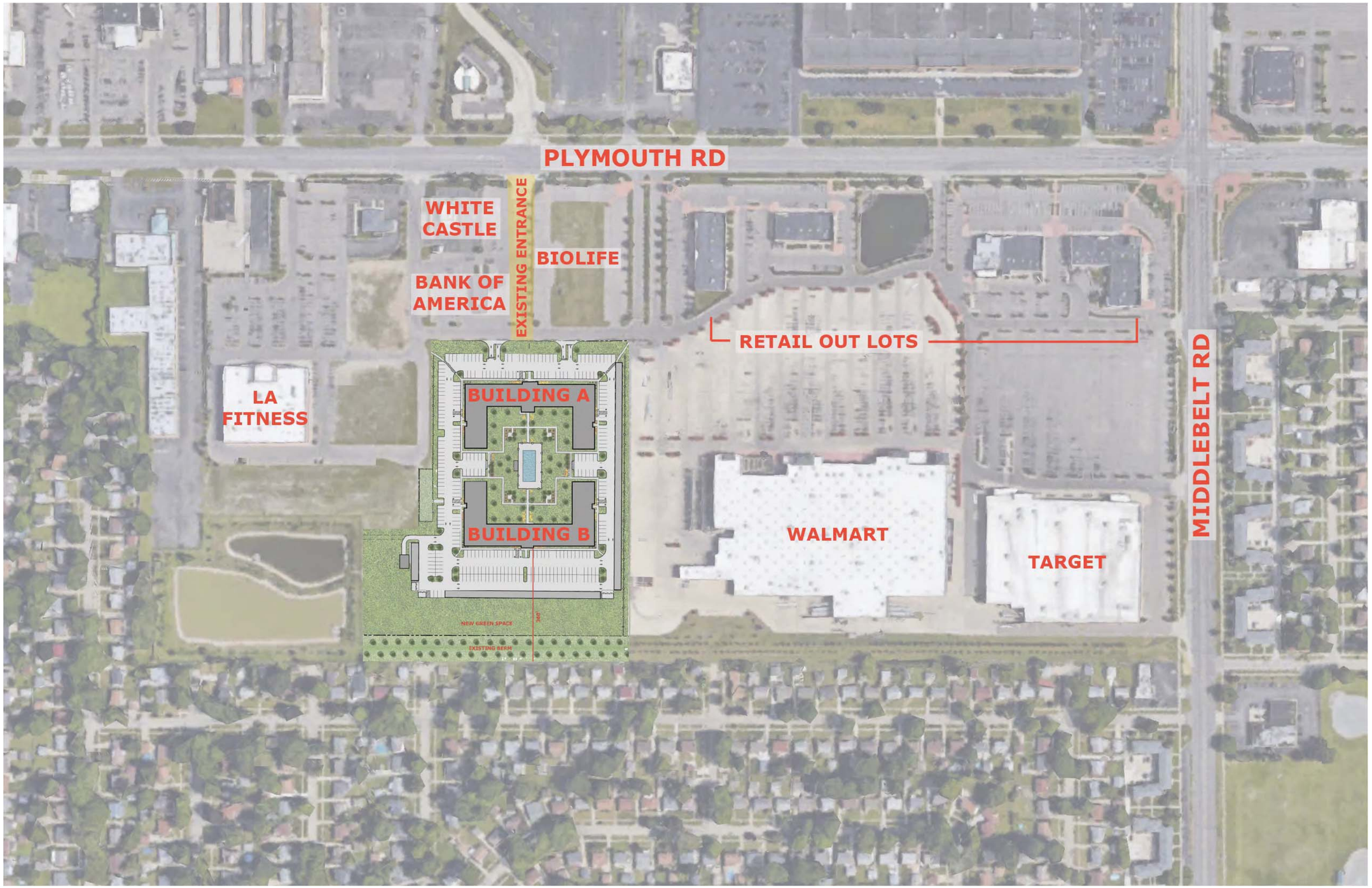


Source: US Decennial Census (2000, 2010) and American Community Survey (2016 5-year estimates)

Figure 1.7: Employment Sector Distribution



Source: US Decennial Census (2000, 2010) and American Community Survey (2016 5-year estimates)



V:\19\PM\19033\SCHOSTAK BROTHERS\MIDDLEBELT ROAD AND PLYMOUTH ROAD, LIVONIA, MI\CAD\PLOT\SDP-04-SITE PLAN.DWG

ISSUE	DATE	BY	DESCRIPTION
1	09/17/2021	MG/MPH	FOR REZONING APPROVAL

NOT APPROVED FOR CONSTRUCTION

STONEFIELD engineering & design

Detroit, MI · New York, NY · Boston, MA
Princeton, NJ · Tampa, FL · Rutherford, NJ
www.stonefieldeng.com

607 Shelby Suite 200, Detroit, MI 48226
Phone 248.247.1115

SITE DEVELOPMENT PLANS

Schostak BROTHERS & COMPANY

PROPOSED RESIDENTIAL DEVELOPMENT

PARCEL IDS: 13799008008, 13799008001, & 13799004002
13320 MIDDLEBELT ROAD
CITY OF LIVONIA
WAYNE COUNTY, MICHIGAN

J. REID COOKSEY, P.E.
LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE:

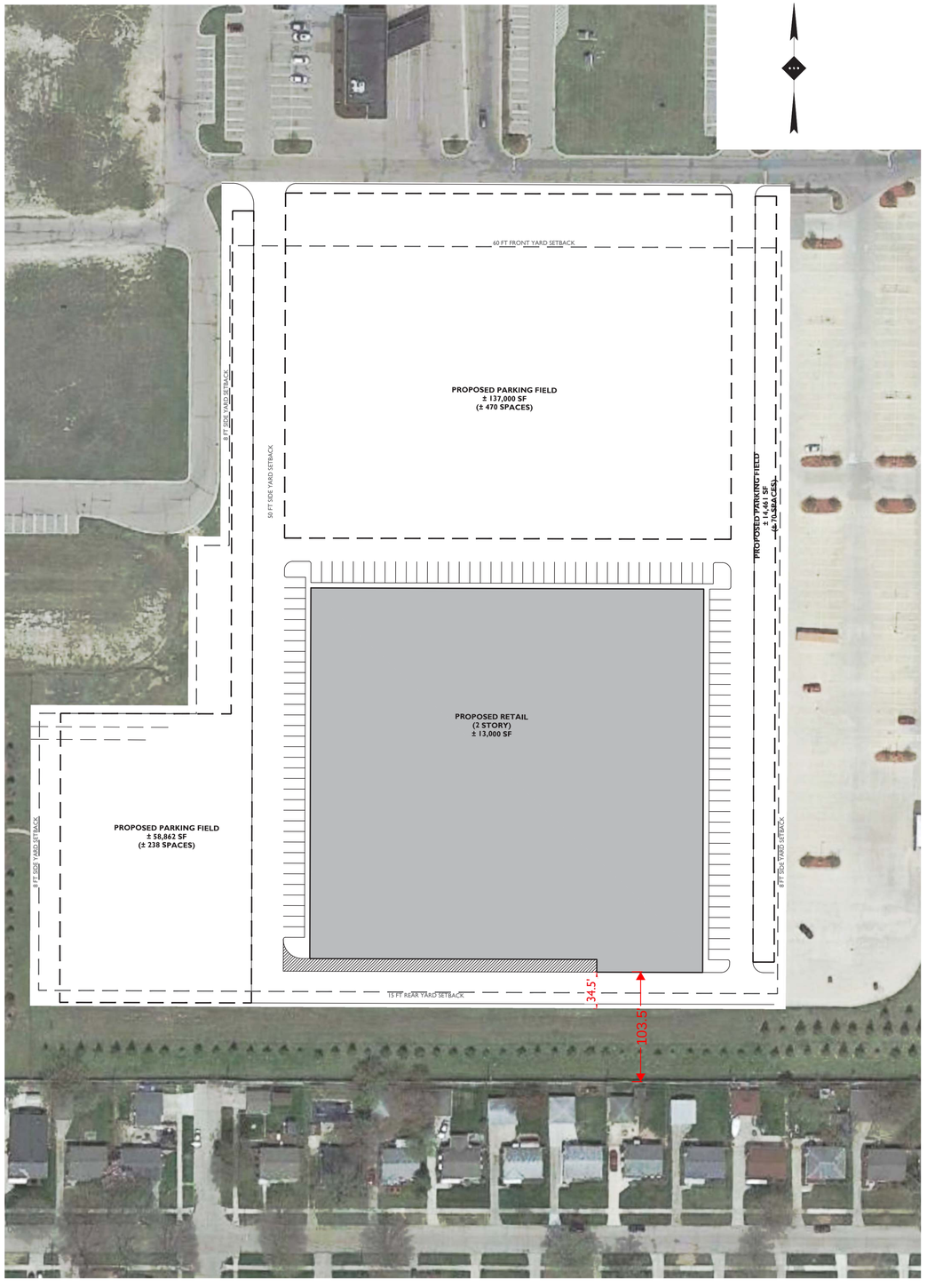
PROJECT ID: M-19052.01

TITLE:

PRELIMINARY SITE PLAN RENDERING

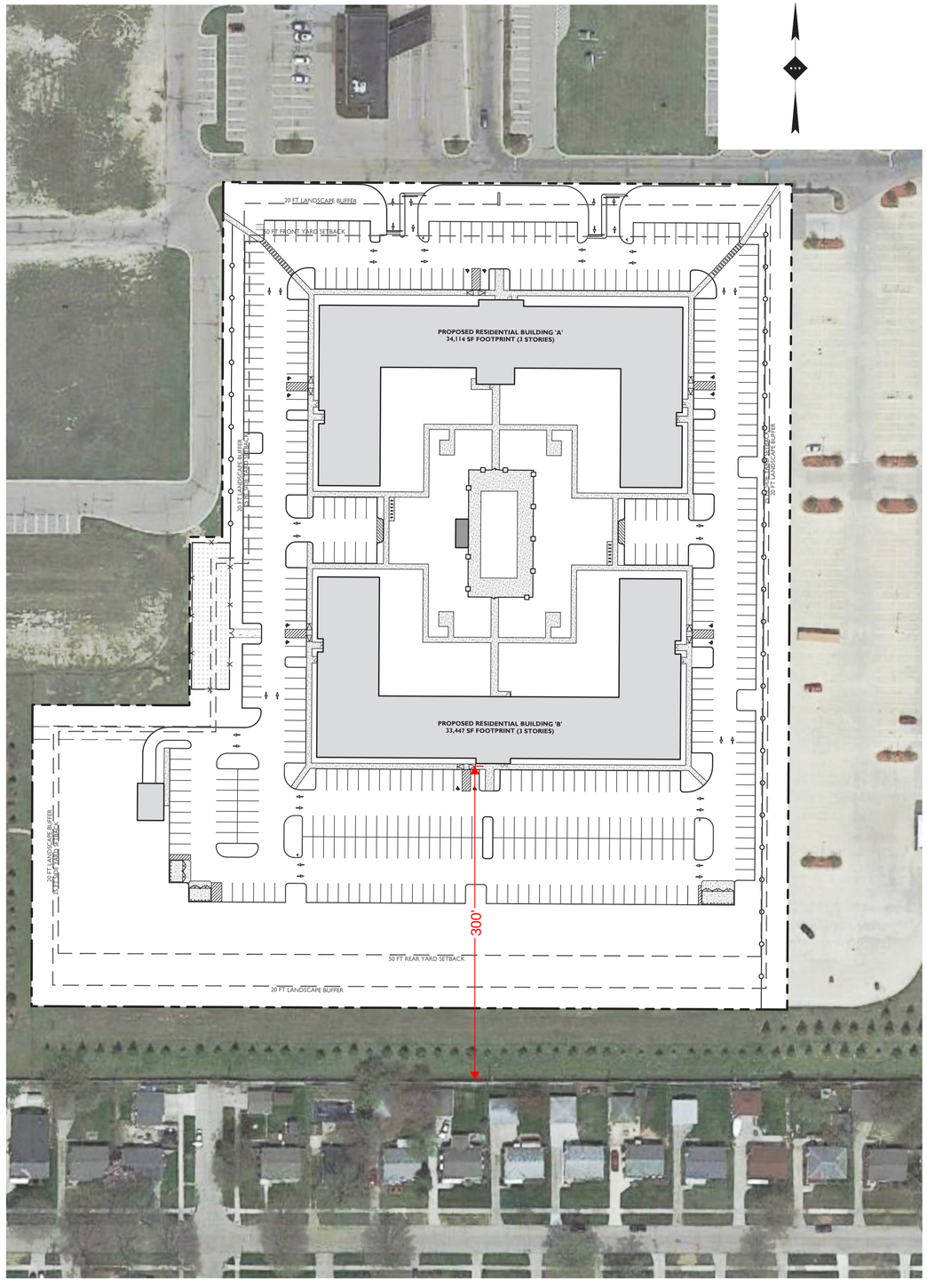
DRAWING:

C-5



EXISTING ZONING

60' 0' 60' 120'
GRAPHIC SCALE IN FEET
1" = 60'



PROPOSED ZONING

60' 0' 60' 120'
GRAPHIC SCALE IN FEET
1" = 60'

ISSUE	DATE	BY	DESCRIPTION
1	07/23/2021	AF	FOR PLANNING COMMISSION APPROVAL

NOT APPROVED FOR CONSTRUCTION

STONEFIELD engineering & design
Detroit, MI - New York, NY - Boston, MA
Princeton, NJ - Tampa, FL - Rutherford, NJ
www.stonefieldeng.com
607 Shelby Suite 200, Detroit, MI 48226
Phone 248.247.1115

SITE DEVELOPMENT PLANS

Schostak BROTHERS & COMPANY

PROPOSED RESIDENTIAL DEVELOPMENT

PARCEL IDS: 137990008000, 137990008001, & 137990004002
I-1320 MIDDLEBELT ROAD
CITY OF LIVONIA
WAYNE COUNTY, MICHIGAN

MICHIGAN LICENSE No.6201065336
LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE: 1" = 60' | PROJECT ID: M-19052-01

TITLE:

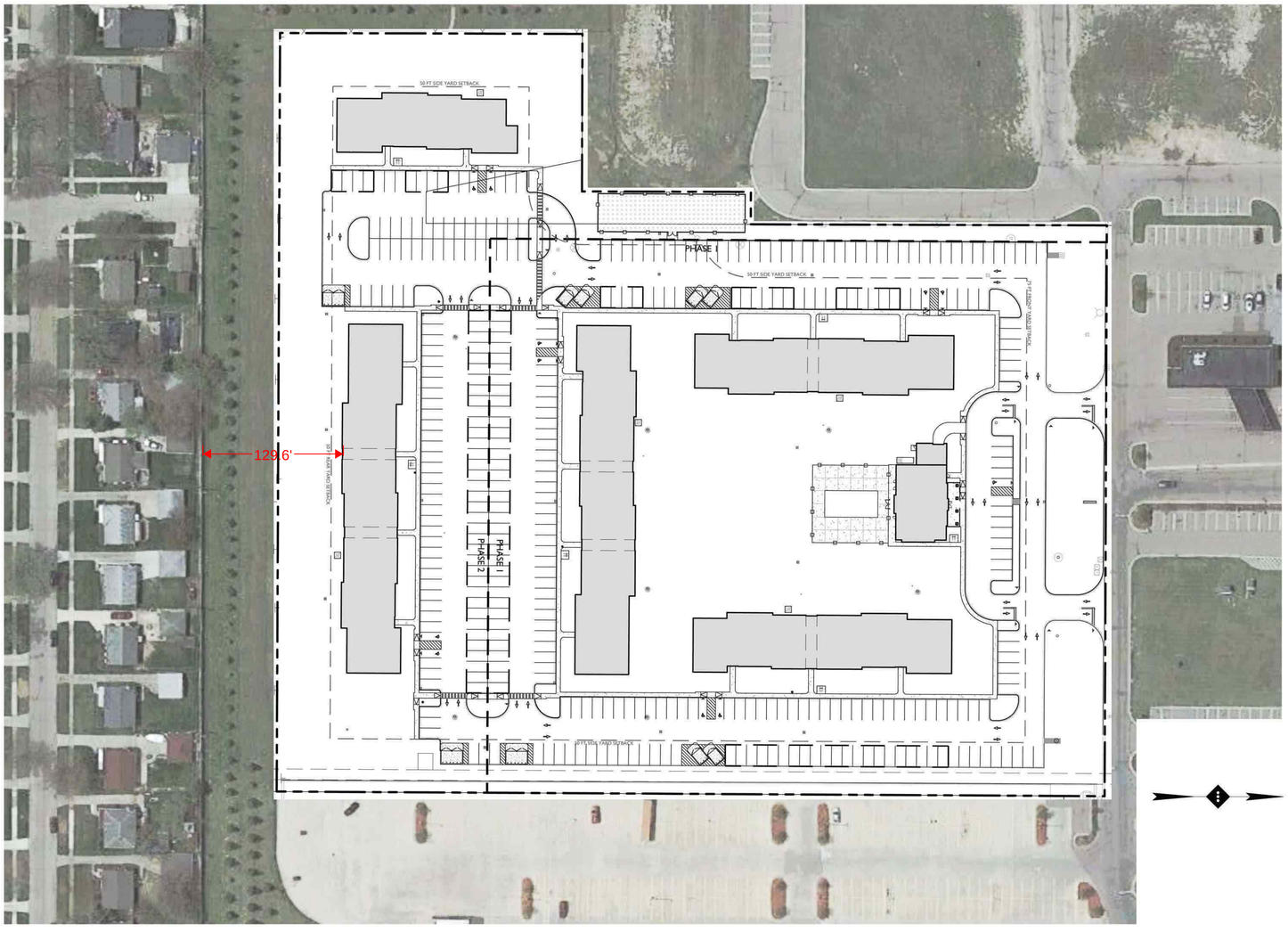
USE EXHIBIT

DRAWING:

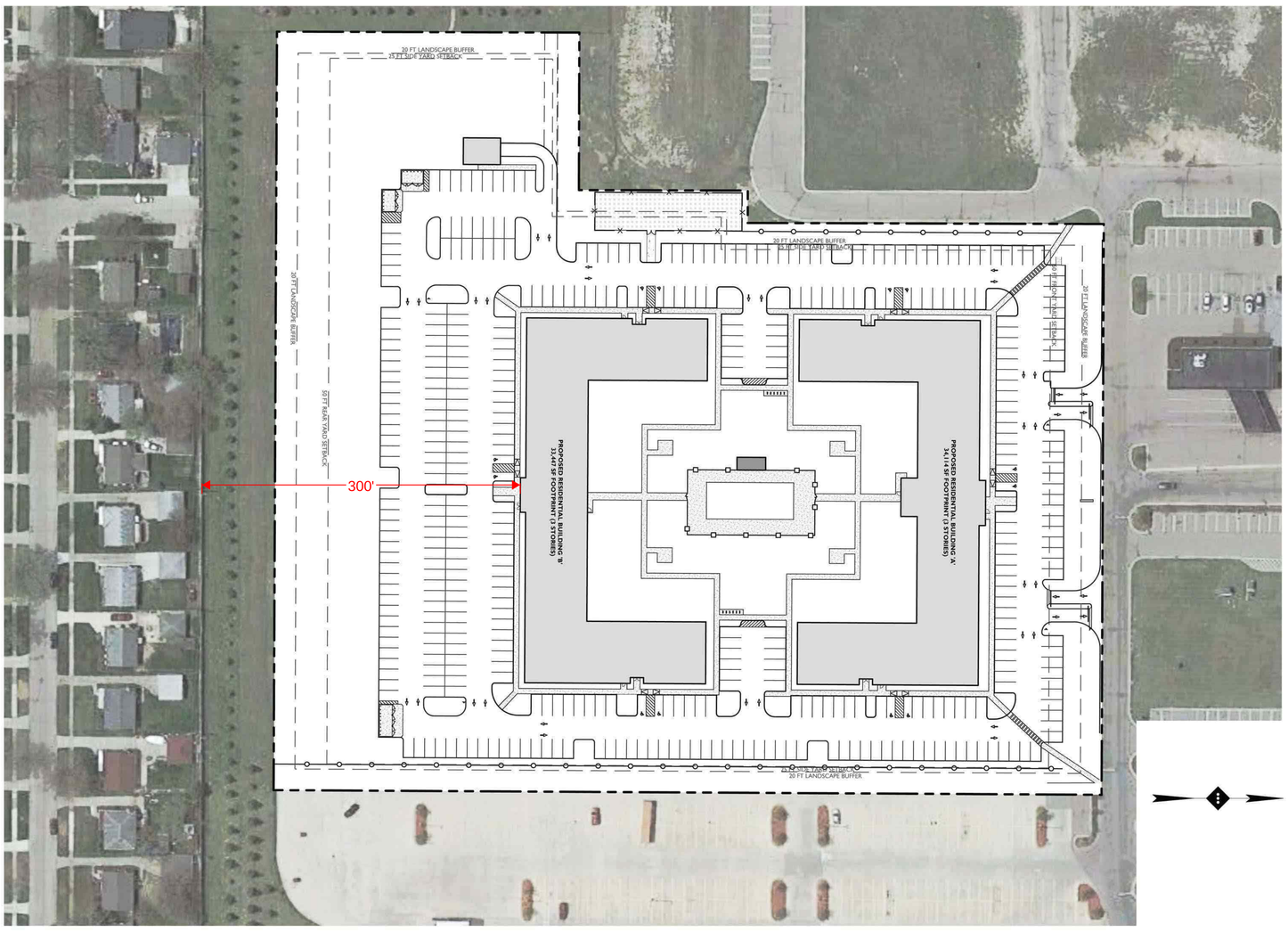
V:\19052\PM\19052-SCHOSTAK BROTHERS-MIDDLEBELT ROAD AND PLYMOUTH ROAD, LIVONIA, MI\CAD\20200819T0201.07.13 PC EXHIBIT.DGN 7/23/2021 AF

V:\19\2019\PL-19052.01-SCHOSTAK BROTHERS-MIDDLEBELT ROAD AND PLYMOUTH ROAD, LIVONIA, MI\CADD\EXHIBITS\2021-07-23 PC EXHIBITS\EX-1-SITE.DWG

PREVIOUS SITE LAYOUT



PROPOSED SITE LAYOUT



SITE DEVELOPMENT PLANS

PROPOSED RESIDENTIAL DEVELOPMENT

PARCEL IDS: 137990008008, 137990008001, & 137990004002
11320 MIDDLEBELT ROAD
CITY OF LIVONIA
WAYNE COUNTY, MICHIGAN

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MICHIGAN LICENSE No.6201065336
LICENSED PROFESSIONAL ENGINEER

NOT APPROVED FOR CONSTRUCTION

ISSUE	DATE	BY	DESCRIPTION
1	07/23/2021	AF	FOR PLANNING COMMISSION APPROVAL

DRAWING:

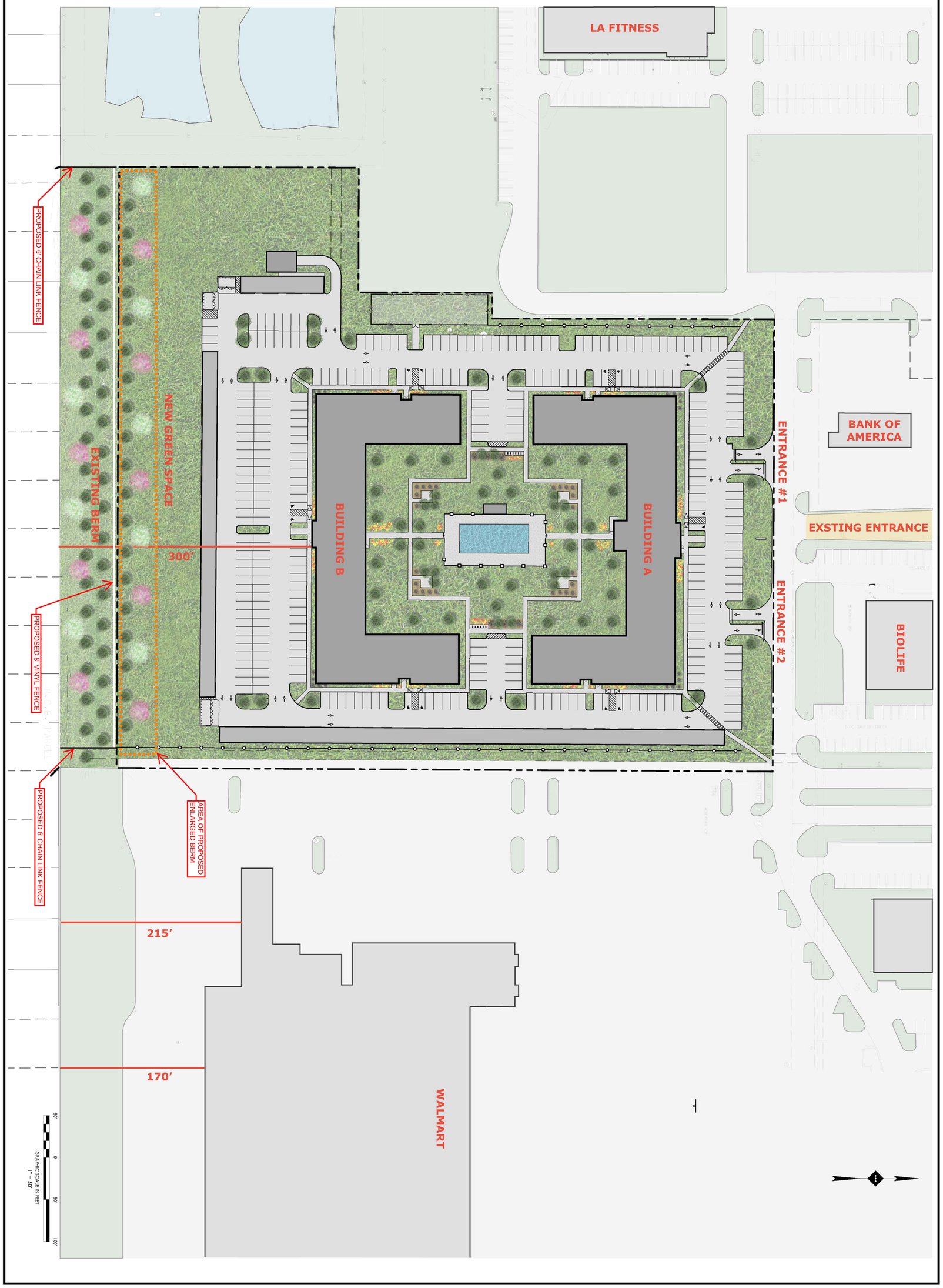
TITLE:

SCALE: 1" = 60'

PROJECT ID: M-19052.01

STONEFIELD engineering & design

V:\M1201\PS-I M1521.01-SCHOSTAK BROTHERS-MIDDLEBELT ROAD AND PLYMOUTH ROAD, LIVONIA, MI\CADD\PLOT-SDP-05-SITE A.DWG



SITE DEVELOPMENT PLANS

schostak BROTHERS & COMPANY

PROPOSED RESIDENTIAL DEVELOPMENT

PARCEL IDS: 137990008008, 137990008001, & 137990004002
11320 MIDDLEBELT ROAD
CITY OF LIVONIA
WAYNE COUNTY, MICHIGAN

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607 Shelby Suite 200, Detroit, MI 48226
Phone 248.247.1115

NOT APPROVED FOR CONSTRUCTION

ISSUE	DATE	BY	DESCRIPTION
1	09/17/2021	MG/MPH	FOR REZONING APPROVAL

DRAWING: C-4

TITLE: PRELIMINARY SITE PLAN RENDERING

SCALE: 1" = 50' | PROJECT ID: M-1521.01

STONEFIELD engineering & design

J. REID COOKSEY, P.E.
LICENSED PROFESSIONAL ENGINEER



PREVIOUS FRONT PERSPECTIVE



REVISED FRONT PERSPECTIVE

PERSPECTIVE VIEW BUILDING A – FROM PLYMOUTH RD



PRESPECTIVE VIEW OF BUILDING B – FROM REAR PARKING

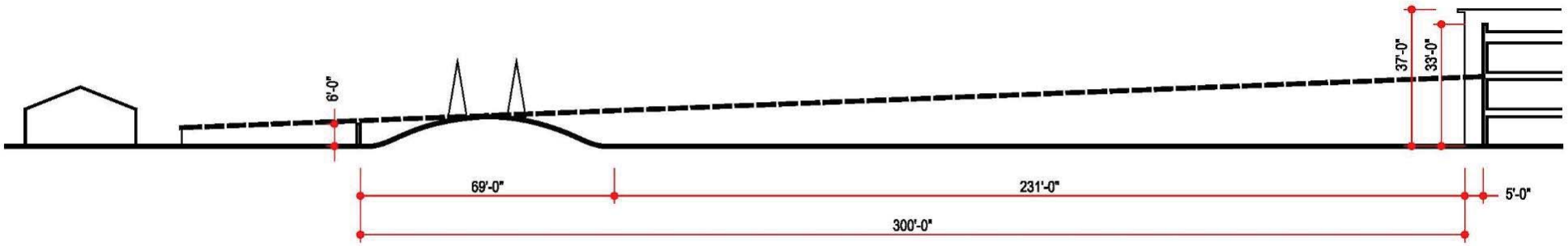
March 7, 2022



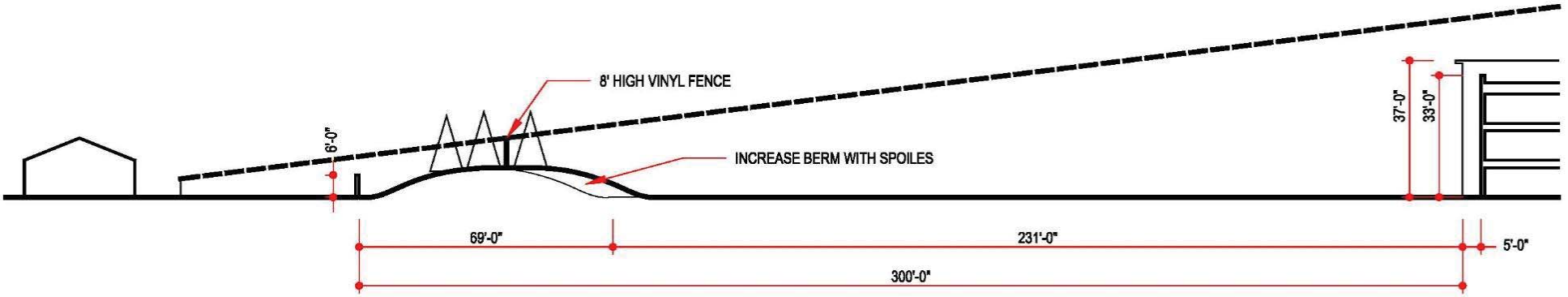


VIEW FROM BACKYARD OF SINGLE-FAMILY HOUSES

March 7, 2022



PREVIOUS LINE OF SIGHT SECTION



REVISED LINE OF SIGHT SECTION

LINE OF SIGHT SECTION





VIEW FROM THIRD FLOOR OF APARTMENTS



COURTYARD VIEW

March 7, 2022



AERIAL VIEW

March 7, 2022



















THE LIV APARTMENTS
LIVONIA, MI

TOWN COURT
WEST BLOOMFIELD, MI

CITY FLATS APARTMENTS
ROCHESTER HILLS, MI

From: Reece, Stephanie
To: Kasprowicz, Sara
Subject: FW: property rezoning by Plymouth and Middlebelt
Date: Tuesday, March 8, 2022 4:28:21 PM

Hi,
This is for you. Not new data from us….???

Stephanie Reece
Program Supervisor
City of Livonia | Planning Department
(734) 466-2288
SReece@livonia.gov

From: Simmons, Jennifer <jsimmons@livonia.gov>
Sent: Tuesday, March 8, 2022 4:17 PM
To: Kaupp, Tara <tkaupp@livonia.gov>; Taormina, Mark <mtaormina@livonia.gov>; Reece, Stephanie <SReece@livonia.gov>
Cc: Mayor Staff <MayorStaff@Livonia.gov>
Subject: FW: property rezoning by Plymouth and Middlebelt

Jennifer Simmons
Constituent Relations Specialist
City of Livonia | Mayor's Office
(734) 466-2204
jsimmons@livonia.gov

From: merle smith <truckinmerle@hotmail.com>
Sent: Tuesday, March 8, 2022 1:03 PM
To: Donovic, Rob <rdonovic@livonia.gov>; Toy, Laura <ltoy@livonia.gov>; cwhite@ci.livonia.mi.us; McIntyre, Kathleen <kmcintyre@livonia.gov>; Morgan, Scott <smorgan@livonia.gov>; Jolly, Jim <jjolly@livonia.gov>; McCullough, Brandon <bmccullough@livonia.gov>; Mayor Maureen Miller Brosnan <mayor@livonia.gov>
Subject: property rezoning by Plymouth and Middlebelt

Good afternoon,

This is in regards to the rezoning at Plymouth and Middlebelt. I took pictures this morning of the trees that are supposed to be the barrier between

Walmart and Target to the residents backing up to the site which is houses on Orangelawn. The illustrations shown during last night's meeting show full blockage of the proposed site plan. I am sure are the same kind of illustrations were used when they wanted to build Walmart and Target back in 2007 , which is 15 years ago. I would like you to look at the pictures sent along with this email and look what 15 years down the road looks like in real time. These trees do not in any way block the view or sound.

During last night's meeting it was stated that dumpster areas would be kept clean. I used to pick up trash dumpsters and they are as a rule not kept clean which is an open invitation for rats, which as you know we already have an abundance of. (Is this another of Schostak's promises that will not be kept?) I invite you to look at any dumpsters in the City to see how (not) clean they are kept.

With all due respect, please consider turning down this rezoning request on March 23 at the Council Meeting.

Thank you for your time.

Merlyn and Judy Smith
30039 Richland









Mayor, Law, S. Kasprowicz,
S. Nash, File

PUBLIC HEARING
DIRECTION

MONDAY, MARCH 7, 2022

PETITION 2020-08-01-06 submitted by Middlebelt Plymouth Venture, L.L.C., pursuant to Section 13.15 of the Livonia Vision 21 Zoning Ordinance, requesting to rezone the parts of the properties at 29707 & 30273 Plymouth Road, located on the south side of Plymouth Road between Middlebelt Road and Milburn Avenue in the Northeast ¼ of Section 35, from C-2 (General Business) to NM2 (Neighborhood Multifamily).

DIRECTION:

1) DENYING
2) APPROVING
3) REFER TO COMMITTEE OF THE WHOLE

THESE ITEMS ARE TO BE PLACED ON THE AGENDA FOR THE REGULAR MEETING OF MARCH 23, 2022

LETTER TO THE LIVONIA CITY COUNCIL

2.

Planning
March 3, 2022

MEETING DATE	PREPARED BY
Regular Meeting of March 23, 2022	Stephanie Reece, Program Supervisor

AGENDA ITEM

REZONING PETITION: Planning Commission, re: Petition 2020-08-01-06 submitted by Middlebelt Plymouth Venture L.L.C., to rezone parts of the properties at 29707 & 30273 Plymouth Road, located on the south side of Plymouth Road between Middlebelt Road and Milburn Avenue in the Northeast ¼ of Section 35, from C-2 (General Business) to NM2 (Neighborhood Multifamily). Public Hearing held on Monday, March 7, 2022.

BACKGROUND

RECOMMENDATION

At the 1,177th Public Hearing and Regular Meeting held by the City Planning Commission on October 19, 2021, the following resolution was unanimously adopted:

#10-53-2021 RESOLVED, That pursuant to a Public Hearing having been held by the City Planning Commission on October 19, 2021, on Petition 2020-08-01-06 submitted by Middlebelt Plymouth Venture, L.L.C, pursuant to Section 13.15 of the Livonia Vision 21 Zoning Ordinance, requesting to rezone parts of the properties at 29707 & 30273 Plymouth Road, located on the south side of Plymouth Road between Middle Belt Road and Milburn Avenue in the Northeast ¼ of Section 35, from C-2 (General Business) to NM2 (Neighborhood Multi-family), the Planning Commission does hereby deny Petition 2021-08-01-06 for the following reasons:

1. That the Petitioner has failed to affirmatively show that the proposed change of zoning to NM2 Multifamily Residential and the intended design and layout of the development as presented to the Planning Commission would be compatible to and in harmony with the surrounding residential neighborhoods.

2. That the design concept as presented by the Petitioner fails to achieve the goals and objectives of the Livonia Vision 21 Master Plan which seeks to create a mixed-use development in which the apartments are integrated within the surrounding commercial land uses.

3. That the plan to construct two (2) very large, three-story apartment buildings, each containing approximately 100 dwelling units, is contrary to the goals and objectives of the Livonia Vision 21 Master Plan which recommends high density residential in buildings that have a residential scale and character by creating smaller buildings close to streets and in smaller blocks to establish a walkable pedestrian environment with better connectivity to the surrounding area.

4. That development of multifamily residential on the subject site pursuant to the standards and guidelines as set forth in Section 5.04, Form-Based Development Option in Commercial Districts, would achieve the desired outcome of creating a mixed-use development that is consistent with the Livonia Vision 21 Master Plan and that integrates multifamily housing with the existing surrounding commercial land uses.

5. That the proposed change of zoning is inconsistent with the established pattern of development in the surrounding area and would adversely alter the character of the neighborhood, and

6. That the proposed zoning and use is contrary to the purposes, goals and objectives of the Zoning Ordinance, which seek to ensure compatibility and appropriateness of uses so as to enhance property values and to create and promote a more favorable environment for neighborhood use and enjoyment.

FURTHER RESOLVED, That notice of the above hearing was given in accordance with the provisions of Section 13.13 and 13.15 of the Livonia Vision 21 Zoning Ordinance.

FISCAL CONSIDERATION

ATTACHMENTS

1. 2020-08-01-06_3rd Revision_E-COUNCIL Pkt
2. NOTICE - REZONE - 2020-08-01-06 Middlebelt Plymouth
3. LTC PH030722
4. PH030722 New Data
5. R032322 New Data - Rezoning at Plymouth and Middlebelt
6. R032322 DIRECTION - REZONE - Middleblet Plymouth
7. PH030722 Petition 2020-08-01-06 Minutes

APPROVED BY



Date: October 26, 2021

Mark Taormina, Planning and Economic Development Director



Date: October 29, 2021

Maureen Miller Brosnan, Mayor

CITY OF LIVONIA
PUBLIC HEARING

Minutes of Meeting Held on Monday, March 7, 2022

A Public Hearing of the Council of the City of Livonia was held at the Livonia City Hall Auditorium on **Monday, March 7, 2022.**

MEMBERS PRESENT: Jim Jolly, President
Laura Toy, Vice President
Rob Donovic
Brandon McCullough
Scott Morgan

MEMBERS ABSENT: Scott Bahr
Kathleen McIntyre

OTHERS PRESENT: Paul Bernier, City Attorney
Mark Taormina, Planning and Economic Dev. Director

Sara Kasprowicz, Recording Secretary

The Public Hearing was called to order at 7:00 p.m. with President Jim Jolly presiding. This item is regarding Petition 2020-08-01-06, Middlebelt Plymouth Ventures, LLC, pursuant to Sections 13.13 and 13.15 of the Livonia Vision 21 Zoning Ordinance, requesting to rezone parts of the properties at 29707 & 30273 Plymouth Road, located on the south side of Plymouth Road between Middlebelt Road and Milburn Avenue in the Northeast ¼ of Section 35, from C-2 (General Business) to NM2 (Neighborhood Multifamily).

This item will move to the Regular Meeting of **March 23, 2022.**

The Public Hearing is now open. There were 32 persons in the audience.

Jolly: We will start the public hearing with a presentation from our City's Planning and Economic Development Director. Then we'll will have any kind of brief remarks from the Developers, in this case, and then I will open it up to the residents to speak and make their comments. Okay. Mr. Taormina.

Taormina: Thank you Mr. President. This is a request to retail property that is part of the Wonderland Village Shopping Center. The land area involved in this request is approximately 10.86 acres it's located between the Walmart Supercenter and LA Fitness. The change would be from C-2, General Business to NM-2, Neighborhood Multifamily. Bordering the property to the south are single family homes that are part of the Bel Air Gardens subdivision. The purpose of the rezoning is to facilitate the future development of an apartment complex that would be called Wonderland Flats. NM-2 zoning does allow for multi-family dwellings and buildings that are not to exceed four stories in height.

The preliminary plans submitted with this application show two, three-story apartment buildings, the two C-shaped buildings would mirror one another, similar to the configuration of Haggerty Square. The site layout includes a central courtyard and a common area that would contain an inground pool as well as other amenities. Each building would have a gross floor area of approximately 100,000 square feet. Together they would contain a total of 200, one and two-bedroom units. Ingress and egress would be from two driveways that would be on the north side of the apartment complex. The main point of access from Plymouth Road would be from the signalized drive that is located across from Tech Center Drive. This road runs between the White Castle and the Biolife. It intersects with a road that runs east and west. Across the shopping center. There are two driveways that would serve the apartment complex and these would be located between that and main entrance drive. Parking is shown around the perimeter of both buildings. The plan shows a total of 422 parking spaces, which is slightly more than the required two spaces per unit. In comparison, Haggerty Square, with the same number of apartments, obtained a variance for 323 parking spaces translated to a ratio of roughly 1.6 spaces per unit. Carports for about 100 of the vehicles are shown along the east, south and a small portion of the west sides of the development. At the south end of the property the site contains an existing screen wall and landscape berm that separates the proposed development from the adjacent single-family homes. The width of the berm measured from the masonry wall to the base of the slope is about 69 feet and from this point, the distance to the closest edge of the parking lot is another 100 feet, and from the parking lot to Building B, is another 131 feet. So altogether, the distance between the adjacent residential properties in the closest point of apartment building D would be about 300 feet. The buildings which span a length of approximately 343 feet would all have flat roofs. All units would be accessible from corridors that are located inside the buildings. There will be a network of interconnected sidewalks that would be provided around both of the buildings as well as the courtyard in the common areas. The Livonia Vision 21 Future Land Use map designates the entire Wonderland complex, including the subject site, as a mixed development center. Mixed development centers are intended to have higher densities and massing, be walkable and pedestrian friendly, and be integrated with, and connected to, surrounding areas and neighborhoods. Attached dwellings and apartments are identified as an appropriate land use within a mixed development center, subject to a maximum density of 20 units per acre. Residential options include attached and upper story units, including townhomes, lofts and apartments. The concept plan for Wonderland Flats reflects an overall density of 17.6 dwelling units per acre, which is slightly less than the maximum density provided on the Master Plan. On October 19, Planning Commission held a public hearing on this item and is requesting denial of the rezoning. With that, Mr. Chairman, I'll be happy to answer any questions.

Jolly: Could you repeat that last part, Mark?

Taormina: The Planning Commission recommends denial based on a public hearing held on October 19.

Jolly: Sounds good. Thank you, sir. We'll go to Council first, does the Council any questions for Mr. Taormina? I see none of this time. The Developer, Schostak, or whatever business entity you're proposing to do this under. If there's anything you'd like to state, at this time, please take the podium, state your name and address for the record.

Schostak: Good evening. Jeffrey Schostak, Schostak Brothers, business address 1700 Laurel Park Place Drive Livonia, Michigan. I'd just like to say a few words. And then I will hand it off to Mark Schovers, our architect on the project, who will run through some more slides. I wanted to give just some kind of background thinking where we're at and how we've come to this place tonight. So, as I'm sure most of you know, maybe not, we've been doing business in Livonia, Schostak Brothers, for 50 years. We've been long term owners and developers in this town. We're not an out of state developer just flying in to do this project. We've been here a long time and we're here to stay. What we're proposing as Mark Taormina just laid out, it fits in the Livonia 21 Vision, what is called for a mixed-use, and this is multifamily apartments. This is what clearly city leaders have wanted to some degree and matching it with Livonia 21 and saying that mixed-use apartment complex is something that this site, this location, is what the city wants. That's what we're bringing today. This is a $30 million development in southeast Livonia. This is a very big project. It's really good for the owner's tax base. It is a low traffic use, it is easier on city services than current zoning would allow under Commercial, big box commercial, and generally less traffic overall from a residential development than any large commercial developments. This is completely privately funded. No tax abatements or incentives or anything of that nature are being requested by the developer. This is a high-end class A market rate, low-rise apartment project. I say that the rents that we are budgeting are anywhere between $1,200 and $1700 a month. These are nice places. This is attractive. This is a good investment for the future of Livonia. This is housing for young professionals, millennials, empty nesters that maybe don't want to live in a home anymore, want the more convenience of a brand-new Class A apartment complex. This will help Livonia grow and keep people in Livonia and bring young people that maybe grow up in Livonia, give them another option rather than acquiring their first home when they're younger. These will be good neighbors for the residents. These are good jobs that these people have to live in these apartments, these are nice apartments are not inexpensive, in fact they are expensive to live in. Additionally, we met with the residents. We heard some of the residents at Planning, we recently met with the residents and we heard you, privacy, that was important. And you'll see in the presentation tonight, we added another layer of trees on the berm making that three layers of trees, more than the zoning requires, and also a fence, and that you will see, there is no line of sight from the third floor apartments into the neighbor's yard. It'll be completely blocked, they won't be able to see anything. And I know that was a concern. And by the way, very

valid concerns, so we took that, and want to address that. You'll see more of that tonight. But then additionally, we're 300 feet away, as Mark pointed out from the closest residence, which is much further than what the current zoning allows. Even the zoning we're trying to get in does not even require you to be 300 feet. So lastly, before I hand it off to our architect, are excited about this. We think this is a really good thing, this a huge investment in southeast Livonia and you know, we really would like to work with everyone to try and get this done. And additionally, we're here and would love to respond to any questions or comments that people have. We're going to be here all night and we're going collect a response. So, I'm going to hand it off to Mark Schovers to kind of walk through the presentation.

Schovers: Good evening. My name is Mark Schovers, Spire Design Group, 115, East Fourth Street, Rochester, Michigan. As Mr. Schostak had mentioned, we have listened to the concerns of the residents we met with them. The main concerns are the security of what's going on there currently and how we can address that. The visibility from the single-family residence to the building and vice versa, the third floor looking at the residence, noise and traffic. As we go through this presentation, I will address those. So, as you can see on this slide, the current zoning versus what we're proposing the C-2 to the NM-2 is Livonia 21, shows that it has this corner, or this development, marked as a mixed-use. This development has everything in it, it's got big box retail, it's got your out lots with restaurants, fitness centers, has everything there. The one thing to make it an actual mixed-use is you got to have people living there. That's what makes it a mixed-use, otherwise, it's just development. So, in order to follow the guidelines of Livonia 21, we're proposing that this be rezone so that we can provide that mixed-use and everyone wants to help those businesses thrive and stay in business. Also in the Livonia 21, there's a section on missing middle. What the missing middle is, this gap from the single-family to your urban developments, and providing those housing opportunities for people that are looking to downsize for young professionals for starter families that don't have money for down payment. That's what this area is missing. It points out that the key areas that you should be focusing on is commercial corridors and mixed-use centers. That's Wonderland Village, both of those. As Jeff had mentioned, the rent. These are very high rent, $1200 to $1600. This information is from a marketing study. This isn't just us, winging it and saying this is what we think we can get. All this information on here. It's from a marketing study, giving us what the rents are, and also telling us what the target markets are. And those are the young professionals, empty nesters, starter families and people looking to downsize. All these people don't want the maintenance of the yard, or they don't have money for a down payment and they don't want the hassle of property taxes. This solves that issue. It gives them a great place to live in a class A living. These are nice units. There are quartz countertops, the doors have Ring Doorbells, they every appliance, they have heat pumps, which are more energy efficient than your traditional gas furnaces.

Then also for the common spaces, we have things that modern apartment buildings have there's packaged rooms, there's mail rooms, fitness rooms, there's common space for people to hang out. There's a pool, there's carports and you can walk to the retail developments. So, everything that you're seeing in here is high end, it's not the 80's style where you walk up to your unit. These are essential corridors it gives a high end feel everyone's private, everything's secure. The building itself is fobbed, so only residents can get in. You don't have people that can just randomly walk in. So, it's all monitored their security cameras around the site, the security cameras in the building, there's on site management, leasing, maintenance, they're accessed 24/7 Everything is monitored and tracked, and we know what's going on in this development. So, this is from the Livonia 21 showing that the population increase is in the age group 20 to 29 and 60 to 69. So that's your young professionals getting out of college with a good job, don't have money for a house or a starter family. Then you also have the people whose kids have graduated from college or moved out of the house, and they don't need their house anymore and they want to spend the winters in Florida or something along those lines, they want to downsize and make life easier themselves. The lower graph shows that Livonia is outpacing Wayne County, and the state of Michigan in your professional jobs. That's the people we're targeting. We're targeting these professional people with good jobs that can pay the rents. Here's an aerial. So, you're seeing the retail, the big box, it's a horizontal mixed use. It's not a vertical mixed, it's a horizontal. So, you've got to walk, you got to get your exercise, but this is the missing component to create that mixed-use, putting the residential in the middle of this commercial district.

Jolly: If I can jump in here for a second. I think I can probably speak for all of us up here. We know the Livonia Vision 21, we spent multiple years dealing with it, you want to get to the part where you talk about the architectural renderings or what you're going to do with the site specifically?

Schovers: Yes, that's next slide. This is just giving a quick snapshot of the current zoning versus what we're proposing. Some of the current zoning C-2, if we were to build a retail building, we could be about 103 and a half feet from the single family property line, where we're proposing 300 feet, so we're moving all that action, all the noise of semi deliveries, all that stuff, because we don't have semi deliveries, we don't have any noise, we just got cars. So, all that moves away.

This is a snapshot of where we started years ago, when there were multiple buildings. This was 130 feet from the property line. So now we're two and a half times that away from that property line. We're moving everyone away from the single-family residence for noise, for security, visibility. So, as Jeff had mentioned, this is after the Planning Commission meeting with the residents. This is how we addressed a lot of those concerns. So, we have three rows of trees, two rows are on the single-family side, we have an eight-foot solid vinyl fence to block any visibility through it and a third row of trees on the multifamily side. We're also proposing to add some flowering trees to

add some variety so there’s not just an Evergreen wall. So, that eight-foot wall blocks all visibility, which we'll show you in a minute. We're also proposing to cap the ends of that with a chain link fence so no one can get on the south side of that vinyl fence to where they can look into the neighbor's backyard. So, we're securing our site, preventing anyone from that visibility or being able to look at the single family.

The bottom slide came out of the meeting with the residents to where they wanted some kind of a division from the multifamily to the commercial. So, we don't want to visual obstruction here. We just want to give the imitation of some division. So, it's a lower aluminum fence with some plantings that kind of create this division of when you cross on the other side here, you're in the multifamily portion of the mixed-use development.

This is the southern face of the southern building. So, this is facing the single family. So, one thing we did hear from the meetings of the rapid response in the study session was they wanted balconies. We held the balconies off of here so that no one was out there to give the privacy to the single family. We do still have the door walls and they have a Juliet as a railing to prevent people from falling, but you don't have people being able to go out there and talk on the phone and create noise and security for the residents.

So, this is the revised view from the rear yard. Looking at the multifamily, so the top is what we had before. The lower one is with the ornamental trees, the two ever grow trees, the eight-foot vinyl fence. So, as you can see, there is no visibility can't see the building with this addition.

Here's a side section of what we were proposing before where you could see your the line of sight was hitting about the third floor plate for now with that vinyl fence and the extra row trees were well above the building. So, there's no visibility in the building from the rear yards.

This is a view from the third floor again, with that extra row of trees and the fence. We're not seeing that first row of houses back there, there's no visibility. They get the privacy. They can't see us, we can't see them. It’s a two-way street.

Here's a view of the courtyard showing that it is a high-class development. You do have areas where you can go out there and read books and hang out. There's the inground pool, bike racks. There are activities for people to do that are in the courtyard and not by the residents.

Here's an aerial showing the whole development and the landscape buffer between the multifamily and the single family. As you can see, everything is pulled to the north. So, all the residents in the multifamily are to the north and they're hanging out in the courtyard.

This is a precedent study of recent, horizontal mixed-use developments with multifamily. These are all in Metro Detroit, same concept they don't have any retail and mixed-use in them, but you got to walk to them. That's how nowadays that's how we're getting these mixed-use developments is when you're not in front and you're not on the main road like Plymouth Road, you can't do the vertical mixed-use, you got to do the horizontal mixed-use make the project successful. Do you guys have any questions, we're more than willing to answer them.

Jolly: Any questions? Mr. Morgan.

Morgan: As far as access to this community is it, do they have a key fob or something to get in there, is their access controlled from the main to the parking lot and so on, so people can't just hang out in that parking lot?

Schovers: Correct? Well, the building is a key fob. The entry into the parking lot, that's something to discuss whether we provide gates or not. The building itself is fobbed. The leasing office is open during business hours for someone to walk in and sign a lease. but all the perimeter doors are fobbed and locked. 24/7.

Jolly: Mr. Donovic.

Donovic: Thank you, Mr. Chair. In its current state, if it we went with a typical big box store, which is what this is zoned for, in that, if we kept it that style, it would only be 103 feet from the berm, is that you said?

Schovers: 103 feet from the south side of the berm, at the property line of the single family.

Donovic: That's where portions of the Walmart and Target, they currently fluctuate. I know the building kind of zigzags around the back, but it's about 103 feet regardless.

Schovers: They're like Walmart, I believe is one 125 feet.

Donovic: Okay, and now if this should pass, it would be 300 feet from the back of the building?

Schovers: Correct?

Donovic: Okay. Thank you.

Jolly: Ms. Toy.

Toy: Thank you, Mr. President, just a few questions. I didn't think I heard you about traffic and all. We're getting some new developments over in that corner, as you're probably aware of Chick-fil-A, etc. I also didn't hear if there's any police reports you're bringing forward or fire reports for that area that we could look

at as well. Or maybe we need to request that, I don't know. As we look at these mixed-uses, now, when we do them in different neighborhoods, if you will, that abut commercial, I think it's important that we begin to look at traffic, things like police and fire services that we provide, because this adds extra strain on some of those services our city provides. You have a site, maybe you don't, but Mr. Schostak does at Seven and Farmington, that has been very vacant for many years now and we want to see what, in the future here, what we're going to see there. As we look at another development, this Council has responsibility of all these sites in the city. As we look at this mixed-use, it begs of a lot of questions that come up, particularly when it comes to the taxpayer that has to not endure some of the kinds of things you're referring to, while they're young professionals, whether they're older folks, it still changes that area. So, I'd appreciate any help on those kinds of things that you could give sir or that the team could, I'd appreciate that, thank you.

Schovers: Sure. So as far as traffic, the nice thing about multifamily is that it's slow out and slow in, if people are going to work from six in the morning to nine in the morning, and then they're coming back, they might be stopping in groceries on the way home, for picking their kids up from daycare, stuff like that. So, it's not like retail to where someone gets out of work and everyone at five o'clock is going to that retail deal, going to Target or Walmart, those are your extremely high intense traffic volumes. This is people going in and out, and they're living their life and everyone starts working at different times and comes home at different times. So, it's a very minimal traffic, if any, traffic.

Jolly: Okay, with all due respect to everybody here, you're the residents, we're here for you to speak tonight, but not to interrupt other people. So, I'm going to ask you very politely to not do that and show some respect, I'm going to ask the same of them, as I am of you. Okay, thank you very much.

Schovers: On regards to this site, on Plymouth Road, there is a traffic light. So, you don't have the issue of people trying to make a fast left hand turn out. We have ways to regulate the traffic and get the traffic to move, but with it being slower in and slower out, it's a very minimal effect. As far as the police and stuff and issues like that, one thing to keep in mind about the issues that are happening there, is that it's a dark area. So, when you have people that to just hang out and get off the grid or whatever, they're going to go to a dark area. As soon as you have people living there and they're and it's lit up around the building, those issues go away. You have people watching them. The people that are here, if they see something funny going on, they're going to call the manager and say, hey, something is going on in the parking lot, and the manager is going to address it. Having the 300 set of eyes, looking out the windows and monitoring, the activity around the building is a huge benefit to mitigating crime or people just hanging out.

Toy: So does that mean you are going to provide security then, if we find that that area has been troubled, perhaps by some of those kinds of reports of various

things, even though it identifies with commercial, but you're mixing residential now in with commercial and you know, and as we know, so the sensitivity of that, I got to be cognizant of as I as I take the vote. That's what I need to hear from you, where you're going to alleviate some of that, as I think Councilman Morgan asked, are you going to secure that parking lot? You got a lot of truck traffic over there, I mean, I pulled up to a red light and got rear-ended by a bus. I'm not saying it's your problem, I'm just say there is a lot of traffic there.

Schovers: Yeah, so like I was saying, there's cameras around the building monitoring the parking lot. There's the on-site managers, there's these measures that we're taking to make sure that we're addressing the security issues. Now, I guess if there's a phase goes on, and it's bad. I mean, it's in their interest to protect the development. So, if there's a crime, people aren't going to live there, they're going to address that with the on-site security.

Toy: Thank you. Thank you very much. Thank you, Mr. Chair.

Jolly: We'll go to Mr. McCullough.

McCullough: Thank you. Through the Chair to the Petitioner. A couple of quick questions, the slide with trees showing, different vertical views. Now, the question I would have is obviously, during construction phase, I assume that these trees are not going to be full grown. What can those residents expect? Is that line-of-sight post construction after C of O or is this after many years of growth?

Schovers: Well, the first row of trees are already in place. So, we're proposing the second and third row of trees. And as shown in that rendering, those are trees that come ten to twelve foot high. We're spending extra money to get taller trees. We're not putting in six-foot-high trees. That's very realistic at installation, what you would see.

McCullough: Okay. The other question I had were before we move on to the residents. You know, Vision 21 focuses on harmony and creating harmony in the existing surrounding areas. I know you've spoke a lot about it, but you've got a Walmart, you got a Target, where seem to be a destination, people are traveling or parking or going in there. With a Chili's, that's pretty much on the side closest to Middlebelt and Plymouth, how do you, in your words, what do you see as the connectivity to the surrounding areas? As someone would be renting here, I just see, you've got a plasma center in front, you got Bank of America, White Castle and LA Fitness. It's kind of tough to kind of carve everything out. So, I'm just trying to figure out how does that fit into the walkability and the pedestrian use? Right now, I mean, after you travel that site, I have huge concerns of wanting to walk across those roads to get to any of the retail without any wayfinding signs and more safety measures.

Schovers: Sure, so, obviously, the east west go to Walmart and Target, that one's easy. To your concern about going out to the out lots, there is a sidewalk by the plasma center that I believe takes you to the north, so you can get to the

Chili's, you can get to the Noodle & Company. It is a development where you can walk. Obviously, if you're living there, you know, the path to take. It doesn't benefit from necessarily this treed boulevard, but there is ways for you to go to the out lots, to the Chili's and other outbuildings and also in a Walmart and Target. So, it is it is a horizontal excuse.

Jolly: Okay, so I'm going to jump in here and give you my comments real quick, and I know a couple of my colleagues here have some comments as well. To be frank with you, I don't like the last answer that you provided. We have one site here that I believe is owned by one entity, the commercial and this potential residential. If we're going to look at this as a multi-use development, there needs to be connectivity. Walking through a parking lot, knowing that, it's not appropriate. To me, that's not multi-use. So, I would like to see some sort of connectivity, number one. Number two, I understand that people would have to access the site to potentially rent an apartment there during business hours, because this is enclosed and set back the way that it has been proposed at this point, I would want there to be some sort of fob entry to the parking lot in off-business hours. Whether that's after six o'clock, some morning opening, there needs to be some sort of element like that if we're going to look at doing this from my perspective anyways. I think if you look at the development on Haggerty Road that is very similar to this, they do have something like that in place. I think it's a nice feature.

In my last comment here question, Mr. Schostak indicated during his presentation that there would be no tax assistance in any way sought, right.? I like to hear that. Are you giving us your word because I can say that, not because I don't trust you, but because we've had people give us pie in the sky ideas for developing sites, and they come back a year later, and they ask for some sort of tax abatement? So, I would want that in writing as well. For my last comments, for everybody in the room here, just to know the procedure. For what we're looking at, what is being proposed before us, at this point in time, is a request to change the zoning. The City of Livonia, this Council, has a long tradition where a request for the zoning change requires multiple steps. You've been to many of them yourselves, at this point. Along the way, there is a first reading for a zoning change that typically happens. We normally hold up the second reading, which would hold up the vote after a second reading until we have a site plan that we also know exactly what the buildings are going to be. Okay? So, at this point, even though they're talking about what the building is going to look like, what their plans are for the building and all that kind of stuff, the only thing that's actually on the table at this point in time is the zoning change. Okay, so it would not be uncommon at all, for us to go to the meeting on March 23rd and have somebody provide a first reading for the zoning change. No second meeting would happen, and nothing would proceed beyond that before we have a site plan that we reviewed, and we would normally be voting on the site plan and the second read on the zoning change all at the same time. Okay, just FYI.

I think Mr. Donovic has a couple more comments or questions, then Mr. Morgan, and then we'll go to the audience. Okay.

Donovic: Thank you, Mr. President. So, this project reminds me a lot of the Liv apartments, it's very similar in the way it's designed and in the walkability. I mean, it's next door to Costco, Bahama Breeze, Donut Bar, Tropical Smoothie, Starbucks, Chick-fil-A, the AMC movie theater. I mean, this is essentially what the City Council approved a few years ago for the Liv apartments, identical to what this proposal looks like. I do see the similarities there and the precedent there. The couple questions I had were to Councilwoman Laura Toy's point on traffic. Traffic is a very important thing. In one sense, I'm thankful that there's investment, I live in the neighborhood. I'm thankful there's investment in the southeastern corridor of Livonia. I don't want vacant buildings. I don't want vacant lots. I don't want another big box store. If you guys wanted, you could install another building the big box store and that might be vacant 10 or 15 years with the trends in online shopping. I'm trying to keep an open mindset here, but that's not what I want and my fear is that if this project doesn't pass, then you're just going to build another big box store, find a tenant, they're going to be there for 10, 15, 20 years maybe, if that, and be vacant, and we'll be looking at another large vacant store like we have at Seven and Farmington. So, with traffic, when you talk about traffic trends, I'm not an expert in traffic trends, would you say that there's going to be more traffic with a big box store? When you look at Walmart and Meijer or Target etc., when they're full all day long cars are coming and going nonstop. Whereas, I would assume, residential multifamily, again, to your point, you kind of touched on a little bit, but I'm still trying to wrap my head around how those traffic flows work. You're going to have 200 units, so let's just say there's 250 to 300 people with guests, visitors and vehicles in the parking lot. Could you say that there's less cars with this than opposed to a Meijer, Walmart, Target when there's maybe 500 cars, do you have any evidence supporting that?

Schovers: Sure, not in front of me, but you are correct. If you look at that aerial, just the mass size of the parking lot is bigger than the Walmart. They are planning on, I don't know how many parking spots they got there, 550, 600 spots where we only need 380. We're a much smaller amount, and our traffic is in and out slower. They're getting these mad rushes of people coming in, at five o'clock, or when they open, you know, people kind of grab stuff on the way to work. So, you're getting these mad rushes. And yeah, the retail is a lot more intensive on parking.

Donovic: Thank you.

Jolly: Mr. Morgan.

Morgan: Thank you, Mr. Chair. I have a few questions here. First of all, since I'm not really 100% sure who owns the Walmart area, is that Schostak?

Schostak: Walmart owns their building and lot. We sold that to them, and they put their store there. Walmart and Target own their own properties. We own all the surrounding.

Morgan: Okay, so you wouldn't be able to control any of the semi traffic that comes in there, because a lot of the complaints of the citizens, when I was a Policeman and even currently, the semi-trucks come in there and it would be between Walmart and the project that you're looking at right now. They idle there, and they sit there all night. We had major issues, rattling off the citizens house, which could be 300 feet away. I know that's not your problem, but it's something that is a concern. It has been voiced to me by the citizens. They've had these issues and we tried our best to enforce it. We've even threatened to sue Walmart several times to make this go away, but it's an ongoing problem. Any suggestions?

Schostak: Absolutely. Yeah, we know that's an issue and we put up different blockings to try to stop that. I think it's reduced itself because we've heard that they've been parking other places, but probably not exclusively. Quite frankly, this development stops that because there's nowhere for them to go. Right now, there's 10 plus acres of vacant land that they take advantage of, and they go idle and park there. We can't control their loss, per se. We do have a reciprocal access agreement with Walmart and Target that we obviously all abide to. The biggest thing is there's this tenant 10 plus acres of vacant land that will now be gone, and it just won't be an option for it. That is an advantage just kind of pointed out earlier is that once you have, land is vacant, it encourages that behavior, so to speak, where now its developed people live in there, there's going to be no ability for the semi drivers to park and idle over there.

Morgan: Secondly, the berm that's in the back and proposing a fence and the three rows of trees, who is going to maintain that?

Schovers: It would be part of our development maintains that berm back there.

Morgan: Okay. So, the maintenance, that's connected with those apartments or condominiums, or whatever you want to call them is going to be maintained by the maintenance department?

Schovers: Correct.

Morgan: Okay.

Jolly: All right. I'm going to thank everybody who's spoken so far. As one of you, all of you, whoever will be responding to note any questions from the residents, we're going to listen to the residents speak, and I'll ask you to come back up and address the questions that have been presented to them. In terms of the residents, as I indicated earlier, this is your opportunity to speak at this public hearing. I presume many of you would like to speak, I would ask you to line

up or move this area over here. You are limited to three minutes for your comments. And we'll go directly one to one. I asked you to direct any kind of comments to me as the Chair not to the Petitioner or anybody else. They'll note the questions, and we'll circle back, okay? All set, sir? Good evening, please state your name for the record.

Weldon: Hello, my name is Steven Weldon. I'm a 29912 Orangelawn Street, right behind the area where this project is supposed to be committed here. First off, the Vision Livonia 21 plan does not incorporate or anticipate this kind of project. When you talk about vertical, it's it was supposed to be more where all the businesses and the living residences would be horizontal, I'm sorry, vertical versus horizontal. That way you would attract those businesspeople to come into that area. There's no dog park, as you had mentioned before, walking safely across this big busy business complex to retail, there's a lot of potential for accidents, people getting hurt, then if you have, again, with a parking lot situation. This is kind of a fantasy that we're just going to attract high end professionals to this area. This is a low-income area. It's not like over there in the Laurel Park area. They're attracted to areas like that. You can't do this in this area that's not geared that way. You've got lots of traffic, both on Plymouth and Middlebelt. You're going to add another potentially 200 to 300 or more vehicles from the apartment complexes. They're not just going to walk across to the Target or the little pod stores. They're going to drive their cars. They want to be protected from the rain and other things too. They're not going to walk across that, it's going to be very difficult for them trying to dodge cars and those cars aren't paying attention as their driving along. Then you're also talking what has been promised to us by Schostak before. The berm has not been maintained. We get weeds growing all the time up through there. I have to call, others have to call to try and get that maintained. We get waves that are over 15 inches high. As far as people, I've seen it before, when they put the movie theater back behind the complex where we live, that was told that it would only be too long about 10 o'clock at night while they were going on until two in the morning. As far as cracking the snowbirds, and then the young professionals coming, no, you're going to get young kids that need to share their rent. You'll have four or five individuals in one apartment complex sharing that rent. That means more cars. That means more noise. Those type of individuals, they don't care. They don't pay property taxes. They don't have to maintain anything. They'll come out and they'll sit around their cars they'll work on their cars. They'll play their boom boxes. I've been in many places like that and it's very frustrating when you have that kind of noise because it will travel over the berms and the walls. The other aspects, as you mentioned, with the traffic, we've already got way too much traffic through there just on the streets alone and then coming in and out of the retail area. You're going to put an ad hoc?

Jolly: I'm going to have to stop you there. Can we have the next resident? Please identify yourself, name and address.

Grad: Hi, Jeff Grad 11325 Blackburn Street. Thanks for letting me talk. I think you guys made some great points today. I just want to get back to the point of, focusing on the fact that this is a rezoning request. I think we're getting a lot of details of little things here there, how this compares to the development on Haggerty. The whole point of Livonia Vision 21 was to have mixed-use development. This is not a mixed-use development. Throwing an apartment building in between a Walmart a liquor store, a plasma center and a Target is about as far as you can get from a sustainable and an asset, multi-use development in the city as you could possibly get. I can't think of a worse spot in the city to potentially put this, to be perfectly honest. I mean, I literally thought I can't think of a worse place to put this. I think their lack of vision and lack of effort, that Schostak team shows you a couple things. I probably could have put a better, I'm not trying to be rude, but I could have put a better presentation together myself in a week. The whole thing about who they're trying to attract, you know. I was a young professional relatively recently. I'm older now, but, you know, this would be the last place that I'd want to live, again, between a liquor store, a plasma center, a Walmart and Target where there's already sometimes cars and homeless people living in that parking lot. It just doesn't make any sense. You know, when I look at multifamily housing, when I think of multi-use, I think of townhomes with coffee shops that you guys know, you know, other cities that you can look at and see what the residents will own and you truly want and this is not it. My parents live in Livonia. I lived here my whole life. I have a business in Livonia. I still live here, and my parents are looking to downsize. I brought this up to them and they said, this would be the last place that I would want to live if I was looking for an apartment. So, just my thoughts. I know I've said this before, but it just seems like down to issue, this is a rezoning request and I feel like there has to be a very good reason to rezone something. This isn't a request for an apartment building up in a place that's already zoned for this. It's a complete change, and it just doesn't have substance. So, thank you.

Jolly: Thank you sir. Please identify yourself sir.

Shimshock: Peter Shimshock, 9950 Oporto. I agree with the Planning Commission, I think this should stay as General Business. Several months ago, I found a dead rat in the middle of my driveway. Currently, Walmart, Target, the restaurants, they all have people hired to maintain the garbage bins, and they do a good job. Yet we still have issues and other people do in the neighborhood. Not terrible, but we still have issues. Livonia doesn't support residents for rodent problems. It's up to the residents now. So, you probably wouldn't have a record of how many complaints there are with issues like this. I think adding a apartment complex now, that would add 20, 30 more dumpsters without one person in charge, but multi-families in charge of making sure that dumpster is handled correctly and hits the dumpster. I think actually, this kind of apartment complex would be like ringing the dinner bell for more rats and more problems. It doesn't take much to start the issue. but if you add a box store or something else in there, you're adding something that's managed by an employee, not 200 separate families. I think this is not

something you want to put in the middle of the residential area. I don't agree. I'm sorry. I don't agree that you should make a decision now on something changing zoning, based on what could happen if another big box store comes in 20 years from now. I think on the northeast side of Plymouth and Middlebelt, they're rebuilding it completely. They tore down what was there and they're making it all new again. All of this can be done in the future, but for now, with the situation now, residents on their own with rodent issues, and I understand you don't help, but it's not going to get any better by adding 20 or 50 more dumpsters with 200 families added to it, not managed by one person. Also, the commercial areas empty the dumpsters as needed. I'm sure there'd be a schedule with any kind of apartment building is the ones I looked at, it's one dumpster for 12 units. So, if you have 200 units, that's a lot of dumpsters emptied once a week, full or empty. Thank you for your time.

Jolly Thank you, sir. A little bit less obnoxious ringtone here. Good evening, ma'am. Please state your name.

Sullivan: My name is Jeanne Sullivan. I live at 29944 Orangelawn, which is directly behind the area that we're talking about. I have a great many concerns about this, but the last few people that were up here have covered just about everything that I wanted to say, other than Livonia zoning ordinances say that the idea behind their zoning is grouping residential, commercial, so now we have all these buildings, the same site, the same architecture so that everything looks copesetic, right. Also, to protect the residents from unnecessary noise and disruption and to preserve the ideals and character of the surrounding neighborhoods. We're not so sure this is going to be a good idea for our surrounding neighborhoods. I'm a little bit concerned about them closing off the berm. Our berm has never been well maintained. We were promised two rows of trees, never got. One neighbor had to call the city last year 34 times to ask them to come the grass, put in the sprinklers so the grass grows. Sprinklers went in, they never got turned on, only when it was their last-minute idea. I know you're big on wanting a new Senior Center, awesome. And I know that the mayor wants more walking and more biking. I don't think this is going to increase any of our walking. I worry more about if you put children in a multifamily. Everywhere those kids would exit the parking lot, no matter which direction they go, it's a parking lot. If they see the berm, they're kids, they're going to walk climb up on the berm. I don't care if there's a fence there or not. They're going to want to climb up there. It would be look here, look here. Then it's, let's see how far we can throw. It happens, because it happened before they raised our wall. People were always coming by, tossing things in our yard, tossing things to the animals. It’s just, it's what we live with, but yes, we chose to live behind the mall in the first place. I actually moved there. I liked the idea of that brick wall behind my yard. I never worried about my children. They could go outside. I didn't worry about anybody snatching my pets. It was more of a security. I think a lot of that security is going to go right out the window. We understand that this is their property. They bought the property. They need to use the property. We understand that. I would want to use it too, if it was my property, but they knew it was a

commercial zoned property when they bought it. Now commercial areas are going down, residential areas are going up. This doesn't seem to be a reason for the city to bend over and rezone this property. I know it would be beneficial to them, not so much for us, with all the commercial areas.

Jolly: I need to stop you, ma'am.

Sullivan: Oh, my buzzer. I'm not going to have any question and answers.

Jolly: No, that's not the purpose of this meeting. I asked him to take note of any questions that were relayed and to address them afterwards, but this is not a question answer session. All right.

Sullivan: Thank you. Aren't you glad I didn't read all of this?

Jolly: We'll take the next resident please. Good evening, please identify yourself.

Lupu: Good evening. Cheryl Lupu, 29864 Orangelawn. I've been there for many of years, and I agree with all comments and everything else that has been said. I've called the police numerous times because of the idling trucks. When they say there's a fence, there's a gate going up to this property also. There was supposed to be a gate for these trucks now to be able to go back and forth with certain times, in fact, that has never been used since it's been put in, I believe. That's really a main concern. My other concerns are the garbage and the rats. I caught the brother of the other guy because it was as big as the shovel. I know we're infested with them, but I just think of all the ones that are going to come joining and I think we have enough already. This isn't a good feel at all. I'm sure and I hope you guys will agree, because it's not in your backyard or in your backyard, so that's all I have to say, thank you.

Jolly: Thank you ma'am. Good evening, sir, please identify yourself.

Smith: Good evening, Merlyn Smith, 30039 Richland. Council, Schostak, let me start by saying, this rezoning, that's what we're after. First off, I appreciate Schostak trying to meet with the residents two weeks before this meeting. I asked around and residents are still pretty mad. Promises were made when Walmart and Target came in. Rows of trees were never put in and stuff like that, but that's not about the rezoning, but the promises that were made and not kept. They already mentioned that about its commercial. They bought it commercial, and you just don't stick a residential in the middle of commercial. I don't know of any place that does that and it just don't belong. I lost track, nervous, you know, not a public speaker, I still got two minutes or less than that now, can I sing?

Jolly: If you do, I'm going to leave.

Smith: I appreciate your time and the thought is gone. I would recommend and consider you guy's vote for no rezoning. And I asked you, please and thank you.

Jolly: Thank you, sir. Good evening, ma'am.

Kowaleski: Good evening, Victoria Kowaleski, 29960 Orangelawn, directly behind the proposed project. I know that this is about zoning. First, I want to ask at the beginning, I thought I heard somebody say four floors.

Jolly: Ma'am, you can't direct your comments to them. It just works better if you just give me your anger, I mean not you, in particular.

Kowaleski: Four floors, because initially this was supposed to be three floors, am I wrong? Did I hear?

Jolly: I think the proposal currently is three.

Kowaleski: Okay. Thank you. All right. Real quick. A good and decent citizenry is the backbone of any city. The citizenry needs to know that their elected officials will stand up for their privacy, safety, and comfort. Correct me if I'm wrong, isn't this developer the largest business property owner in the city of Livonia? If this is correct, this developer owns other parcels to be in our city that will be much more suitable for this project. Here's where I say, hey, go. I heard somebody say that this project will help the nearby businesses survive. That's not what we're supposed to be doing here. We're supposed to be protecting people's property rights. Let me just get to it. In all fairness, I consider, it more suggested that the neighbors should come up with ideas for the parcel, maybe give the developer other options and ideas. He doesn't want our ideas. Okay. I want to know, I heard somebody say that the developer met with people. I was never met with. I was never notified about a meeting. I don't know what happened two weeks ago, but somehow, I was left out of the loop, which I think is a little unfair. My opinion, in this moment, is please do not okay this zoning change. Whenever you reschedule a meeting for me to speak some more, I will absolutely be here to speak, because this is my property. I'm here to protect it and you people are supposed to help me protect it also. Thank you so very much. Have a blessed night and God bless us all.

Jolly: Thank you., any other residents like to speak, at this time? Good evening, sir, your name, please.

Schmidt: My name is Bill Schmidt, 29688 Macintyre. I'm in the neighborhood. I'm opposed to the zoning change. We don't have any large apartment complexes, even within miles of this area. There's nothing like it. We have single family homes, not huge rental complexes. That's just the truth. This is a complete anomaly in the area. That's it. Deny the zoning request. Thank you.

Jolly: Anybody else, last call. Anybody else would like to speak, please get on deck.

Vowell: Hello, my name is Martin Vowell. I live at 29720 Orangelawn. I'm directly behind Walmart's loading dock. So, I know a lot about trucks and a lot of things. As a young lady said, this isn't a question answer, I just happen to have a lot more questions than anything else. I obviously do not want to see this go forward, but as the one young lady said, because I know he said that he was four story about looks like the site planning thing showed three stories. So, I guess what I heard and what I think.

Jolly: It's currently three floors.

Vowell: Okay. I know before I was in on a thing when they started to build because Walmart's directly behind my house. In fact, the loading dock is behind my house. So, I know when winter comes, and I don't say anything, I know they leave their trucks running there, because it's a diesel truck and it's wintertime and it's Christmas. So, I understand, not that it makes me happy, but because I live right there, so I smell it, I hear it, everything. Just out of curiosity, on lighting, also I have that, because they have a dock light there, which a lot of times shines right in my backyard, if the screen is knocked off from the wind. I've gone over there to talk to them. It's taken them a while I understand how they get a lift up there and fix it. I know when they're building Walmart, there were height restrictions and it seemed like they had a lot going on with that because just like signage, I don't know if they changed that but before, he couldn't put a sign if it was too tall in Livonia. They want everything small, low, whatever. So now, all of a sudden, they want to build this three-story thing right behind our homes. It's kind of weird to me. I'm just curious, as far as with the rats, is this place going to be pet friendly, because obviously they might be taking, who knows, their pets to the berm, if nothing will get picked up, and you know what's going to happen with the rats. It's like, oh, free lunch. So those are my concerns because I lived there. I've seen the rats. I trapped them myself. So, that's kind of what I have, more of my things that are more questions because I don't know what's going to happen. That's basically my reason to say I would not like to see that happen, only because the problems I can see that will we're going to have to face further down the road. So, that's my spiel. I thank you very much. Take care.

Jolly: Thank you sir. Anyone else?

Weldon: I'd like to say one more question.

Jolly: Unfortunately, sir, you cannot you exceeded, you reached your time. Thank you. That's the meeting, we got to run the meeting per the rules.

Polewski Hi, my name is Dan Polewski, I live at 28500 Cleveland. I'm super nervous but I'm going to say what I think. I get you guys want to make money. Okay. Well also when we're talking about traffic, you're going to bring at least 100 or more cars. Traffic, this is already crazy, I'm a truck driver. I deliver

residentials. I deliver to residential apartments like this building. There was already one, Middlebelt and Plymouth. You should go there sometime during summertime, see what happens to those balconies, what these guys are doing. Okay, if you're not going to have security and those buildings, gated security. Anybody can come up there. Anybody could sit downplay music, and you're going to bring young guys or college students. They are what, six months and hey, I don't like this place. I'm out. They're not families, you know reasonable tenant will want to live in a high traffic area. Okay. I just moved here two years ago from Hamtramck and Hamtramck went from beautiful to, you should see it now, it's not beautiful. Okay? What else want to say? Oh, if the market goes down okay, I get, it was $1200, $1500 right now, but if their rents are going to go down, that means we're going to lower, because you have to keep people in there, right? So, now lower to $800, $700. Then you're going to bring people that make less money and then who's going to come in there, not good people. Not good people, I'm telling you. I don't know, something better than this, yes? Honestly, garbage, traffic, security wise, I mean studies nope. Police, show me the numbers. I cover from Dearborn to all the way to Chesterfield anywhere I see I go to apartments, there's nothing good about apartments. There's no, people live there for a minute, as soon as they see the bad stuff happening, they start moving out. They don't care. They don't have to stay. Then guess what, I just bought a house. I don't want to live in this property only for 10, 20 years. I want to raise a, I got a kid on the way. My wife is 8 weeks pregnant. There's no privacy on three story building. There's no privacy. There are no trees because city ordinance is what 10 to 20 feet, I don't know, but it's not going to cover and you got these developments, so these people are not going to have any privacy any quiet peace and as soon as summer comes, traffic in and out, crazy already. Today, I went to Walmart to buy some stuff. In and out it's like a race. Those people don't care, you're coming out. Who you got coming into those stores? Walmart, Target, all of Redford, all the restaurants. How many folks you got from Redford coming in? It's not Livonia people. Those people don't care. They want to make money. They don't care. To me, I don't know why punish those people. Why punish us? We want to live in a decent city. We don't want what's going on. Go and look at Redford apartments, see what is going on. How many calls do you got? So much stuff is going on. Maybe senior houses, something that's quiet. All right. Thank you so much.

Jolly: Thank you, sir. Okay, I see no other residents approaching the podium. So, I will call the public comment closed. At this time, I'm going to ask the petitioner to come back up to the podium for closing, I'd like you to limit that to five minutes, not any longer. Then after that, I'm going to go to the Council for any motions. That's it, we'll make the motions at that time. Your name again, sir.

Schovers: Mark Schovers, Spire Design Group. I'm just going to go in order of the comments as people raised. There was a comment raised about people sharing apartments and putting four to five people in a unit. We have ways to mitigate that with a leasing and management. We know who's coming on site. We know who drives what car, we know what fobs are fobbing in. We

know how and we can track whether someone shared a room. If that happens, they're evicted. There are ways to mitigate this.

Schovers: The scale of the building, the residential is a lower floor to floor than retail. So, if you look at that Walmart, they're like 30 feet, the their peaks and their gables, they're 36 feet. We're proposing a building that's the same scale in height wise, in width wise. We're a junior box size, so we're smaller in width thank what that is, but we're meeting the context of that development on the scale.

The dumpsters and the rats. We have six dumpsters proposed on the site. That is the proper amount of dumpsters for this site and would probably pick up every other day. With maintenance there every day and maintained, those corrals are cleaned up and we mitigate the ability for rats to habitat the area where retail development is. The kids that are there clean them out.

It has been brought up whether it's a four story, we are proposing a three story. The zoning allows four stories. We are proposing a three story.

As far as if there's dogs in the area, we have an onsite dog park, so we have an area for people to take the dog. It's on the western portion of the site. It's away from the single family. It's away from the courtyard where the kids will be playing. It keeps them in their own way that is also maintained. If residents aren't picking up their poop the surveillance camera will know and we can address that issue.

As far as lighting and screening, we will meet city ordinance. The lights will be screened. There won't be any light pollution shining over the top of the berm into the single-family residence. In that regard, especially with the fence and the additional trees, you won't see any lighting. Like I said, we are open to doing a fob system locked potentially at the entrance to the site, if that's, whatever everyone wants from security, that way we know even more of who's coming in and out of the site.

The comment about children. So, we have ample area in the courtyard for children, it's contained. It's not access to the parking lot. They're in an area where they're safe and their parents can monitor them and play with them, and they can run around and be safe.

Schostak: Just real quick, I just wanted to thank the Council for all your comments and all the residents for their comments. Well, we, of course, do not agree with all of them, we certainly agree with some, and we will take them to heart, as this process moves along, as generally does. Thank you.

Jolly: Thank you very much. So, at this time, I'll ask the Council for any motions. I'll note before the motions are made, no motions will be voted on tonight. Any motions that come out of this meeting will be heard, voted on at the next regular meeting on March 23rd of 2022. Motions that are given tonight, may

be the motions that are given at that time, or there could be other motions or some combination thereof. So, any motions from the council?

Donovic: Mr. President, I'll offer an approving a denying and committee.

Jolly: Okay, so, Mr. Donovic has offered three motions that are pretty typical in the public hearing. They are an approving a denying and referring to the Committee of the Whole. Those motions will be considered. That's pretty much the spectrum of what could be offered here tonight. Like I said, those will be voted on and heard again by the Council on March 23rd at the Regular meeting, which will start at 7pm. I thank you all for being here. I will note for the record that Councilmembers present are Mr. Morgan, Mr. McCullough, Mr. Donovic, Ms. Toy and myself Jim Jolly. With that I will close the public hearing, thank you all.

As there were no further questions or comments, the Public Hearing was declared closed at 8:12 p.m.

NEW DATA FOR REGULAR MEETING OF MARCH 23, 2022

From: Simmons, Jennifer
To: Kasprowicz, Sara
Subject: FW: property rezoning by Plymouth and Middlebelt
Date: Monday, March 14, 2022 8:56:00 AM

Jennifer Simmons
Constituent Relations Specialist
City of Livonia | Mayor's Office
(734) 466-2204
jsimmons@livonia.gov

From: merle smith <truckinmerle@hotmail.com>
Sent: Sunday, March 13, 2022 1:55 PM
To: Donovic, Rob <rdonovic@livonia.gov>; Toy, Laura <ltoy@livonia.gov>; McIntyre, Kathleen <kmcintyre@livonia.gov>; Morgan, Scott <smorgan@livonia.gov>; Jolly, Jim <jjolly@livonia.gov>; McCullough, Brandon <bmccullough@livonia.gov>; Mayor Maureen Miller Brosnan <mayor@livonia.gov>; Bahr, Scott <sbahr@livonia.gov>
Subject: Re: property rezoning by Plymouth and Middlebelt

Sorry for the second email
Livonia was built on the theme Families first. Which should be 1st priority . well, some of the families on Orangelawn have been there a real long time. Probably as long as the first Wonderland mall.
Now we have the theme vision 21 which We are not against for our city to go forward. There must be something else that could go in there.
However, they are trying to put residential in between commercial properties that they bought as commercial.
We feel already betrayed over the Walmart and Target stores as shown in pictures and promises by Schostak.
I would like to ask our city council to please deny the rezoning.
Thank You for your time,

Merlyn and Judy Smith
30039 Richland

From: merle smith

Sent: Tuesday, March 8, 2022 1:03 PM
To: rdonovic@ci.livonia.mi.us <rdonovic@ci.livonia.mi.us>; laura toy <ltoy@ci.livonia.mi.us>; cwhite@ci.livonia.mi.us <cwhite@ci.livonia.mi.us>; kmcintyre@ci.livonia.mi.us <kmcintyre@ci.livonia.mi.us>; smorgan@livonia.gov <smorgan@livonia.gov>; jjolly@ci.livonia.mi.us <jjolly@ci.livonia.mi.us>; brandon city council <bmccullough@ci.livonia.mi.us>; mayor <mayor@livonia.gov>
Subject: property rezoning by Plymouth and Middlebelt

Good afternoon,

This is in regards to the rezoning at Plymouth and Middlebelt. I took pictures this morning of the trees that are supposed to be the barrier between
Walmart and Target to the residents backing up to the site which is houses on Orangelawn. The illustrations shown during last night's meeting show full blockage of the proposed site plan. I am sure are the same kind of illustrations were used when they wanted to build Walmart and Target back in 2007 , which is 15 years ago. I would like you to look at the pictures sent along with this email and look what 15 years down the road looks like in real time. These trees do not in any way block the view or sound.

During last night's meeting it was stated that dumpster areas would be kept clean. I used to pick up trash dumpsters and they are as a rule not kept clean which is an open invitation for rats, which as you know we already have an abundance of. (Is this another of Schostak's promises that will not be kept?) I invite you to look at any dumpsters in the City to see how (not) clean they are kept.

With all due respect, please consider turning down this rezoning request on March 23 at the Council Meeting.

Thank you for your time.

Merlyn and Judy Smith
30039 Richland

NEW DATA FOR REGULAR MEETING OF MARCH 23, 2022

From: Reece, Stephanie
To: Kasprowicz, Sara
Subject: FW: property rezoning by Plymouth and Middlebelt
Date: Tuesday, March 8, 2022 4:28:21 PM

Hi,
This is for you. Not new data from us….???

Stephanie Reece
Program Supervisor
City of Livonia | Planning Department
(734) 466-2288
SReece@livonia.gov

From: Simmons, Jennifer <jsimmons@livonia.gov>
Sent: Tuesday, March 8, 2022 4:17 PM
To: Kaupp, Tara <tkaupp@livonia.gov>; Taormina, Mark <mtaormina@livonia.gov>; Reece, Stephanie <SReece@livonia.gov>
Cc: Mayor Staff <MayorStaff@Livonia.gov>
Subject: FW: property rezoning by Plymouth and Middlebelt

Jennifer Simmons
Constituent Relations Specialist
City of Livonia | Mayor's Office
(734) 466-2204
jsimmons@livonia.gov

From: merle smith <truckinmerle@hotmail.com>
Sent: Tuesday, March 8, 2022 1:03 PM
To: Donovic, Rob <rdonovic@livonia.gov>; Toy, Laura <ltoy@livonia.gov>; cwhite@ci.livonia.mi.us; McIntyre, Kathleen <kmcintyre@livonia.gov>; Morgan, Scott <smorgan@livonia.gov>; Jolly, Jim <jjolly@livonia.gov>; McCullough, Brandon <bmccullough@livonia.gov>; Mayor Maureen Miller Brosnan <mayor@livonia.gov>
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Thank you for your time.

Merlyn and Judy Smith
30039 Richland









NEW DATA FOR REGULAR MEETING
OF MARCH 23,2022 - ITEM 19

From: Steve E. Duczynski II
To: Kasprowicz, Sara
Cc: Taormina, Mark; Mark Schovers; Harvey, Mitchell; Jeffrey Schostak
Subject: Schostak-City Counsel Presentation-Wednesday March 23, 2022
Date: Friday, March 18, 2022 1:55:28 PM
Attachments: image003.png
22.3.18 - WONDERLAND FLATS REVISED PRESENTATION.pdf

Hello Sara,

Attached is our presentation package for Wednesday's City Council meeting, addressing (1) walkability, (2) security, (3) traffic, and (4) berm enhancement. Should you have any questions or issues with the file please reach out to me at 248.508-0886 or duczynskis@schostak.com

Slides that have been **added** or **re-issued** from the previous submission package are as follows:

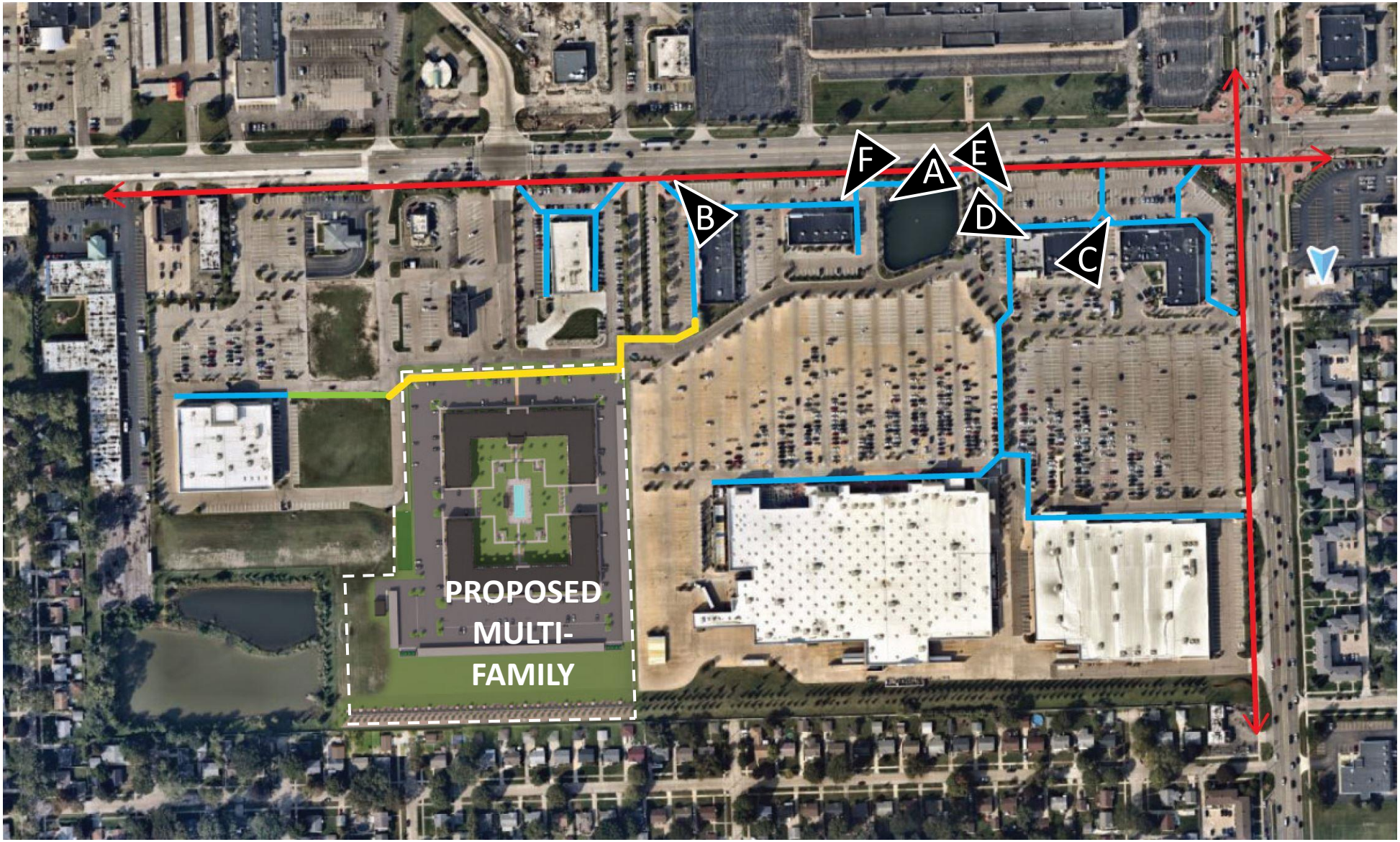
- **Slide 1: Mixed Use Pedestrian Circulation (added)**
- **Slide 2: Existing Mixed Use Path Connectivity and Sitting Areas. (added)**
- **Slide 3: Proposed Multi-Family Pedestrian Connectivity to Retail Mixed Use (added)**
- **Slide 4: Proposed Vehicle Security Gate (added)**
- **Slide 5: Perspective of Mixed Use Proposed Pedestrian Connection (added)**
- **Slide 6: Perspective of Mixed Use Proposed Pedestrian Connection (added)**
- **Slide 7: Perspective of Mixed Use Proposed Pedestrian Connection (added)**
- **Slide 8: Perspective of Mixed Use Proposed Pedestrian Connection (added)**
- **Slide 9-Propose Security System (added)**
- **Slide 10-Street Lighting Crime Prevention (added)**
- **Slide 11-Taffic Study (added)**
- **Slide 12-Rear Berm Enhancement (added)**
- **Slide 13-View From Backyards of Single Family Houses (re-issued for context)**
- **Slide 14-View From Third Floor of Apartments (re-issued for context)**

Please let me know you received, and we are good for Wednesday.

Thanks,

Steve E.

Stephen E. Duczynski
Vice President of Development & Construction
Schostak Brothers & Company Inc.
17800 Laurel Park Drive North, Suite 200C
Livonia, MI 48152
248-262-1000 (office)
248-357-6272 (direct)
duczynskis@schostak.com

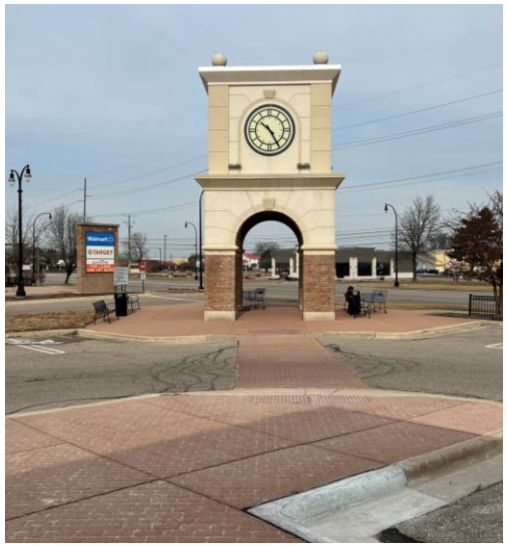


EXISTING ROAD PEDESTRIAN PATH
EXISTING DEVELOPMENT PEDESTRIAN PATH
PROPOSED PEDESTRIAN PATH
FUTURE PEDESTRIAN PATH

MIXED USE PEDESTRIAN CIRCULATION



A



B



C



D

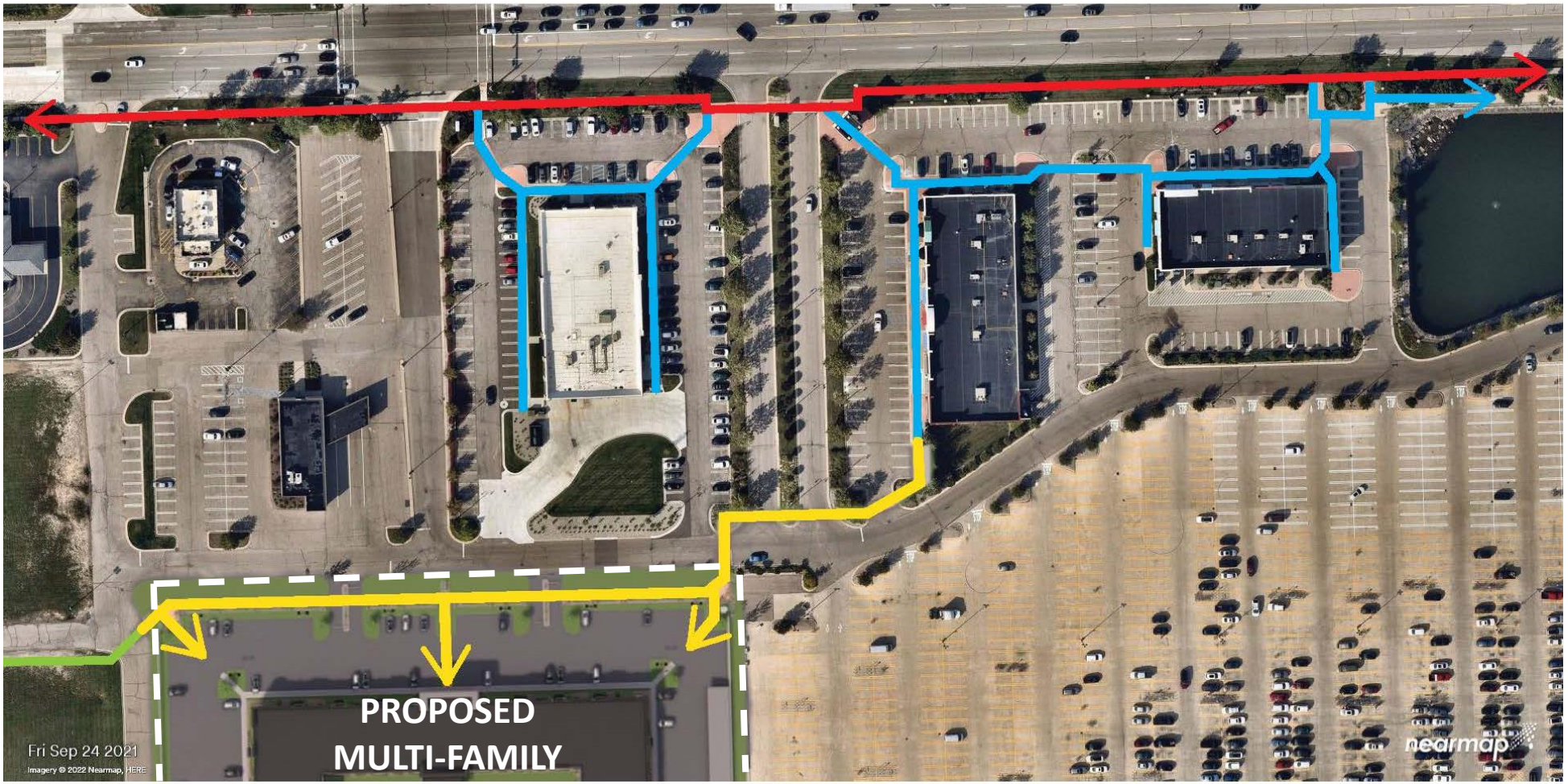


E



F

EXISTING MIXED USE PATH CONNECTIVITY AND SITTING AREAS



EXISTING ROAD PEDESTRIAN PATH
EXISTING DEVELOPMENT PEDESTRIAN PATH
PROPOSED PEDESTRIAN PATH
FUTURE PEDESTRIAN PATH

PROPOSED MULTI-FAMILY PEDESTRIAN CONNECTIVITY TO RETAIL MIXED USE



PROPOSED VEHICULAR SECURITY GATE



PERSPECTIVE OF MIXED USE PROPOSED PEDESTRIAN CONNECTION



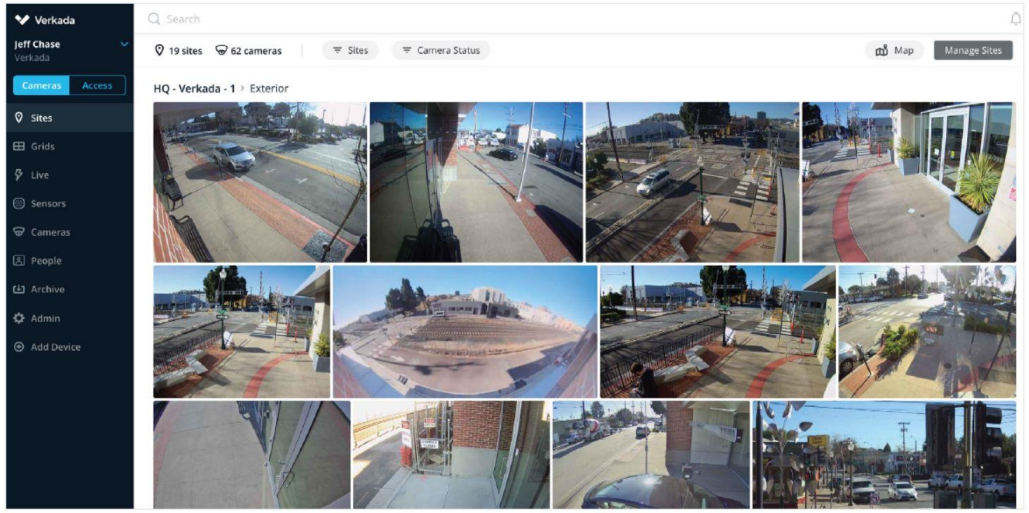
PERSPECTIVE OF MIXED USE PROPOSED PEDESTRIAN CONNECTION

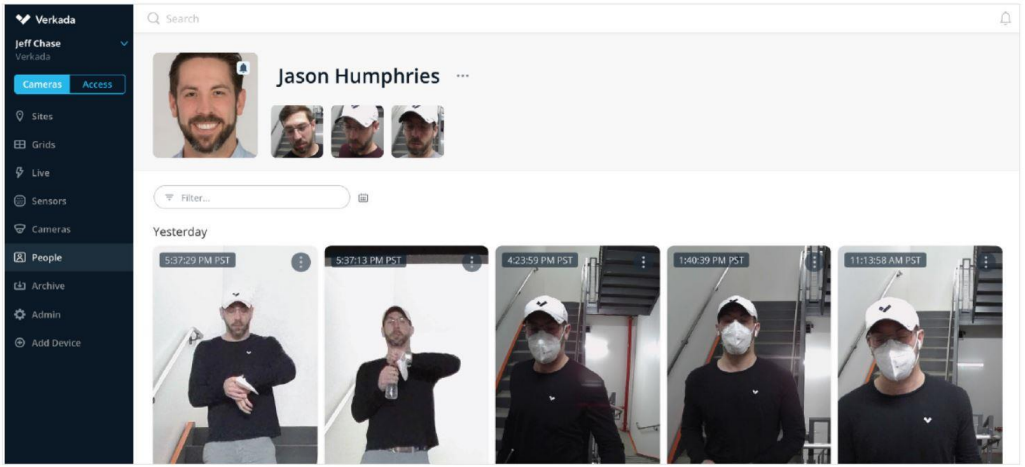


PERSPECTIVE OF MIXED USE PROPOSED PEDESTRIAN CONNECTION



PERSPECTIVE OF MIXED USE PROPOSED PEDESTRIAN CONNECTION

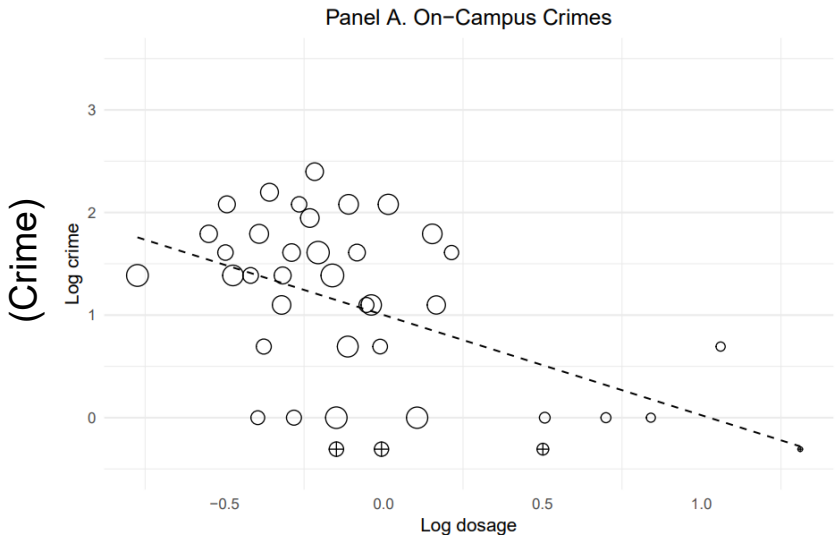






- Provide overall security camera coverage of grounds, parking lots, and pool amenities
- Create a system which is easy to use, share and save footage and which proactively alerts users of activity
- Provide easy to manage remote access to staff, management, and security professionals on both web and phone platforms
- 4k (8MP) outdoor cameras designed and placed to capture the best overall views of the property
- 5MP indoor mini dome cameras located in the lobby, community room, mail/package room and gym
- Fascial recognition and license plate recording software
- Dedicated camera monitoring station with a 32” smart TV / monitor
- 30 days of 24/7 video recording
- Smart instant alerts by text, email, app
- Verkada’s Command platform is easy to use and goes beyond being a great crime prevention resource and can assist with the operation of your community

PROPOSED SECURITY SYSTEM



"*This field experiment provides novel evidence that changing the situation in urban environments through investments in street lighting can reduce crime in disadvantaged urban areas. Accounting conservatively for potential spillovers, lighting reduces outdoor nighttime index crimes by approximately 36 percent and reduces overall index crimes by approximately 4 percent in affected communities, an outcome which is likely to be cost-beneficial, should the impact of lighting persist over time.*“

Benefits to proper lighting:

- Resident sense of security
- Resident ability to identify crime and report
- CCTV ability to capture crime and assist police

Comparison	Numbers of Crimes			Analysis		
	Time Window	Dark	Day	OR	95% CI	*p* Value
Overall Crime	Case	5264	5248	1.05	1.01–1.10	**$p = 0.03$**
	Control	12,349	12,962			
Evening Only Crime *	Case	4462	4415	1.08	1.03–1.14	**$p = 0.002$**
	Control	9584	10,266			
Morning Only Crime *	Case	802	833	0.94	0.84–1.05	$p = 0.26$
	Control	2765	2696			

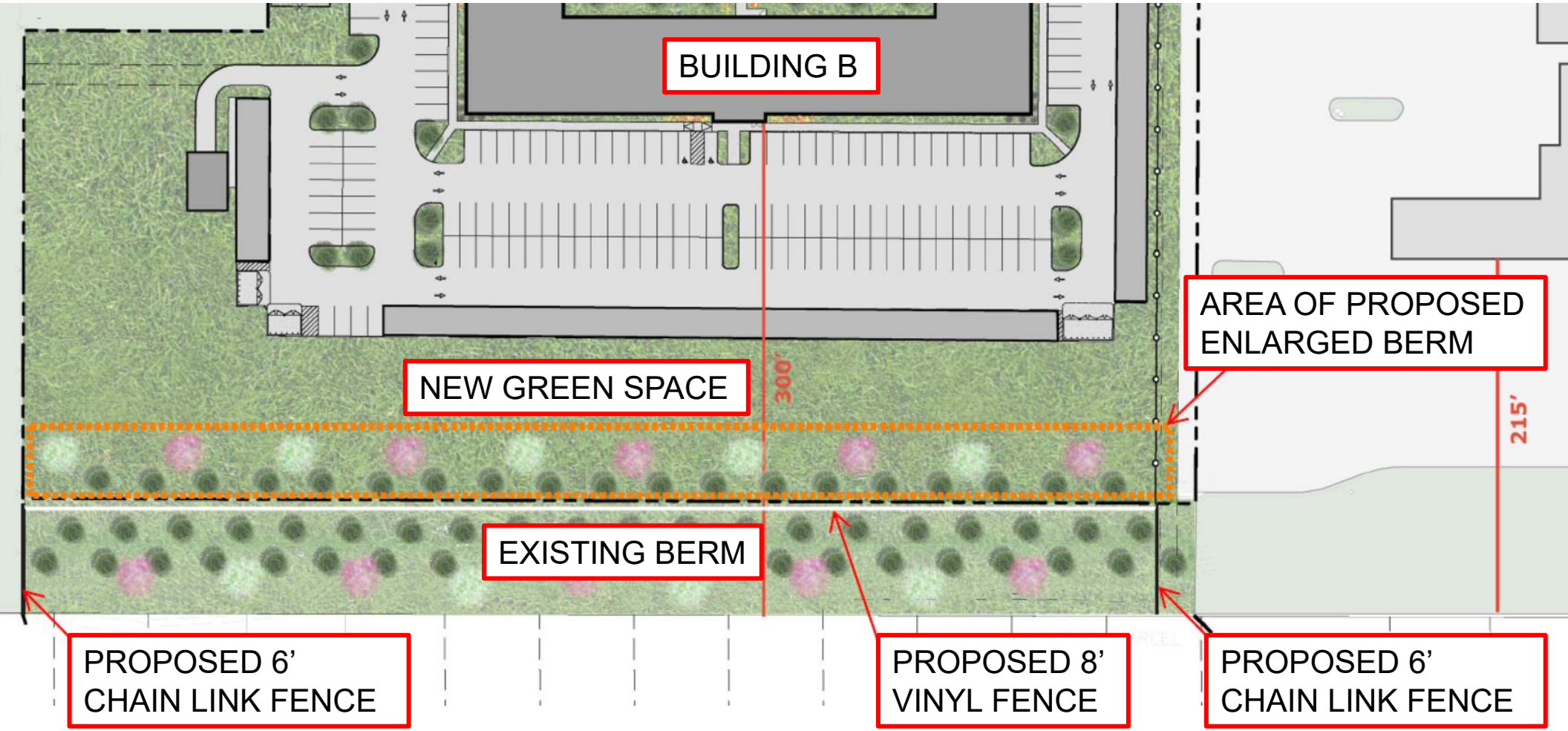
RESOURCES: https://www.mdpi.com/1996-1073/14/14/4099/pdf

https://urbanlabs.uchicago.edu/attachments/e95d751f7d91d0bcfeb209ddf6adcb4296868c12/store/cca92342e666b1ffb1c15be63b484e9b9687b57249dce44ad55ea92b1ec0/lights_04242016.pdf

STREET LIGHTING CRIME PREVENTION

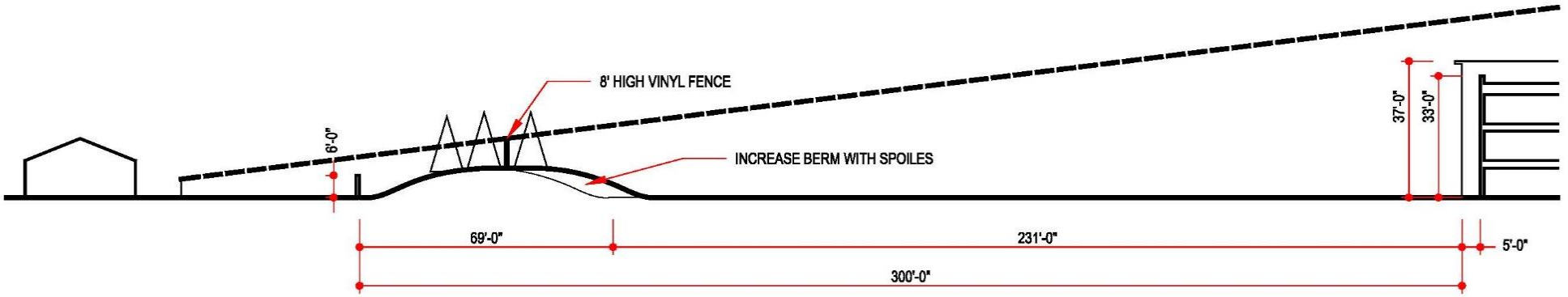
TABLE 1 – TRIP GENERATION COMPARISON

Land Use	Weekday Daily Volume			Saturday Daily Volume		
	Enter	Exit	Total	Enter	Exit	Total
100,000 SF Shopping Plaza *ITE Land Use 821*	3,376	3,376	6,752	4,053	4,054	8,107
201-Unit Multifamily Housing (Mid-Rise) *ITE Land Use 221*	456	456	912	460	461	921
Difference in Site-Generated Trips	**2,920**	**2,920**	**5,840**	**3,593**	**3,593**	**7,186**

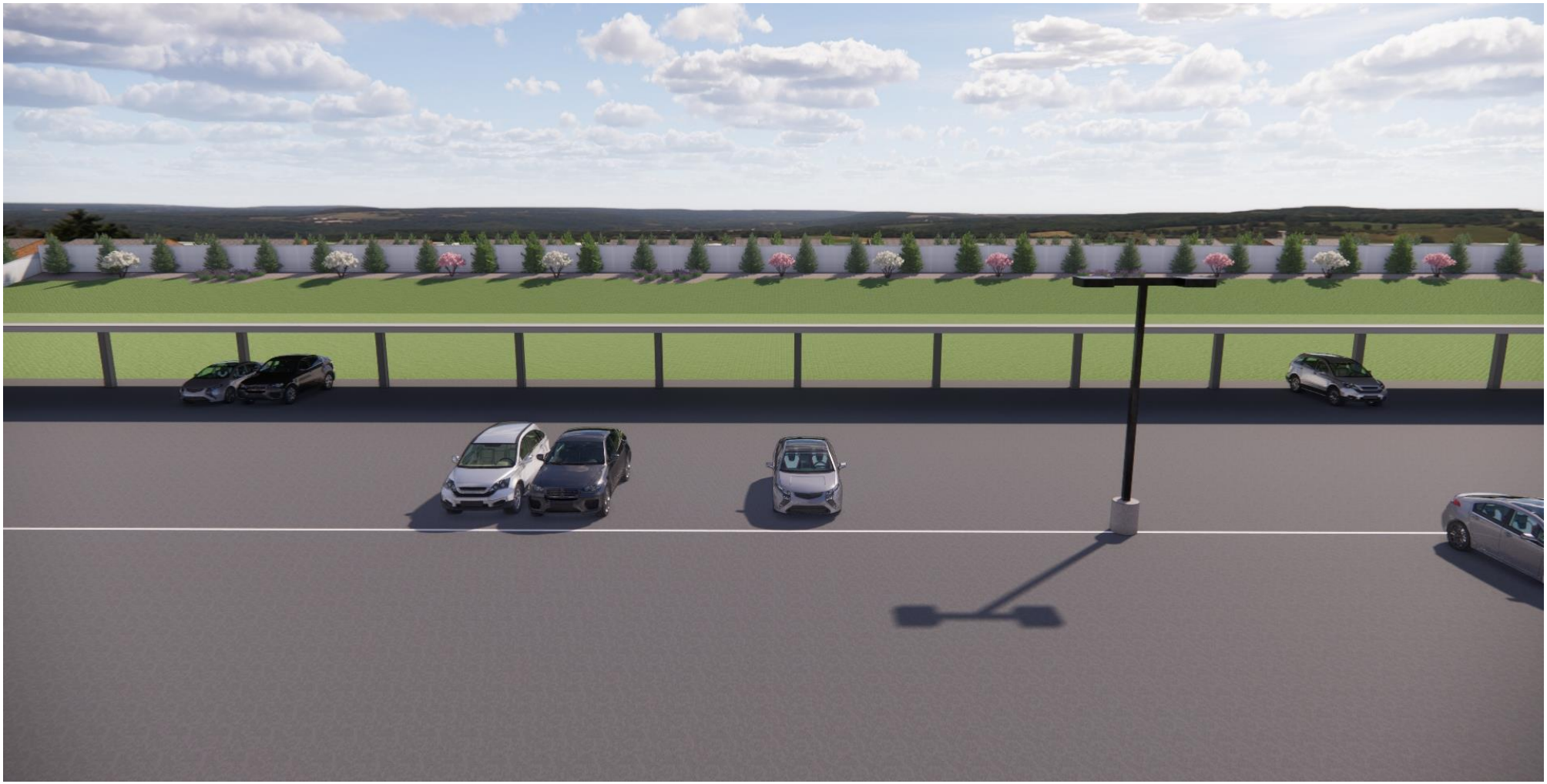


REAR BERM ENHANCEMENT





VIEW FROM BACKYARD OF SINGLE-FAMILY HOUSES



VIEW FROM THIRD FLOOR OF APARTMENTS

NEW DATA FOR REGULAR MEETING
OF MARCH 23, 2022 - ITEM 19

From: Karen DePerro
To: Kasprowicz, Sara
Subject: Rezoning of Property on Plymouth Road Next to Walmart
Date: Monday, March 21, 2022 7:12:27 PM
Attachments: icon.png

Karen DePerro <kdeperro5170@gmail.com> 7:03 PM (5 minutes ago)

Hi Sarah,

I talked with you today and you suggested I email you regarding the property on Plymouth Rd next to Walmart to be rezoned.

I don't agree with this apartment development Mr. S wants. It is too dense and not appropriate for this property. It would be noisy and I doubt whether the property would be taken care of. I live across from the Bread Basket Deli, which I believe Mr. S owns half this business, and they are not always diligent in keeping the weeds cut and trash (a large pile now in the corner of the back parking lot) cleaned up. I hear he wants to charge $1,200 to $1,500 per apartment. I would not pay this kind of money to live next door to a Walmart!

This property should remain commercial. They are building just across the street on Plymouth Rd and these are commercial businesses. Mr. S needs to be more creative with this property. It needs to be a commercial store with normal business hours; if not, then the only apartments I would like to see are senior apartments (one story) on a much smaller scale with a nice park and walking paths near it; or, if Livonia is a family-friendly city, how about an entertainment center with outdoor put-put golf and arcade type games/snack bar in a new development.

Also, he wants apartments, he collects rent and what does the City of Livonia get for a tax base??? Is this a win-win??

There is a berm on the backside of the Walmart property which does not have all the trees promised when Walmart was developed; most are dead. It would have been nice to have all the trees promised and an irrigation system to keep them alive.

Long story short--keep it commercial until he has a better and more creative plan for it; or, just let it stay as is.

I have lived in this area for 32 years and have looked at Wonderland's mess for many years until it was redeveloped, so I'm willing to wait for something that would enhance this area and bring more families to Livonia.

Thanks for listening

Ray and Karen DePerro
29361 Elmira St
Livonia, MI 48150

Mail Delivery Subsystem 7:04 PM (5 minutes ago)

to me

AN ORDINANCE AMENDING SECTION 36 OF THE ZONING MAP OF THE CITY OF LIVONIA AND AMENDING ARTICLE III OF THE LIVONIA VISION 21 ZONING ORDINANCE KNOWN AND CITED AS "THE CITY OF LIVONIA ZONING ORDINANCE" BY ADDING SECTION 3.____ THERETO.

THE CITY OF LIVONIA ORDAINS:

Section 1. Pursuant to the report of the City Planning Commission, dated October 19, 2021, recommending approval of Petition 2020-08-01-06, having been considered by the Council, and the Council having conducted a public hearing on March 7, 2022, on said petition, and having concurred in the recommendation of the City Planning Commission, the Council hereby adopts said Petition 2020-08-01-06 to amend the Zoning Ordinance and Zoning Map of the City of Livonia and all proceedings heretofore conducted on said petition are hereby approved.

Section 2. Section 13.15 of the Livonia Vision 21 Zoning Ordinance, is hereby amended by adding thereto the following section:

Section 3. . Petition 2020-08-01-06 submitted by Middlebelt Plymouth Venture, L.L.C., is hereby approved, and the zoning classification of the premises hereinafter described is hereby changed from C-2 (General Business) to NM2 (Neighborhood Multifamily):

> Land situated in the City of Livonia, County of Wayne, State of Michigan described as follows:
>
> Part of the Northeast ¼ of Section 35, Township 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as: Commencing at the Northeast Corner of said Section 35; thence North 89 degrees 49 minutes 46 seconds West 1439.16 feet along the north line of said Section and centerline of Plymouth Road (120 feet wide); thence South 00 degrees 10 minutes 14 seconds West 60.00 feet to the South line of Plymouth Road; thence continuing South 00 degrees 10 minutes 14 seconds West 411.54 feet; thence North 89 degrees 57 minutes 47 seconds West 34.00 feet to the POINT OF BEGINNING; thence South 00 degrees 19 minutes 25 seconds West 779.21 feet; thence North 89 degrees 44 minutes 39 seconds West 713.60 feet; thence North 00 degrees 10 minutes 14 seconds East 284.57 feet; thence South 89 degrees 49 minutes 46 seconds East 148.20 feet; thence North 00 degrees 10 minutes 14 seconds East 158.97 feet; thence South 89 degrees 49 minutes 46 seconds East 30.48 feet; thence North 00 degrees 10 minutes 14 seconds East 335.09 feet; thence South 89 degrees

46 minutes 36 seconds East 537.00 feet to the POINT OF BEGINNING. Containing 473,257.9 SF and/or 10.86 acres.

and the Northeast 1/4 of Section 35 of the Zoning Map is hereby amended to conform to the changes made in this section.

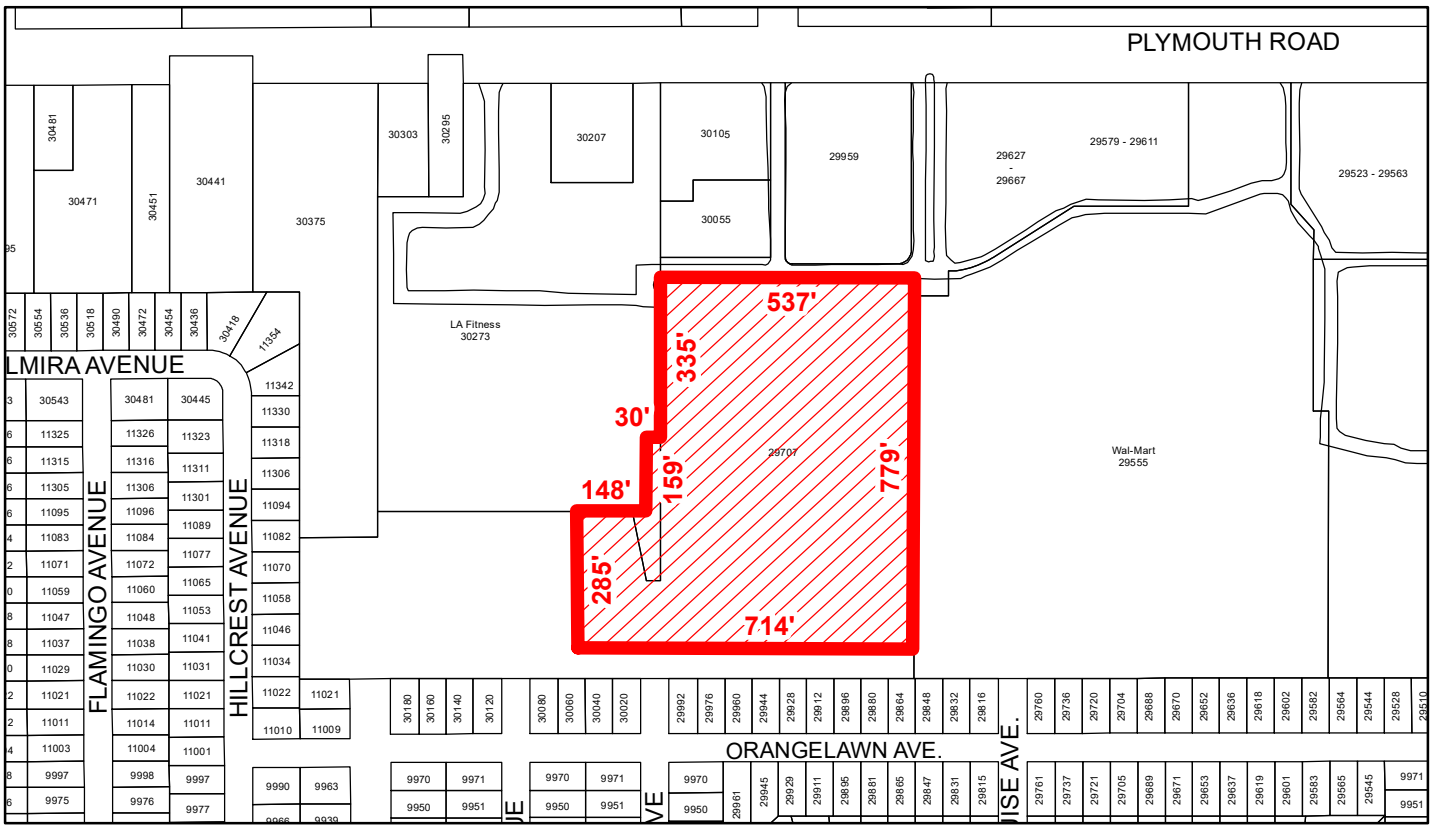
Section 4. The attached map designated “Amendment No. ___ to the Zoning Map of the City of Livonia” showing all of the amendments and changes made in the foregoing Section 2 of this ordinance is hereby approved, established and made a part hereof.

Section 5. All ordinances or parts of ordinances in conflict herewith are hereby repealed only to the extent necessary to give this ordinance full force and effect.

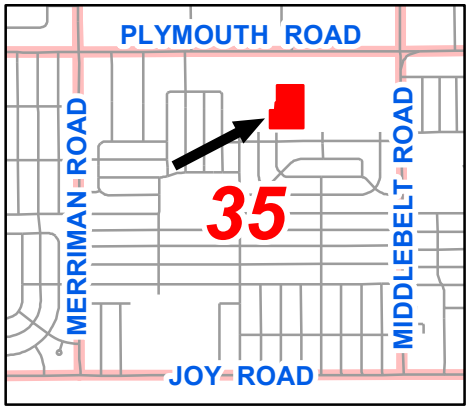
Section 6. Should any portion of this ordinance be held invalid for any reason, such holding shall not be construed as affecting the validity of any of the remaining portions of this ordinance.

_____

BOUNDARY OF DISTRICT AS AMENDED
FROM C-2, GENERAL BUSINESS
TO NM2, NEIGHBORHOOD MULTIFAMILY



PETITION NO. 2020-08-01-06
A PART OF THE N.E. 1/4 OF SECTION 35



AMENDMENT NO. TO THE
ZONING MAP OF THE
CITY OF LIVONIA, MICHIGAN

Adopted by the City Council on

_____ MAYOR

_____ CLERK

CITY OF LIVONIA
PUBLIC HEARING

Minutes of Meeting Held on Wednesday, August 3, 2022

A Public Hearing of the Council of the City of Livonia was held at the Livonia City Hall Auditorium on **August 3, 2022.**

MEMBERS PRESENT: Jim Jolly, President
Laura Toy, Vice President
Rob Donovic
Brandon McCullough
Kathleen McIntyre
Scott Morgan

MEMBERS ABSENT: Scott Bahr

OTHERS PRESENT: Paul Bernier, Assistant City Attorney
Mark Taormina, Planning and Economic Development Director
Sara Kasprowicz, Recording Secretary

The Public Hearing was called to order at 7:00 p.m. with President Jim Jolly presiding. This item is regarding an appeal of the denial of the Planning Commission regarding Petition 2022-04-08-02 submitted by Middlebelt Plymouth Venture L.L.C. requesting to construct an apartment complex (Wonderland Flats), consisting of two (2) buildings and 201 units, on the properties at 29707 & 30273 Plymouth Road, located on the south side of Plymouth Road between Middlebelt Road and Milburn Avenue in the Northeast ¼ of Section 35. This item will move to the Regular Meeting of **September 26, 2022.**

The Public Hearing is now open. There were 31 persons in the audience.

Jolly: Petitioner, you've requested this appeal. Please approach the podium and tell us anything you'd like us to consider, in regard to the appeal, and identify yourself as well. Thank you.

Schostak: Good evening, everyone. I'm Jeffrey Schostak, Schostak Brothers, 1700 North Laurel Park Place Drive, Livonia, Michigan. It's nice to see everyone again tonight. We obviously know that you're all familiar with the plan and the property for the Wonderland Flats. So, we have our full presentation available and are happy to walk through that, step by step if that's what the Council is looking to do. Additionally, our plan will be to just have our team available to answer any questions. So, the team that we have here today; we have myself, we have Steve Duczynski, who's Vice President of Development and Construction, from Schostak Brothers, our Traffic Engineer from Fishbeck, Michael Beady, is caught in traffic due to the storm, but he should be here probably after public comment. If there's questions on the traffic, we have Mark Shovers, Architect from Aspire Architecture, and Michael Gold, our Site Engineer with Stonefield. So, we're happy to walk through the presentation

that has been sent. I just want to be conscious of everyone's time since you guys have all seen it. And we would yield to public comment now if that's preferred.

Jolly: Okay. Is there anything that has changed since the last time you were before us as a Council?

Schostak: We've made a few changes. Yes.

Jolly: We may want to go through those.

Schostak: Okay. So, I'll hand it off to Mark, but before I do, there's a couple things that we picked up from this meeting as well as Planning Commission, and those changes were incorporated since the last plan.

Jolly: Thank you, your name sir?

Shovers: Good evening, Mark Shovers, Aspire Design Group, business address, 115 East Core Street, Rochester, Michigan. In regards to the changes from the rezoning, if you go to, if we could have the site plan, there may be slide...yes, that's perfect. So, we adjusted the dumpsters, two dumpster enclosures, halfway up the site, one on the east, one on the west, to allow for the most northern building a closer access to dumpsters, so they're not going back to the site. They're located out of the way, not next to the building, but in the parking lane. The other item that we added is on the west side of the building. There are two automated package locker systems to allow Amazon, UPS, the parcel service, DHL, that rather than them having to go to the building and deal with the leasing agent, they have these lockers that they can put the packages in there. They record them and text the residents that your package is here. The resident can go down and pick it up. So, I was like, if there's a delivery after the leasing office is closed, the packages can still come without piling up outside, being stolen or damaged. Mark, if you can go to, I think the last slide. Do you me want to pass this around, the rendering of that package center? So, that was the two changes that we've made to the site from the last time you guys had seen it?

Jolly: Okay. Thank you very much.

Shovers: Oh, yes. Also, we rearranged kind of the lounge area, and we increased the gym and the lounge area for the resident spaces. So, those gained about, I'd say, about 700 more square feet of usable space for the residents.

Schostak: And just to reiterate our team, and hopefully Mike will be from Fishbeck, the Traffic Engineer, gets here. So, if there's any other questions or anything from obviously the plan that you've seen other parts of it, and we're gonna answer your questions, thanks.

Jolly: Okay, thank you. I'll ask you to note any concerns of the residents that you choose to address after they have all spoken for public comments. With that

being said, I will open up public comments. If you'd like to address the Council, please make your way to one of the podiums. At this time, I would ask you to be cognizant of the two-minute time. I'll ask Ms. McIntyre to keep time here. She will give you a warning when there's approximately 30 seconds remaining in your time. And I would ask, for the interests of everybody here and the time, who all are sharing this evening, to try not to duplicate, if possible, concerns. So, as we all don't have to continue to listen to things that we've heard already. We will note everything that's being said. Good evening, ma'am.

Jolly: Good evening, tell me your name and address please.

Sullivan: My name is Jeannie Sullivan, I live at 29944 Orangelawn. And none of us here are opposed to building on that property. So, I don't want anybody to think that we're not opposed to it, but we are opposed to anything that could prove detrimental to our neighborhood. Our privacy as homeowners, our peacefulness or safety, our infrastructure, and our family first. We had issues with the berm. They said they don't own the berm, but yet they're going to widen the berm add two more rows of trees and a fence. Some of us never got the two rows of trees that we were supposed to get the last time that we were promised. So, I'm wondering, do we now get that row plus two more plus our ornamentals? It's just shortchanged, I feel, again, I'm imploring the Council that all of these promises that they're making are going to be put into writing so that Council has, the city, has some kind of recourse to go to when things fail. Our sewers are our greatest concern, as is our retention pond. We have advantages being near one, such as our peace and quiet and greenspace, fewer houses in the area, and a very, very decreased risk of flooding. With this construction, should that pond ever fail or overflow, we would be the first ones to flood. I know they conceded a little bit of space for us from between the neighborhood and their building, which is fine, but what happens when people start using more electric vehicles? Will they, in that event, come back and say, well, we want to put a charging station on that piece of property, even though we left it empty for the neighborhood. We decided we're gonna put a charging station there. Okay, well, will they guarantee in writing that nothing will be put on that property that they're conceding to us, being left for our neighborhood. And I'm wondering if the city can dictate now that any proposed plan that comes to later on will be denied, because that's...

Jolly: I have to cut you off, thank you very much, you did well. We'll go to the side here, sir, please approach the podium. Tell me your name and address.

Bell: Hello, my name is Andrew Bell and I live in at 29880 Orangelawn Street. So, I have a concern with apartments in general, I believe, to me, there are three main types of apartments. There's student housing, there's housing for people currently looking for a home to buy, and then there are people who, you know, don't like to live in a house or can't afford to keep a house up and clean and everything. Their lifestyle doesn't go for house. So, what are these, who are these apartments actually for? Looking online, rental prices around

Livonia are anywhere between $1,000 and $2,000 for a one- or two-bedroom house. With inflation, with the cost of housing rising, I know in a previous session, they said oh, we've got 8000 units, we never have a problem filling any of them. That's because people are having a hard time finding houses in this market. I'm sure we're all aware of the economy as it is right now. I believe that this apartment complex is an exploitative construction. The only purpose is to make these people money. It's not, you're talking about a luxury complex next to a Walmart and I don't want that in my backyard. That's all.

Jolly: Thank you, sir. We'll go to the side here. Good evening. Please tell me your name and address.

Haverland: Good evening, my name is Michael Haverland. I reside at 29928 Orangelawn Street. I purchased that home over 50 years ago, after service in the Marine Corps. One of my first questions is the sewer system. This may or may not be answered later on in this meeting, but if they tap into that sewer system, which we have zero problems, all of a sudden you have over 500 people from one location into that sewer system, that's one of my concerns. Another concern is Jeannie already brought it up, but the water retention pond. After pouring many yards of cement, that additional water has to go to that retention pond. Will it be able to hold it? And if it doesn't, where's that water going to go? Is it going to go back towards our homes? We have zero flooding problems right now. So that's the two main concerns I have tonight.

Jolly: Thank you sir. We will go to the side ma'am. I prefer to go back and forth. Thank you. Good evening, tell me your name and address.

Lupu: Hi I am Cheryl Lupu, 29864 Orangelawn, Livonia. My main concern is our sewer system. I would like it in writing if something happens, they are responsible for anything, damage to our homes, anything surrounding our homes, in our homes, blah blah blah about that. And I totally disagreed with him taking care of the situation, that he will manage and pretty much take care of, because it's been proven in the past that it has never been taken care of. Take a walk up there and look up there, the dirt, filth, the truckers, the garbage from wherever. It's not just truckers, it's from people walking that berm, the dogs going to the bathroom, no one cleans up after themselves. It's just it's gonna be like a Day's Inn over there, that's what it reminds me of. So, is that what we want in Livonia, do we want another one? Because that's not a pretty looking site over there on Plymouth Road, is it? When we're on Plymouth, there's an apartment right there, there's apartments over there on Middlebelt. Why do we need one? They are filth. Why do we keep on adding apartments? I mean, this is no sense, three stories, ridiculous. Would you guys want it in your backyards? Do you really? Please, think about it and tell me if you want to have that in your backyard, with grandchildren, your own kids. It makes no sense. Put them on Seven Mile, they can't keep that place going or Six Mile. Thank you.

Jolly: Thank you, ma'am. Good evening, tell me your name and address.

Campbell: Hello, Karen Campbell, 29976 Orangelawn. I vote no on this because one reason is the sewer. I don't trust the sewer problem. I live by myself. I can't I mean, in case there is a backup, who am I supposed to get to clean it up for me? I mean, just no on this, thank you.

Jolly: Thank you ma'am. We will go to the side. Good evening ma'am, your name and address.

C. McNall: Hi, my name is Cheryl McNall. I live at 29961 Orangelawn. I've been a resident there since 1966, a long time. We've pleaded. We've thought of everything that we can think of, even positive things, but there isn't. If you can come up with some positive things, give us some feedback, I don't think there is any. I'm going to get personal. Every time I've approached the podium before, I try to think of the community, the citizens, the children, the traffic, the food situation, the economy. Now I'm going to get personal, because where my house is, right out my front window, there it is. I don't care how big the berm is, I'm set back, so I mean, you have to go through history. I'm not seeing it. Right now, I'm in the process of upgrading our home and putting in new things and updating. If you have a turnover of residents, you might not like the outcome of the new people you'd get in Livonia. I only have two minutes. I'm looking at every corner, is getting a new subdivision establishment. I think there's no room. This is your city too and I know you love Livonia as much as we do. If we don't put a stop to this, it's just gonna snowball, get out of control at Harrison and West Chicago by Clement Circle, new subdivision. I just found out Jefferson where I went to elementary school, there's a subdivision going up there and Henry Ruff. We're really getting crowded from all angles. And we beg you, we implore you, side with us.

Jolly: Okay. You've reached your time. Thank you, ma'am. We'll go to this side, your name and address.

N. Haverland: Hi, good evening, Nancy Neverland, 29928 Orangelawn. I recently just made just a second trip over to the Haggerty apartment complex. I can absolutely see why these makes sense. There are so many nice restaurants and places to shop in that area. I did notice one thing on these apartments, they do have a private entrance and they do not back up to any homes. Wonderland Flats drive in, blood plasma, White Castle, a not so desirable Walmart and Target. The Chili's has very little business, I don't even know if that will stay in business. Some strip malls with FedEx, mattress stores and some fast-food eateries. I would like to ask all of you here tonight, is it something you would want behind your home? I do like the Vision 21 idea though. I do like it. I just don't feel it's the right fit here. So, please consider these points. And I do vote no again on this. Thank you for your time.

Jolly: Thank you. Good evening, sir. Please tell me your name and address.

Kosmalski: My name is Ron Kosmalski. My address is 30518 Elmira. I didn't make it your last meeting, so I'm hoping not to step on anybody's toes here tonight. Just, if any of you had the pleasure of going to that intersection of Middlebelt and

Plymouth Road, we all know it's already chaos and Chick-Fil-A hasn't been open yet. So, that's going to be much worse when it becomes a functioning business soon. I'm really hoping they'll reconsider maybe putting in a store or something, if they need an investment in that property, but last thing I want to see is a 200-unit apartment complex to add to the misery of traffic and everything else in that area. So, I hope that Council keeps that in mind. Thank you.

Jolly: Thank you, sir. Ma'am, please approach the podium and tell me your name and address.

Seligman: Terese Seligman, 29944 Orangelawn. I just vote no for all the points that have been brought up already, and there's more points that are going to be even brought up. I just think it's a bad idea that, as was mentioned earlier, so I just vote no. Thank you.

Jolly: Thank you, ma'am. Sir, your name and address.

M. McNall: Mike McNall, 29961 Orangelawn. I'm against this. Some of my reasons, you're going to have families moving in there, kids are going to be going to school. I remember at one of the meetings they were talking about bus routes, using the service drive behind Walmart for the buses to go through. That is ridiculous. The other thing is kids are going to be going to school, get home, mom, I want to the park and play with Johnny. It's a one-mile hike coming around the Wonderland down Orangelawn to get the Devonnaire Park or going around out on Plymouth Road. Who is going to let their kid walk a mile if they're in grade school? It's just ridiculous. And you get the kids running through the parking lots. There's already stupid kids run into those parking lots that I've almost hit going through there, because they don't pay attention, they're on their phones. Now you're gonna increase that, you're gonna have accidents in that parking lot. People drive to that parking lot, don't look, it's just, I think it's a nightmare looking for a place to happen. Thank you.

Jolly: Thank you, sir. Is there anybody on this side that would like to approach, come on up. If you'd like to speak, I ask that you line up a little bit closer.

Grad: Good evening, sorry about my voice, I just had surgery. Jeff Grad, 11325 Blackburn Street. I think we're at a precarious situation here in the city of Livonia, we have this great 2021 Vision and everything looked good, and you know, the residents thought it was going to be something presented as viable, walkable, maybe downtown that would be an asset to the community. You know, and developers are jumping on that. And they're basically using it as an excuse to put in apartment complexes wherever they want, including parking lot of a Walmart. This isn't the only apartment complex that was proposed in a very short period of time. You know this is gonna be a snowball effect. So, I think we need to set a precedent here. You know, I've been thinking about investing. I live in Rosedale Gardens, investing in my house. We're going to complete a brand new basement. My neighbor's gonna put on an addition. You know, with this coming up, I've talked to my neighbor,

we're both holding off on doing these kinds of investments. When you get divestiture, you know, by the local residents, that decide not to improve their home because they don't have the support City Council or the city to have their voice heard, which is a common factor of our residents of southwest Livonia, you know. I was born in northwest, like businesses in northwest Livonia. We live in southeast Livonia, not very common move. But, you know, it's palpable, you know, the, the feeling that the residents get that they're not supported. And the other thing, real quick is, you know, we haven't really talked about the formal petition put forward by about 150 residents in the neighborhood right behind us. I haven't heard any formal discussion on this petition and, you know, I think it's, it's just terrible that we have a zoning board commission that recommends this for denial twice, and we have 150 people living in right mind with a formal petition, and if the City council somehow decides to move this forward. I don't want to live in a community where the residents aren't supported by them.

Jolly: That's your time, sir. Thank you very much. We're going to this side. Good evening, ma'am.

Sabbadin: Tina Sabbadin, 9971 Oporto. I'm just not excited to hear about this. My grandparents bought the house in '56. I've lived there since '62. My kids grew up there. My grandkids are growing up there. It's terrible. There are trees growing out of the wall, out of the wall. That's not my department. I take care of mine, nobody takes care of it. It's a disaster waiting to happen. It's not going to be safe. It's like he said, cars, people walking, nobody pays attention. There needs to be something else for families. That is not a residence area. We are.

Jolly: Thank you ma'am. We'll go to this side. Again, if you would like to address the Council, please approach the podiums on either side, good evening, sir, your name and address.

Shekell: My name is Don Shekell. I live at 29161 Grandon in Livonia. A couple things I noticed, the developers, when they came up here to address you guys, they made the changes for the complex, nice little changes. Seven hundred or more feet from this, or dumpsters moved, so people don't have to walk so far for their trash, but nothing was addressed at all, of any of the concerns have been brought up in what, this is the fifth, sixth meeting we've had on this complex. They didn't bring up one single issue that anyone who's brought up, resident brought up, nothing. It's still, this complex will still have an adverse effect on the neighborhood. There's nothing good that's gonna come up with for the neighborhood whatsoever. It's still like many people brought up, this is not a fit for Vision 21 in Livonia. It's too dense of a population, for one, in that small of an area. Chick-fil-A being handed over around the corner from the Middlebelt, it's going to be a mess. That's all I have.

Jolly: You're name ma'am.

Kowaleski: Victoria Kowaleski, 29960 Orangelawn, directly behind the proposed zoning change. Do unto others as you would have them do unto you. Everything you

do, do to others what you would get them do to you. That's the Bible reading. Torah reading is, treat someone else as seriously as you would want them to treat you. To see another as a full human being created in God's image, just as you know, with certainty that to be the case about yourself. Just because you have the means to do something, does not mean that you have to do it.

Jolly: You have to address your comments looking at me, it's my job to help to take these. Thank you.

Kowaleski: As a City Council, we, the residents asked you to deny the zoning change and stand up for the citizens you presently represent. We are here asking for your concern and your safety and your mercy, safety for our neighborhood, mercy on us. Every homeowner in Livonia should be able to feel safe, secure and comfortable in their own backyard. Please stand up for our right to be safe, secure and comfortable in our own backyards. This proposed project, zoning change, should be denied for the simple reason, it is an apartment complex, it is not a neighborhood. Thank you. God bless and pray for Ukraine.

Jolly: Thank you, ma'am. Good evening, sir. Your name and address?

Weldon: Yes. My name is Steven Weldon on my 29912 Orangelawn. And as far as this whole concept of Livonia 21, that was kind of a false play to allow the Plymouth Road Development as well as Schostak, to be able to utilize that concept to now do things that are not a fit, as others have mentioned. There is no walking, there's no biking, there's no safe walking area. That whole a Walmart section, the police are telling us that it's a high crime area. I know several residents actually had the car broken into in the parking lot at Walmart. They've had muggings. They've had breakdown. They've come over into the neighborhood. They've actually broken into some of the houses there. So, now you're going to bring in 201 plus units, that's going to be an attraction for other people to look at cars in that area to break down and steal. This whole aspect of putting in an apartment complex where the city needs, the Council needs to put in a covenant that prevents this. If this goes through, it can never be resold without still remaining as a rental property, cannot have individual units to be sold and cannot be converted into condominiums. That can also be something that the city does not need to have, another aspect that are responsible for them. The streets or other aspects of providing for people that have a residency there. You guys are supposed to be, this family first Livonia, that's our motto. It doesn't seem to be that way. I've been here for over 50 plus years. Everything Schostak has done in this community in this area has gone bad. He put in the Jeepers Entertainment section that went bad. He put in a movie theater back in there right where they're the residents are, that went bad. Kids were throwing bottles after the last showing. Burglar, or car alarms were going off. It's a disruption, all these things that he thinks he's going to make happen. This apartment complex, I'm telling you, if it goes through, he's not going to attract the people that he says he's going to.

Jolly: Thank you sir. Tell me your name and address.

Smith: Merlin Smith. Hi, I'm all for this Vision 21, but in this case, it is the wrong place for this project. Our forefathers of Livonia created family first and if you vote to rezone this property, it's gonna go against family first. Isn't the tax income more important than the public safety? If I wanted to rezone my property which, I bought it zoned as residential to commercial, I believe you guys would turn me down. So, why would you allow property bought by commercial to be rezoned residential? It is not safe for the residents to walk in a shopping area, as there are no sidewalks. I emailed Council showing by photos and videos, showing this, and asked if you would check it out. I only know of one that did this and almost got hit three times. Okay, can you vote on something that you didn't check out? The Planning Commission turn this down six to one. Okay. The one vote was for someone that was in the construction industry, excuse me. To me that as a conflict of interest. The Zoning Board turned this down unanimously. And these are your colleagues and your peers, thirteen no's and one yes. Rob Donovic is a real estate developer, a conflict of interest in my book. Scott Bahr has ties with Barton and Marlow, which is the biggest construction company in Michigan. Again, conflict of interest in my book. Mr. Jolly, you're in position to be a judge here in Livonia. Please judge your first case here. Turn this down for the safety of the public instead of a tax and income for the city. I hope that for the safety of all of our families that this rezoning be turned down. Thank you for your time.

Jolly: Thank you, sir. Perfect timing.

Smith: I've had practice.

Jolly: Good evening, sir. Your name address please.

Schmidt: Bill Schmidt, 2968 McIntyre. This project has been around for a while. It's aged. It's aged like milk. Its aged like milk in the back of my Pinto, sitting in the Walmart parking. The longer it sits there, the more fetid it becomes. This is a stinky project, been told no repeatedly by so many folks. Been told no by the Zoning Board. I don't know how many times the taxpayers, your friends, your neighbors, can plead with you, implore you, to see the rightness that our neighborhood deserves, and that's to say no, that's to say no to the spoiled milk of a project. Thank you.

Jolly: Thank you. Thank you, sir. Okay, I see nobody else approaching this will be the last call for public comment this evening. Going once, going twice. Public comment is now closed. I'll ask the petitioner if you would like to come up and address any of the concerns that were brought up or give any closing information.

Schostak: Thank you, Council President Jolly. Thank you, residents for your comments. It seems that the vast majority of them are geared on two or three main issues. So, I'm gonna just try to comment on those on what we believe to be the case and what we're planning on doing. The berm, one of the residents commented that we don't own the berm. So how are we going to improve the berm? We own the berm behind the apartments, behind Walmart and Target,

they own their land. They control that berm. So, I just wanted to clarify that. The changes we are making to the berm, is on the berm, obviously, that we own a control. We're adding two layers of trees and a new fence, as we've shown in prior meetings, that blocks any sight line from the apartments, third floor, as well as from the resident's backyards. You can't see the apartments past the two new level of trees that we're adding. Additionally, there was a lot of questions and comments on detention. When this project was originally developed, the detention was built for these future phases. It was, it's oversized. It was built for 100-year storm, and even a more intense use, which would be more of what it's zoned for today with big box retail. So, the detention, it can absolutely handle what we're bringing. And to further add to that, which I'm sure you're aware of, is that City Engineering will fully review and vet this as part of building plans, if we were to be approved. So, there's another level of checks and balances, in regard to the detention. And then there's some comments on the walkability, that it's not walkable and those sorts of comments. We heard those earlier on in this process and we have since added brick paved walkways with stop signs that connect from the apartments to the retail. So, it is safe and legitimately walkable through these new brick paved sidewalks. And then from a security perspective, obviously, when it's a vacant piece of land, it's going to attract, you know, bad actors, because there's nothing there and people can go around and do things. A brand-new building, 30 plus million-dollar project, nice, high-end apartments, we have a lot of security. We have onsite management. We have cameras on the buildings in plain sight, with facial recognition software, as well as license plate reading systems at the gates. So, if anyone were to come to try to commit any bad acts, we would catch them immediately. And obviously, it would deter future bad acts. So, I'm just gonna bring up Mike Gold from Stonefield. He's just gonna comment on the sewers, I know there was a few questions and he's the engineer and the expert on that. Thank you.

Jolly: Your name please, sir.

Gold: Good evening, Michael Gold, Stonefield Engineering. The concerns about the sewer. This property was stubbed out for future development. That sewer in the southeast corner is a 10-inch pipe and we're pretty confident that it is sized for this development. Again, like the stormwater, it will be vetted through engineering practices to confirm that it can handle the future uses. So, to alleviate any concerns, we're confident.

Jolly: Is there anything else from the petitioner at this time? Are there any questions from the Council? Mr. Donovic.

Donovic: Thank you, Mr. President. First, thanks to all the residents that reached out. I received a lot of emails, and social media, and different things like that, for this project, against this project, a lot of great input. And I'm kind of bummed, because some of the questions I wanted to ask tonight, have been brought up or already answered, but I do appreciate that. First, I'd like to make note that I may not be at the 22nd meeting, which I anticipate this will be moving forward to the 22nd meeting, I will be gone to military duty for a temporary

period of time. I will be able to participate virtually, whether it be on Zoom or conference call. I've already spoken to our Council Office and notified them, that I will be not present here, but I will be, again, on conference call or on Zoom, one way or another. I just want to make sure everyone knows that. A few of my questions were going to be geared towards traffic and others. There were supposed to be a Traffic Engineer here, but unfortunately can't be. Oh, great. Well, I mean, if that's okay with you, I'd like to ask the question about traffic. I know there's a lot of discussion about that intersection being busy. The way I understand traffic, it'd be much more intense traffic, if there was a large, big box store. Proceeding, maybe, there's, you know, a few 1000 people coming and going on a daily basis. if there was another big box store there. I don't believe that there would be as much traffic on a 200-unit development. Could you kind of elaborate to that?

Labadie: You are absolutely right.

Jolly: Your name please. Sir.

Labadie: Mike Labadie. I work for Fishbeck.

Jolly: Thank you, please proceed.

Labadie: There's no, I mean, how large of a big box store could you put there? That's known too right, but the difference in traffic is significant. That'd be a good planning thing to do, if you're planning, trying to look out for traffic, is to put something in there generates a less intense track. So, one thing though, that is important about just that area in general, is the intersection, Middlebelt and Plymouth. Anyway, we, we studied that intersection and it's challenging, and it's owned by Wayne County and by MDOT. And there's a lot to become there, but I don't think I think the idea. The best thing you can do as a city is plan for something that has a little less, certainly less traffic intensive than a big box store. So, the option is in front of you here.

Jolly: So, if you don't mind, I'm gonna direct you a little bit further here. Did you perform a traffic study? I think that was the question. Did you perform a traffic study and what were the results of that study? What did it show in terms of the intensity as is being proposed, is that correct? That's what the question was, if you could be more specific.

Labadie: You'd like a comparison of numbers, big box store versus...

Donovic: I'm just trying to understand. The research I've done, I've researched that big box stores will bring more traffic. Whereas in this development, whether it be multifamily residential, it's going to be less intense traffic, because it's a finite number of people, right? It's going to be, for this in particular, roughly 200 to 300, residential guests. My understanding is that I'm asking you, is that correct?

Labadie: That is absolutely correct. There's less. See, the thing about it is you're talking about this traffic generation numbers and impacts not measured just by that it's the increase in traffic delay and the change in something called level of service. The numbers are significantly different between the big box store and the residential development that's proposed.

Jolly: Showing what sir? Showing the big box store would be more or less intense?

Labadie: Much more, a big box store would be much more intense. Just traffic generations, so if that's all you need?

Donovic: Thank you, sir. I've got one more question. I want to touch base on the utilities. I know there's been a lot of discussion of, I've received input from residents about, and this isn't going to be in your department, sir. For utilities and then infrastructure. I know you've kind of elaborated on storm and sanitary. My understanding the storm and sanitary are separate. Storm is only stormwater, and there's a large retention pond, that the engineer alluded to earlier, that is able to handle, that was anticipated to be able to handle, more quantity of water in the future. And then sanitary, if I understand correctly, sanitary is separate. Sanitary being wastewater what not, right Mr. Engineer? Okay, and then utilities. I know there's a lot of discussion about DTE and whatnot with a lot of outages across the state, more specifically, our community. Are these, are these utility lines underneath the ground? Or are they just a wire from a pole to a building? Can someone kind of explain that?

Jolly: If you're gonna answer the questions, please approach the podium, as your approach, tell me your name?

Gold: Michael Gold. Yes, they'll be underground, the transformers are out of sight. And they were put in when Biolife was put in.

Donovic: So, I mean, one of the messages I got, would a building like this, you know, hurt the residential, electrical current, from I'm assuming, DTE has more than enough power?

Gold: That is correct.

Donovic: Okay, and I think that's my only questions. I'll pass the mic onto my colleagues. Thanks, Mr. President.

Jolly: Thank you. Thank you, Vice President Toy.

Toy: Thank you very much. To the gentleman that does the traffic, if I may. My concern is, I appreciate your study, in regard to the major roadways, but were you the eyeball any of the interior roads, and what that does to the impact of the site itself within the stores that are there that may be closed after a certain time and people coming in and out with that kind of traffic. I know that may be far reaching, but it is a consideration as we look at the site.

Labadie: Make sure I understand your question correctly. If I head down the wrong path and let me know, okay? We've studied the access points that a signalized, there's two signalized access points, okay. So, and then we studied Middlebelt and Plymouth. Typically, what you do is you study during the worst times of the day for the traffic on the adjacent roads. So, morning, peak hour of a weekday, you have evening peak hour of a weekday. So, you're, we're kind of trying to figure that out. We got those, the access points work fine. It's that intersection at Plymouth and Middlebelt that's challenging, no matter what you do. And I wanted to give you, just to kind of an idea of the difference if it fits, it was 100,000 square foot big box store, say, on a weekday, it would generate 6752 trips. That's a weekday. So that's the whole day. In comparison, the multifamily regenerate on whole day, on a weekday, 912. It's a big, that's a huge difference. So, on the Saturday, the difference is even more significant because the shopping, the store, would generate 8100 trips versus our 9021. So, those are in and out. So, if I divided by half, but bottom line is, the trips that are going to be out on the roads during those days, during those time periods, that are significantly different.

Toy: Okay, I guess my point, and maybe it's a little abstract, but would be the traffic within the site itself from the addition of the apartment building with the residents and their guests there at different times of the day. Then with the stores being closed, perhaps, that doesn't lend itself to a heavy traffic volume, but there's still gonna be private traffic because people work different times. You know what I mean, some people go to Amazon to work at 3am in the morning, and surely, certainly not tons of people.

Labadie: That wouldn't necessarily be a problem for that. I think I understand. But that wouldn't necessarily be a problem for the center. During the day, we had the add an extra 8000 trips to this to the driveways and circulation routes on this shopping center is going to be quite a bit different.

Toy: I appreciate it. Thank you so much. Thank you.

Jolly: We will move on to Mr. McCullough.

McCullough: Thank you, Mr. President, through the Chair to the petitioner. I guess, when you do traffic studies, do you put an element for safety for pedestrian crossing? I think that was my colleagues question, is you're gonna put potentially 500 people that would be residents, that this would be their home, that would potentially be walking to different, various stores, whether its Target, whether it's Chili's, whether it's any of these outlying lots, do you see an issue with the walkability of that site, taking into consideration you have two large big box stores, right, adjoining the property?

Labadie: Well, you have to have proper pedestrian facilities, right. So, the idea that you would have crosswalks or sidewalks that would be there. They certainly have to have that safe distance for pedestrians. In other words, you don't put stuff in the way we if you're driving a car, you can't see them.

McCullough: And I think that's obvious, not to cut you off, but I parked at that site and I walked to the Chili's and I nearly got hit by a car about five times. So, even any of the stuff that is brought up, whether it's even a crosswalk that's lit, or it's got different mechanisms that can stop traffic, I just think that if you're the expert, subject expert matter on this, what's your take on it, you're putting potentially 500 residents that could be walking around that site, do you see an issue?

Labadie: No, not if we do it right. There's no problem. I think, though, that if you have 8000 trips, how many more pedestrians is that going to become? It's retail, because it's a retail store out there, is going to be a lot more cars moving around throughout the lot and a lot more pedestrians.

McCullough: I guess my question to that is, if you have an apartment complex, these residents will be living and using the surrounding businesses. Whereas, the big box store, they're usually parking and walking into said building and walking back up out to their car, at least, I'm not an engineer in this field, but I definitely think that.

Labadie: I understand that there's still a big, it's really a matter of designing a proper facility that has adequate sight distance, and you have sidewalks where they don't have to walk in the street with aisleways and all that stuff, but the the numbers are going to be so significantly different. The opportunity for problems with a retail big box store versus pedestrian-wise versus the people who live there, if they had to live there, that's quite a bit different.

Jolly: Thank you very much, sir. At this time, I'll just in about a second here, I'm gonna go to the Council and ask them for direction, in regard to this item. You might hear various different motions here in a couple minutes. Like, you know, approving or denying, a Committee of the Whole, none of those things will be voted on tonight. I don't know what, if any of those things, are gonna be offered. But whatever's offered, it might be all of them. Those things will not be voted on tonight. Those will move to a regular meeting. It was previously said August 22. I'm gonna actually schedule this for September 6, because I'm not going to be here on August 22. So, with that being said if there's anything for the Council.

McIntyre: I have a question and maybe this goes to Mr. Bernier, there was discussion tonight about denial by the ZBA.

Bernie: I don't think this ever went to the ZBA.

McIntyre: If ZBA denies something it does not come to City Council.

Bernier: It wouldn't come to City Council, an appeal from the ZBA goes to Circuit Court.

McIntyre: Of course. When residents have talked about denial by the Zoning Board, this is an important point. Whatever their decision is, as a force of Law, and the only appeal is to the Circuit Court. So, there was no denial by the Zoning

Board. The other comments that we heard tonight, I understand, and I still have some concerns about this project, but this was zoned commercial and we've kind of talked around it tonight, but if this were not rezoned, the other option to go in there, without any requirement of anything other than a site plan approval would be a big box store. So, when people talk about private property owners, and they just want to make money, that's the reason you have private property, it's the same with your house. So, a developer who wants to develop something, to make a profit, that's how this country works. It doesn't mean that every project is good, or that we approve every project that comes before us, where we have the authority to act, but there's nothing inherently bad about that. Again, it's the same reason that we make improvements to our homes and hope to sell them for profit. There are a number of points had been brought up tonight that I do want to understand better. The impact on the sewer system is one. I think I heard the consultants say they were pretty sure that it would work. All those things, to me, needs to be established with facts and numbers. The other thing that I still don't have a good handle on, and I guess, Mr. Chair, through you, I just like to ask the developer, if you've done any modeling on the site lines, because I am concerned about the third floor. And you know, I think residents have the expectation of privacy in areas where we can control it. Unfortunately, some areas like drones, we have no jurisdiction over that, but we do over this. So, has there been any modeling done the sightlines in the residence backyards and homes? And if there is, I'd like to hear about it, and if there hasn't been I'd be interested in that. Everything that the residents have said tonight, I'd just like to echo to all of you. Thank you for coming and we appreciate every single comment that's brought up. I will address one other thing. When you say that there are conflicts of interest because somebody works in this industry, and somebody works in this industry, Livonia's standards for recusing yourself if there's a conflict, are very, very clear, and it's that you have a financial stake in the outcome of a project. And just because you work in a certain industry, there is no benefit that accrues to you because of the specific project. If there are true conflicts of interest and fortunately, we don't have those often, but because these are part time jobs, sometimes you will see somebody recuse themselves. But there's absolutely to say there is conflict of interest because of an industry association, that's not a conflict of interest. It may mean that you have subject matter expertise. But you know, I worked for Ford, and when we have things come before us with vehicles or Ford, I didn't automatically approve it because I was in the auto industry, so thank you, Mr. Chair.

Jolly: So, looking at the schedule here, I have to correct myself, the previously said September 6, but then noticing, I believe Mr. McCullough will not be present at the September 6 meeting. I think it's very important to have a full board for this, because I want to avoid a tie or playing any kind of well, not playing anything by having a meeting that's going to potentially end and having to redo any of this over again later on. Right. I want a definitive answer to come out of this. So, this will be heard on September 26 at the Regular meeting. I think that'll be the first time we have an opportunity to have everybody here

and I think because of the way the previous votes went it's important to have a full board. With that being said, I look for direction from the Council.

Donovic: Thank you, Mr. President. I just want to elaborate really quick to my colleague, Councilwoman McIntyre. I would appreciate something for the engineer and the engineer saying, hey, this is the impact that we anticipate on the storm system. I think that would be very helpful. What is a two-unit development? What do you anticipate those numbers to look like? I'm completely confident with my experience in the industry, that the storm system can take the water run off because it was built for that in the future, but it would be nice to see some numbers there. And then also, I'd just like to touch on, I do know in our packets, we do have some visuals on the sightline, because my understanding is this proposal is the same exact elevation, same height as the surrounding buildings that the Walmart and Target to the east, however, is I think it's like a football field way. Whereas, if it was a commercial development, a big box store, which it is currently zoned for, I believe the zoning would allow it to be roughly 90 feet away from the property line, give or take a few feet. So, and that is a question precludes the Law department, Mr. Bernier, through the Chair, if this were to, let's just say this was not a multifamily development. My understanding of the zoning parameters would be, that the owner of this property would not have to come before City Council if they wanted to do a big box store, because it's currently zoned for that usage. They would only have to go through the internal Planning Department, which would be Mr. Taormina, correct?

Bernier: If somebody was putting up a commercial business, it's designed right now, it is zoned for commercial, so it would not have to come to Council.

Donovic: Whereas, because this is a different zoning, Council does have some...

Bernier: It's because there is the rezoning to NM-2, I believe it is, that Council then would have a say because of the site plan, whether or not to grant the rezoning based upon the site, if this is an acceptable site plan. If this was a commercial enterprise, and it was developed commercial, it wouldn't be in front of Council, except for a site plan. You would not have rezoning aspect. But if the site plan review is different than a zoning review, if it was just a site plan, there are different things council would be looking at and different rules than if there's a rezoning.

Donovic: Thank you for that clarification. That being said, I offer an approving, denying and a Committee of the Whole for my colleagues, thank you, Mr. Chair.

Jolly: Okay, so Mr. Donovic, has offered and approving and denying and a Committee of the Whole, all three options, and any of those options may proceed on September 26, or none of them, or something completely different, but at this point, all things are on the table. Ms. McIntyre.

McIntyre: I'd like to clarify a request I made of the petitioner, if I may. I had seen the sightline, I'll call it a mathematical equation, because that's really what it is.

It's an angle, its geometry. When I talk about modeling, I'd like to see, and I know there's software that can do these sorts of things, I like to see what the view is into a home from third floor and maybe using some of the homes that are closest to the property line. So, thank you. You had pointed out that I appear to not recognize there was no, no, no, but I just wanted to clarify what I was looking for.

Jolly: Okay, if there's nothing else from the Council, I appreciate everybody's time and efforts tonight. Thank you for being civil and sharing your views and experience with us, thanks to the petitioner and everybody here. We'll see you all back on September 26. Thank you very much. Public hearing is closed.

As there were no further questions or comments, the Public Hearing was declared closed at 7:57PM.

LETTER TO THE LIVONIA CITY COUNCIL

Planning
June 22, 2022

MEETING DATE	PREPARED BY
Public Hearing of August 3, 2022 for the Regular Meeting of August 22, 2022	Stephanie Reece, Program Supervisor,

AGENDA ITEM

Appeal of the denial of the Planning Commission regarding Petition 2022-04-08-02 submitted by Middlebelt Plymouth Venture L.L.C. requesting to construct an apartment complex (Wonderland Flats), consisting of two (2) buildings and 201 units, on the properties at 29707 & 30273 Plymouth Road, located on the south side of Plymouth Road between Middlebelt Road and Milburn Avenue in the Northeast ¼ of Section 35.

BACKGROUND

RECOMMENDATION

June 22, 2022

Honorable Members of the City Council
City of Livonia, Michigan

Re: Petition 2022-04-08-02 -Middlebelt Plymouth Venture L.L.C. (Wonderland Flats)

Dear Council Members:

At the 1,188th Public Hearing and Regular Meeting held by the City Planning Commission on June 7, 2022, the following resolution was adopted:

#06-34-2022 RESOLVED, That City Planning Commission does hereby recommend to City Council that Petition 2022-04-08-02 submitted by Middlebelt Plymouth Venture L.L.C. requesting approval pursuant to Sections 3.08 and 6.04 of The Livonia Vision 21 Zoning Ordinance, as amended, to construct an apartment complex (Wonderland Flats), consisting of two (2) buildings and 201 units, on the properties at 29707 & 30273 Plymouth Road, located on the south side of Plymouth Road between Middlebelt Road and Milburn Avenue in the Northeast ¼ of Section 35, be denied, for the following reasons

1. That the petitioner has failed to affirmatively show that the proposed use is in compliance with all of the special and general waiver use standards and requirements as set forth in Sections 3.08, 6.04 and 13.13 of the Livonia Vision 21 Zoning Ordinance.

2. That too many issues remain unresolved, including increased traffic concerns, building architecture, signage, site layout, compatibility with the surrounding retail uses and the close proximity to the adjacent residential neighborhood.

3. That the site lacks the capacity to handle the intensity associated with a 201-unit apartment complex and would therefore be detrimental to and not in harmony with the character of the surrounding commercial center and adjacent neighborhood.

4. That the apartment complex would create significant adverse impacts on adjoining parcels, public services, and community planning efforts.

5. That the proposal conflicts with the spirit and intent of the Zoning Ordinance to promote and encourage a balanced and appropriate mix of uses, and

6. That the petitioner has failed to comply with all the concerns deemed necessary for the safety and welfare of the City and its residents.

A roll call vote on the foregoing resolution resulted in the following:

AYES: Ventura, Smiley, McCue, Long, Wilshaw
NAYS: Caramagno, Bongero
ABSENT: None
ABSTAIN: None

FISCAL CONSIDERATION

ATTACHMENTS

1. 2022-04-08-02_E-COUNCIL Pkt

APPROVED BY



Mark Taormina, Planning and Economic Development Director — Date: June 22, 2022



Maureen Miller Brosnan, Mayor — Date: June 23, 2022

Petition 2022-04-08-02 submitted by Middlebelt Plymouth Venture L.L.C. requesting approval pursuant to Sections 3.08 and 6.04 of The Livonia Vision 21 Zoning Ordinance, as amended, to construct an apartment complex (Wonderland Flats), consisting of two (2) buildings and 201 units, on the properties at 29707 & 30273 Plymouth Road, located on the south side of Plymouth Road between Middlebelt Road and Milburn Avenue in the Northeast ¼ of Section 35.

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THE MIKE COX LAW FIRM PLLC

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June 21, 2022

Via Email and Hand-delivery
Ms. Susan M. Nash, City Clerk
33000 Civic Center Drive
City Hall, 1st Floor
Livonia, MI 48154
SNash@livonia.gov

RECEIVED
OFFICE OF THE CITY CLERK
2022 MAY 12 AM 10:16
June 21
L. Taylor

Re: Petition 2022-04-08-02 - Wonderland Flats
Appeal of the City Planning Commission's Denial on June 7, 2022

Dear Clerk Nash:

I write on behalf of Middlebelt Plymouth Venture, LLC ("Middlebelt") regarding Petition 2022-04-08-02 ("Site Plan Petition") requesting City approval of a site plan in accordance with the Livonia Vision 21 Zoning Ordinance and Michigan's Zoning Enabling Act ("MZEA"), MCL 125.3103, *et seq*.

The Site Plan Petition proposes development of an apartment complex ("Wonderland Flats") pursuant to Sections 3.08 and 6.04 of the Livonia Vision 21 Zoning Ordinance that consists of two (2) buildings and 201 units, located on the properties at 29707 & 30273 Plymouth Road. On June 7, 2022, the Planning Commission improperly denied Middlebelt's Site Plan Petition.

Accordingly, Middlebelt files this appeal pursuant to Section 13.13(10) of the Livonia Vision 21 Zoning Ordinance and requests the City Council reverse the Planning Commission's recommendation and approve the Site Plan Petition.

Along with the filing fee of $400.00, enclosed please find Middlebelt's appeal and attached exhibits. I ask that you please (a) forward this on to all City Council members via email, (b) ensure that a reasonable time for hearing the appeal is assigned and (c) included the appeal on the agenda for the appropriate city council meeting.

If you have any questions regarding this appeal, please feel free to contact me by email at mc@mikecoxlaw.com or telephone at (734) 591-4002. In addition to filing hard copies of this appeal, I will email you copies of the same documents for ease of electronic distribution.

Very truly yours,
THE MIKE COX LAW FIRM, PLLC

Michael A. Cox

Michael A. Cox

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APPEAL BY MIDDLEBELT PLYMOUTH VENTURE, LLC TO THE LIVONIA CITY COUNCIL

RECEIVED
OFFICE OF THE CITY CLERK
2022 MAY 12 AM 10:16
June 21
L. Taylor

To: Livonia City Council

From: Michael A. Cox
Kimberly M. Moehle
On behalf of Middlebelt Plymouth Venture, LLC

Re: Appeal of 6-7-2022 Planning Commission Denial

Date: June 21, 2022

Petition 2022-04-08-02 - Wonderland Flats
Appeal of the City Planning Commission's Denial on June 7, 2022

INTRODUCTION

On behalf of the Schostak family, Schostak Brothers & Company, and Middlebelt Plymouth Venture, LLC, we would first like to thank the Livonia City Council for its consideration of this appeal and associated Site Plan Petition. As local property owners and developers with a 50-year history of doing business in Livonia, we support the Council's efforts and its commitment to the goals in the Livonia Vision 21 Master Plan. Our proposed development is consistent with the City's vision, and we look forward to seeing its positive impacts on the residents, the businesses and the City of Livonia in the coming years.

Appellant, Middlebelt Plymouth Venture, LLC, ("Middlebelt") submitted Petition 2022-04-08-02 ("Site Plan Petition") requesting City approval of a site plan in accordance with the Livonia Vision 21 Zoning Ordinance and Michigan's Zoning Enabling Act ("MZEA"), MCL 125.3103, *et seq*. The Site Plan Petition proposes development of an apartment complex ("Wonderland Flats") pursuant to Sections 3.08 and 6.04 of the Livonia Vision 21 Zoning Ordinance that consists of two (2) buildings and 201 units, located on the properties at 29707 &

30273 Plymouth Road.

The Wonderland Flats site plans have been discussed at, at least, nine different City meetings, and Middlebelt has substantially amended the plans ***three*** different times to address all concerns raised by nearby residents and City officials. (A comparison of the **four** site plan versions is attached as **Appendix A**: Site Plan Comparison Chart.)

This appeal is based on the Planning Commission's improper exercise of discretion that is not allowed in determinations of site plan approvals: more particularly, the Commission attempted to exercise the discretionary authority it is granted in Section 13.15(5), which govern rezoning requests, when deciding Middlebelt's site plan petition, which is governed by the strict, non-discretionary standards of Section 13.13(12)(C). Therefore, Middlebelt now files this appeal pursuant to Section 13.13(10) of the Livonia Vision 21 Zoning Ordinance, and requests the City Council reverse the Planning Commission's recommendation, corrects its improper exercise of discretion, and approve the Site Plan Petition.

STATEMENT OF FACTS

I. Petition 2020-08-01-06: Rezoning Petition and Initial Site Plans

In October of 2020, Middlebelt submitted Petition 2020-08-01-06 (the "Rezoning Petition") to rezone parts of the properties at 29707 & 30273 Plymouth Road, located on the south side of Plymouth Road between Middlebelt Road and Milburn Avenue in the Northeast ¼ of Section 35, from C-2 General Business to R-8 High-Rise Multiple Family Residential. The Livonia Vision 21 Future Land Use map, attached as **Exhibit 1,** designates the proposed Wonderland Flats site as a mixed development center. Mixed development centers are intended to have (a) higher densities, (b) walkable and pedestrian friendly areas, and (c) integration between commercial and residential areas.

Attached to its initial Rezoning Petition, Middlebelt submitted a preliminary site plan (the **"First Site Plan: Rezoning"**) showing five (5) three-story apartment buildings and a one-story clubhouse. Combined, the five (5) buildings contained 192 apartments, including 89 one-bedroom units and 103 two-bedroom units.

The Planning Commission first considered the Rezoning Petition and **First Site Plan: Rezoning** at the October 27, 2020 Planning Commission study meeting and noted that the minimum required site area based on a total of 89 one-bedroom units and 103 two-bedroom units was 535,700 square feet, or 12.3 acres and that total area of the proposed (473,258 square feet or 10.86 acres) failed to satisfy this requirement.[1] Among other reasons, because the Original Rezoning Site Plan's dwelling units per acre exceeded the then-existing density allowance under Section 27.06(2) of the then operative zoning ordinance, the Planning Commission tabled the Rezoning Petition (at Middlebelt's request) during the November 10, 2020 meeting.

Middlebelt submitted revised preliminary site plans to the Planning Commission (the "**Second Site Plan: Rezoning**") on June 25, 2021.[2] These revised plans reduced the number of three-story apartment buildings from five (5) down to two (2) "C"-shaped apartment buildings that mirror one another and create a central courtyard and common area.[3]

By eliminating three of the five originally proposed buildings, the more compact arrangement moved the two remaining buildings further north toward Plymouth Road - - and away from the nearby single-family homes in the Bel-Aire Gardens Subdivision to the south. Under the **Second Site Plan: Rezoning**, the two apartment buildings would have contained a

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[1] See (**Appendix A**: Site Plan Comparison Chart).

[2] A comparison of the various site plans is attached as **Appendix A**: Site Plan Comparison Chart.

[3] Visually the two-building arrangement resembles two brackets—essentially, a [ ] shape with the common area and pool in the center.

total of 201 units on 10.86 acres, for an overall density of 18.5 dwelling units per acre.

The Planning Commission considered the **Second Site Plan: Rezoning** at their July 20, 2021, prehearing study meeting where its members focused on (a) density, (b) integration with the surrounding commercial uses to create a mixed-use development, and (c) the appearance and design of the apartment buildings. The Planning Commission again tabled the Rezoning Petition at their July 27, 2021 public hearing at Middlebelt's request.

A. Change to Zoning Ordinance, Revised Plans and Planning Commission Recommendation

On August 23, 2021, the City officially adopted the Livonia Vision 21 Zoning Ordinance (the "LV21 Zoning Ordinance") and Livonia Vision 21 Zoning Map ("LV21 Map") which impacted the Rezoning Petition in several important ways. *First*, Section 13.15 of the new LV21 Zoning Ordinance now governs rezoning requests like Middlebelt's Rezoning Petition. Section 13.15(5) gives both the Planning Commission and City Council discretionary authority to consider the criteria listed in Section 13.15 (5)(A)-(L) as well as "other factors or considerations specific to the subject matter of the proposed amendment" when making "findings, recommendations, and a decision" on rezoning.[4]

Second, the LV21 Zoning Ordinance replaced the former R-8 High-Rise Multiple Family Residential zoning classification with the NM2 Neighborhood Multifamily zoning district. And so, under LV21 Zoning Ordinance changes, the Middlebelt's Rezoning Petition sought a rezoning from C-2 General Business to NM2 Neighborhood Multifamily. In some respects, the new NM2 District regulations align with the former R-8 District; however, the new LV21 Zoning Ordinance made the following changes:

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[4] (**Exhibit 2**: LV21 Zoning Ordinance, Section 13.15(5), page 224-225.); see also (**Appendix B**: Planning Commission Authority Comparison.)..

1. Reduced the minimum building height from three (3) stories to one (1) story.

2. Increased the 20% maximum ground coverage by the principal structure to 30% maximum useable floor area as percentage of lot area.

3. Eliminated the minimum lot area per dwelling unit.

4. Eliminated the 1,000 feet setback from any other residentially zoned property.

5. Eliminated the requirement of covered parking spaces.

As a result of these changes, on September 17, 2021 Middlebelt submitted another set of revised site plans (the "**Third Site Plan: Rezoning**") which satisfied (and exceeded) the LV21 Zoning Ordinance's new NM2 District regulations as follows:

LV21 ZONING REQUIREMENT	REQUIRED	PROPOSED
MINIMUM LOT AREA	Eliminated	473,258 SF (10.86 AC)
MINIMUM LANDSCAPED AREA	15% (80,355 SF)	PROVIDED
MAXIMUM USABLE FLOOR AREA (% OF LOT AREA)	30% (141,977 SF)	33.5 % (158,773 SF) (W)
MAXIMUM BUILDING HEIGHT	4 stories	3 stories
MINIMUM FRONT YARD SETBACK	50 FT	110.3 FT (over 2x the required amount)
MINIMUM SIDE YARD SETBACK	25 FT	91.0 FT (over 3x the required amount)
MINIMUM SIDE YARD SETBACK (BOTH)	60 FT	221.9 FT (over 3x the required amount)
MINIMUM REAR YARD SETBACK	50 FT	231.0 FT (over 4x the required amount)
FENCED RECREATION AREA	5,650 SF	12,150 SF (over 2x the required SF)

RESIDENTIAL LANDSCAPE BUFFER	20 FT	98.6 FT (almost 5x the required amount)
COMMERCIAL LANDSCAPE BUFFER	20 FT	20.0 FT

(W) The MAXIMUM USABLE FLOOR AREA would require a waiver.

LV21 PARKING REQUIREMENT	REQUIRED	PROPOSED
REQUIRED PARKING: § 9.05	2.0 space for each unit with 1 or 2 bedrooms (201 UNITS)(2.0 SPACES) = 402 SPACES	422 SPACES
MAXIMUM PERMITTED PARKING: § 9.03 (5)	20% above minimum requirement (402 SPACES) (1.20) = 482 SPACES	422 SPACES
SNOW STORAGE: § 9.03 (7)	10% of the required parking stall area 200 SF x 422 spaces = 84,400 SF	> 84,400 SF
90° PARKING DIMENSIONS: § 9.04 (i)	20 ft x 10 ft w/ 24 ft drive aisle	20 ft x 10 ft w/ 22 ft aisle

(i) The stall length may be reduced by two feet where 90-degree parking abuts either an 8-foot sidewalk or 2 feet of additional landscaping to account for the vehicle overhang.

The **Third Site Plan: Rezoning** also incorporated the following exterior façade features to address the issues about the appearance and design of the apartment buildings the Planning Commission raised at their prior meetings in the fall of 2020 and summer of 2021:

- Added a varying range of smaller building façade "bump outs" along the exterior façade, providing more balance to the overall residential appearance;
- Added full size balconies, and a mixture of Juliet balconies (facing single-family), for additional architectural feature;
- Added a mixture of "eyebrow" decorative details above various window locations; and
- Included a new mixture and a range of material colors and textures to soften the overall appearance.

The Planning Commission considered the **Third Site Plan: Rezoning** at its October 12,

2021 study meeting. The Commissioners again stated general concerns over the site plan and building designs despite Middlebelt already addressing those concerns through extensive redesigning of its original plan in two successive revised proposals that led to the **Third Site Plan: Rezoning**.[5] However, rather than provide concrete feedback with measurable objective values or metrics to improve the site plan, the Commissioners and residents merely conveyed that they would prefer a mixed-use development that includes multifamily residential on more of a neighborhood scale as opposed to apartment buildings.

Importantly, this stated preference is contrary to the Livonia Vision 21 Master Plan goal of providing "missing middle housing" due to the "limited appeal of traditional multi-family housing types developed in decades past" such as conventional neighborhoods.[6] Still, at the October 19, 2021 regular meeting, the Planning Commission unanimously adopted Resolution #10-52-2021 which recommended City Council deny the Rezoning Petition.[7]

In short, based on the ***discretionary*** authority granted to the Planning Commission regarding ***rezoning*** decisions granted in Section 13.15 of the LV21 Zoning Ordinance, the Planning Commission opposed the proposed Wonderland Flats development as (a) incompatible with the surrounding residential neighborhoods, (b) contrary to the goals and objectives of the Livonia Vision 21 Master Plan, and (c) inconsistent with the established pattern of development in the surrounding area and would adversely alter the character of the neighborhood.[8]

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[5] See, e.g., (**Appendix A**: Site Plan Comparison Chart).

[6] See Livonia Vision 21 Master Plan, https://www.livoniavision21.com, *Book 2: Land Development*, p 23, available at <https://www.livoniavision21.com/s/LV21-Book2-FINAL-091318B.pdf>.

[7] See (**Appendix B**: Planning Commission Authority Comparison) regarding the extent of the Planning Commission's authority under Section 13.15.

[8] (**Exhibit 3**: October 26, 2021 Planning Review Letter.)

B. **City Council Approval of the Rezoning Petition**

The City Council held a Public Hearing on the Rezoning Petition and the attached **Third Site Plan: Rezoning** on Monday, March 7, 2022. At the meeting Middlebelt representatives explained, among other things, how the proposed Wonderland Flats site plan achieves the Livonia Vision 21 Master Plan goal of providing "missing middle housing" because it proposes a residential density that is in between single-family dwellings and mid-rise apartment buildings. And, as City Council Member Rob Donovic noted, the Rezoning Petition was similar to what City Council approved a few years ago for the nearby Liv Apartments on Haggerty Road: "So, this project reminds me a lot of the Liv apartments, it's very similar in the way it's designed and in the walkability. . . I mean, ***this is essentially what the City Council approved a few years ago*** for the Liv apartments, ***identical to what this proposal looks like***. I do see the similarities there and the precedent there."[9]

At the close of the meeting, Councilmember Donovic offered three motions to be considered at the next City Council meeting: (1) an approving motion, (2) a denying motion, and (3) a motion to refer the Rezoning Petition to the Committee of the Whole. City Council Jim Jolly explained that "nothing would proceed . . .before we have a site plan that we reviewed, and we would normally be voting on the site plan and the second read on the zoning change all at the same time."[10]

At the March 23, 2022 regular meeting, City Council exercised its discretionary authority under Section 13.15[11] and rejected the recommendation made by the Planning Commission and

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[9] (Emphasis added.) (**Exhibit 4**: March 7, 2022 City Council Meeting Minutes, p 11.)

[10] (**Exhibit 4**: March 7, 2022 City Council Meeting Minutes, p 10.)

[11] (**Exhibit 2**: LV21 Zoning Ordinance, Section 13.15(5) and (7), p 224-225.)

voted 4-3 to approve the Rezoning Petition "for preparation of [a zoning] Ordinance" amendment:

> [T]he Council does hereby reject the recommendation made by the Planning Commission and ***Petition 2020-08-01-06 is hereby approved for preparation of the Ordinance for submission to Council***; and the City Planner is hereby instructed to cause the necessary map for publication to be prepared indicating the zoning change herein approved and to furnish the same to the Department of Law and, upon receipt of such map, the Department of Law is requested to prepare an ordinance amending Livonia Vision 21 Zoning Ordinance, as amended, in accordance with this resolution.[12]

Councilmember Scott Bahr gave the first reading of the proposed ordinance amendment at the April 4, 2022 City Council regular meeting and placed the proposed ordinance amendment "on the table for consideration at an upcoming regular meeting."

This vote resolved the rezoning considerations raised by the Rezoning Petition and moved the Wonderland Flats development project into the site plan approval phase, where the Planning Commission's role is limited to a ***non-discretionary*** administrative determination of whether the proposed site plan complies with the standards and regulations set forth in the LV21 Zoning Ordinance.[13]

II. Petition 2022-04-08-02: Site Plan Petition

Because City Council will not hold a second reading of the proposed zoning change until they "have a site plan that we also know exactly what the buildings are going to be,"[14] Middlebelt submitted Petition 2022-04-08-02 ("Site Plan Petition") seeking site plan approval for Wonderland Flats.[15] The Site Plan Petition contained a 21-page site development plan (the

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[12] (Emphasis added.) (**Exhibit 5**: March 23, 2022 Meeting Minutes.)

[13] See (**Appendix B**: Planning Commission Authority Comparison.).

[14] (**Exhibit 4**: March 7, 2022 City Council Meeting Minutes, p 10.)

[15] See (**Exhibit 7**: Site Plan Approval Submission) and (**Exhibit 8**: Wonderland Flats Graphic Presentation.)

"**Fourth Site Plan: Site Plan Approval Submission**") (attached as **Exhibit 7**) which is similar in many respects to the Third Site Plan: Rezoning attached to the Rezoning Petition.[16]

However, the **Fourth Site Plan: Site Plan Approval Submission** contains additional information required by the LV21 Zoning Ordinance[17] such as: (i) a demolition plan (C-2); (ii) a grading plan (C-5); (iii) a stormwater management plan (C-6); (iv) a utility plan (C-7); (v) a lighting plan (C-8); (vi) a landscaping plan and landscaping details (C-9, C-10, C-11); (vii) construction details (C-12 & C-13); and (ix) truck exhibits (EX-1 - EX-3).[18] It also voluntarily added many non-mandatory aesthetic features requested by residents and Planning Commission members.

Although they both relate to the same Wonderland Flats development, the Site Plan Petition (Petition 2022-04-08-02) is different from the Rezoning Petition (Petition 2020-08-01-06) because each petition seeks two different objectives under two different processes. Section 13.15 of the LV21 Zoning Ordinance governs rezoning requests (and other proposed zoning ordinance amendments) while Section 13.13(12) governs site plan review and approval.[19] And while the Planning Commission could "take into account other factors or considerations specific to the subject matter of the [rezoning request],"[20] the LV21 Zoning Ordinance strictly limits site plan review and approval to whether the plans "comply with the standards and regulations set

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[16] See (**Appendix A**: Site Plan Comparison Chart).

[17] (**Exhibit 2**: LV21 Zoning Ordinance, Section 13.13 (12)(E), p 218.)

[18] See generally (**Exhibit 7**: Site Plan Approval Submission.)

[19] See (**Appendix B**: Planning Commission Authority Comparison) for a comparison of the Planning Commission's authority under Section 13.15 vs Section 13.13.

[20] (**Exhibit 2**: LV21 Zoning Ordinance, Section 13.15(5), page 224-225.)

forth in [the LV21 Zoning Ordinance]."[21] Put differently, the Planning Commission has no discretion in making site plan determinations.

On May 24, 2022, the Planning Commission had a study meeting on the proposed Site Plan Petition. At the meeting Livonia's Planning and Economic Development Director Mark Taormina presented the **Fourth Site Plan: Site Plan Approval Submission**, and noted the following changes from the **Third Site Plan: Rezoning** attached to the Rezoning Petition:[22]

- Added a third row of 8-foot-tall evergreen trees added to the proposed two rows of evergreen 5-6 feet tall trees;
- Added an 8-foot screening fence atop of the berm;
- Added additional bike racks for a total of 16 bike racks (with a total capacity to house approximately 64 bikes);
- Changed the number and location of dumpsters to allow better access to all residents (previously 2 double dumpsters and 1 triple dumpster, now proposed 4 double dumpsters evenly spaced throughout the site);
- Added sidewalks off the property connecting to offsite walkways northeast and west corners of property;
- Added outdoor package centers for mail and packages received by residents;
- Added decorative fencing along the northern property line; and
- Added seating area with benches at the northeast and northwest corners of the site.

None of these changes were required by the LV21 Zoning Ordinance; rather, Middlebelt once again voluntarily changed its plans and increased its development costs to address the

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[21] (**Exhibit 2**: LV21 Zoning Ordinance, Section 13.13(12).) See also (**Appendix B**: Planning Commission Authority Comparison).

[22] See (**Appendix A**: Site Plan Comparison Chart).

generalized concerns of the City Council, Planning Commission, and city residents. For example, because residents raised concerns about privacy and garbage collection at the March 7, 2022 meeting, Middlebelt added additional landscaping on the berm and additional garbage dumpsters into the **Fourth Site Plan: Site Plan Approval Submission**. Similarly, Middlebelt committed to providing[23] the Commissioners with an additional, updated traffic impact study for the site before the June 7, 2022 Planning Commission meeting.

A. June 7, 2022 Planning Commission Meeting and Denial

On June 7, 2022, the Planning Commission considered the Site Plan Petition and the attached **Fourth Site Plan: Site Plan Approval Submission** at its regular meeting. Director Mark Taormina gave an overview of the **Fourth Site Plan: Site Plan Approval Submission** which includes, among other things, (a) 201 apartments; (b) a pool and pool house; (c) brick veneer and then vinyl siding; (d) a mix of full and Juliette balconies; (e) a widened berm; (f) four dumpsters; and (g) pedestrian connections with internal sidewalks. Director Taormina then presented letters from five city departments— The Engineering Division, Department of Public Safety Livonia Fire and Rescue, Department of Inspection, Department of Finance, and the Office of Treasurer— all stating that they had no objections to the site plan.

City residents spoke at the meeting expressing the same issues they raised during the 2021 Planning Commission meetings and the 2022 City Council meetings for the Rezoning Petition— concerns about privacy and sight-lines; lack of walkways for people to walk through the apartment complex; concerns about what type of residents will live there in the future; amorphous

[23] Middlebelt provided the Planning Commissioners with a 21-page traffic impact study prepared by the civil, environmental, architectural/engineering, and construction management consulting firm Fishbeck dated May 27, 2022. The "May 27, 2022 Traffic Impact Study" is attached as **Exhibit 8**.

worries about traffic, utilities, sewer system, and the flood plane; and generalized feelings that the development did not fit the Vision 21 plan.[24] While these concerns were arguably appropriate considerations during the rezoning request phase, they are outside the scope of the site plan review and approval process which is strictly limited to determining whether a proposed site plan complies with the standards and regulations set forth in the LV21 Zoning Ordinance.[25]

Further Middlebelt had already directly addressed these concerns in either the updated **Fourth Site Plan: Site Plan Approval Submission** or in prior versions.[26] (Many of these concerns had even been addressed as far back as last September in Middlebelt's Third Site Plan: Rezoning.) For example, Middlebelt representative Jeff Schostak explained that as a direct result of the privacy concerns raised at the prior Planning Commission and City Council meetings, the **Fourth Site Plan: Site Plan Approval Submission** added a ***third*** row of 8-foot-tall evergreen trees, which in combination with the 8-foot screening fence added atop the berm, ensures there is zero visibility from the third-floor apartments into the nearby residential homes. Further, **Fourth Site Plan: Site Plan Approval Submission's** stormwater management plan and utility plan[27]addressed the resident's utilities, sewer system, and flood plan concerns and the City departments responsible for those concerns— the Engineering Division of the Department of Public Works and the Inspection Department— both submitted letters of no objection regarding the Site Plan Petition. Likewise, Middlebelt has continuously demonstrated how the proposed

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[24] This concern had already been addressed during the approval process for the Rezoning Petition and by approving the Rezoning Petition City Council implicitly found that development achieved the goals and objectives of the Livonia Vision 21 Master Plan.

[25] See (**Appendix B**: Planning Commission Authority Comparison.).

[26] See (**Exhibit 7**: Site Plan Approval Submission) and (**Exhibit 8**:Wonderland Flats Graphic Presentation).

[27] (**Exhibit 7**: Site Plan Approval Submission, C-6 and C-7.)

Wonderland Flats will serve as a catalyst for a walkable neighborhood where the apartments are integrated with nearby commercial developments; Middlebelt's Wonderland Flats Graphic Presentation shown during the meeting clearly demonstrated the ample walkways for people to walk both through the apartment complex and to nearby mixed-use retail centers.[28]

Middlebelt representative Mike Labadie also presented the results of the May 27, 2022 Traffic Impact Study (attached as **Exhibit 9**) at the meeting. Mr. Labadie explained that the planned Wonderland Flats apartments would have "little effect on the intersection of Plymouth Road and Middlebelt Road traffic operations":

> The forecasted trips from the proposed residential development ***has little effect*** on the intersection of Plymouth Road and Middlebelt Road traffic operations. Table 10 displays the comparison of the intersection of Plymouth Road and Middlebelt for the background and future conditions. The results indicate approximate delay increases of ***one (1) second and two (2) seconds*** at the intersection for the a.m. and p.m. peak hours, respectively.
>
> . . .
>
> The analyses conducted for this TIS indicate that the proposed development ***will not result in any significant impact to the adjacent road network***. The proposed site access configuration is appropriate and will acceptably facilitate site ingress and egress.[29]

Additionally, Mr. Labadie explained that the anticipated traffic impact of the planned apartments was significantly ***less*** than it would be for a permissible commercial development, such as a hypothetical Sam's Club or other big box store, which are typical for a C-2 General Business district.

Despite both **Fourth Site Plan: Site Plan Approval Submission's** compliance with the LV21 Zoning Ordinance and the overwhelming evidence presented at the June 7, 2022 meeting,

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[28] (**Exhibit 8**:Wonderland Flats Graphic Presentation.)

[29] (**Exhibit 9**: May 27, 2022 Traffic Impact Study, p 13) (emphasis added).

the Planning Commission voted 5-2 to adopt a resolution (Resolution #06-34-2022) recommending the City Council deny the Site Plan Petition. The Planning Commission's denial letter on June 8, 2022 (attached as **Exhibit 6**) demonstrates the Planning Commission's application of the wrong standard. The Planning Commission listed the following reasons for its recommendation:

1. That the petitioner failed to affirmatively show that the proposed use is in compliance with all of the special and general waiver use standards and requirements as set forth in Sections 3.08, 6.04 and13.13 of the Livonia Vision 21 Zoning Ordinance.

2. That too many issues remain unresolved, including increase traffic concerns, building architecture, signage, site layout, compatibility with the surrounding retail uses and the close proximity to the adjacent residential neighborhood.

3. That the site lacks the capacity to handle the intensity associated with a 201-unit apartment complex and would therefore be detrimental to and not in harmony with the character of the surrounding commercial center and adjacent neighborhood.

4. That the apartment complex would create significant adverse impacts on adjoining parcels, public services, and community planning efforts.

5. That the proposal conflicts with the spirit and intent of the Zoning Ordinance to promote and encourage a balanced and appropriate mix of uses, and

6. That the petitioner has failed to comply with all the concerns deemed necessary for the safety and welfare of the City and its residents.

While the Planning Commission obtusely mentioned Sections 3.08 and 6.08, not one of these "reasons" identify any specific failures to satisfy those sections or any other enumerated requirement in the LV21 Zoning Ordinance. It is insufficient for the Planning Commission to "merely repeat the conclusionary language of the zoning ordinance ***without specifying the factual findings*** underlying the determination that the requirements of the ordinance were satisfied" or not satisfied.[30]

[30] *Reenders v Parker*, 217 Mich App 373, 378–79; 551 NW2d 474, 477 (1996).

LEGAL STANDARD

The Michigan constitution, statues, court rules and case law all require that a municipal zoning decision is constitutional, based upon proper procedure, authorized by law, based on substantial, competent, material evidence on the record, and that the decision must "represent the reasonable exercise of discretion granted by law."[31]

Section 501 of Michigan's Zoning Enabling Act ("MZEA") governs the submission and approval of site plans. Section 501 requires approval of a site plan if it contains the information required by the zoning ordinance and conforms to the applicable regulations: "A site plan shall be approved if it contains the information required by the zoning ordinance and is in compliance with the conditions imposed under the zoning ordinance, other statutorily authorized and properly adopted local unit of government planning documents, other applicable ordinances, and state and federal statutes."[32]

GROUNDS FOR REVERSAL OF THE PLANNING COMMISSION'S DECISION

III. The Planning Commission denial is not authorized by law.

Michigan law is clear that once an applicant has complied with all applicable statutes and ordinances, as is the case here, the municipality must approve the site plan.[33] For example, in *Hessee Realty, Inc v City of Ann Arbor*, ten city departments and the planning commission recommended approval of plaintiff Hessee Realty, Inc's site plan for an apartment development before the Ann Arbor City Council voted to return the site plan to the Planning Commission.[34]

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[31] See Mich Const 1963 art 6, §28; MCL 125.3606(1); and MCR 7.122. See also, e.g., *Janssen v. Holland Charter Twp Zoning Bd of Appeals*, 252 Mich App 197, 201; 651 NW2d 464 (2002).

[32] MCL 125.3501(5).

[33] *Hessee Realty, Inc v City of Ann Arbor*, 61 Mich App 319; 232 NW2d 695 (1975).

[34] *Hessee Realty, Inc*, 61 Mich App at 321. TheAnn Arbor City Council sent the plans back to the Planning Commission so that the Board of Education could be asked to analyze the potential

The Planning Commission reconsidered plaintiff's site plan (which was the same one it had earlier approved), and this time, rejected it. Afterwards, the City Council "alluding to possible traffic problems, voted unanimously to reject the plan."[35]

On appeal the Court of Appeals reversed the Council's action and explained that while municipalities "are given great breadth in establishing general land use patterns through their power to zone," their "ability to regulate specific uses which the zoning scheme allows, through site plan approval and building permit issuance, must be carefully circumscribed by specific, published standards" and so generally qualifies as an administrative, rather than legislative, act:[36]

> The Commission's duty is apparently limited to a determination that site plans meet such standards and, through a review by city agencies, comply with the relevant, specific 'legal requirements'. . . . Thus, ***once the requirements of 'statute, ordinance and regulation' have been satisfied, the Commission must approve the site plan***. We find the same limitations to apply to the City Council.[37].

The Court of Appeals found that the City's denial of the site plan was both an abuse of discretion and not supported by competent and material evidence: "We can find no legitimate reasons in the record. Some concern was expressed at the Council meeting over the impact which plaintiff's development would create on traffic at nearby schools. No specific evidence was presented to support this concern. Indeed, defendant's own Department of Traffic Engineering and Transportation had already approved the site plan."[38]

Here, the Planning Commission's denial is neither authorized by law nor supported by

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impact of the plan on the local schools. However, the Board of Education refused to give an opinion, claiming plaintiff's plans were too indefinite to be analyzed as to school impact.

[35] *Hessee Realty, Inc*, 61 Mich App at 322.

[36] *Hessee Realty, Inc*, 61 Mich App at 324-25.

[37] *Id.* at 325.

[38] *Hessee Realty, Inc*, 61 Mich App at 326.

competent and material evidence. Section 13.13 (12) of the LV21 Zoning Ordinance grants the Planning Commission only the limited administrative authority to "postpone, approve, approve subject to conditions, or deny the site plan."[39] Denial is only appropriate "[u]pon determination that a site plan ***does not comply*** with the standards and regulations set forth in this Ordinance or would require extensive revisions to comply with the standards and regulations."[40]

In contrast, "[u]pon determination that a site plan is in compliance with the requirements of this Ordinance and other applicable ordinances and laws, the site plan ***shall be approved.***"[41] In Michigan, the use of the term "shall" rather than "may" indicates a mandatory rather than discretionary action.[42] Therefore, if an applicant shows that its site plan meets the requirements in the LV21 Zoning Ordinance and "other applicable ordinances and laws," the Planning Commission ***must*** approve the site plan. Here, Middlebelt's **Fourth Site Plan: Site Plan Approval Submission** satisfied the LV21 Zoning Ordinance requirements and standards and contained all of the required information under Section 13 of the LV21 Zoning Ordinance. And so, the Planning Commission was required by law to approve the Site Plan Petition.

IV. The Planning Commission denial is not based on substantial, competent, and material evidence.

The Planning Commission's denial is not based on substantial, competent, and material evidence because the Planning Commission never identified any specific deficiencies in the Site Plan Petition (likely because the Site Plan Petition contained all required information and compiled with the LV21 Zoning Ordinance). A determination of "whether there was competent,

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[39] (**Exhibit 2**: LV21 Zoning Ordinance, Section 13.13 (12)(C), p 218.)

[40] (**Exhibit 2**: V21 Zoning Ordinance, Section 13.13 (12) (ii)) (emphasis added).

[41] (**Exhibit 2**: V21 Zoning Ordinance, Section 13.13 (12) (iii).) (emphasis added).

[42] *Browder v Int'l Fidelity Ins Co,* 413 Mich. 603, 612; 321 NW2d 668 (1982).

material, and substantial evidence on the record to support a zoning board decision requires 'a knowledge of the facts justifying the board's ... conclusion.'"[43]

As the Court of Appeals explained in *Hessee Realty, Inc*: "[t]o preserve the property owner's right, the municipality's ability to regulate specific uses which the zoning scheme allows, through site plan approval and building permit issuance***, must be carefully circumscribed by specific, published standards***." [44] The deficiencies in the Planning Commission's denial are clear when you compare the language of the (**Exhibit 6**: June 8, 2022 Planning Denial Letter) with the facts in the 2001 Court of Appeals decision of *Kanakry v City of St Clair Shores*.[45] There, the Court of Appeals noted the subject planning commission's detailed site plan denial which was directly linked to objective criteria in the applicable ordinance: "pursuant to Zoning Ordinance . . . fourteen stacking spaces were required for the plaintiffs to have two drive-thru windows. Plaintiffs' site plan only provided for nine stacking spaces.[46] These types of specific findings by a planning commission are required to support a site plan denial: here, the Planning Commission denial does not identify one (or any) ordinance standard – such as setback distances or minimum apartment square footage or parking space minimums – that Middlebelt failed to meet.[47]

Nor does the Planning Commission's denial ever identify what ordinance provision, if any, the Site Plan Petition violates. Instead, it contains broad conclusory statements that the site plan "conflicts with the spirit and intent of the Zoning Ordinance to promote and encourage a

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[43] *Reenders v Parker*, 217 Mich App 373, 378–79; 551 NW2d 474, 477 (1996) (quoting *Tireman–Joy–Chicago Improvement Ass'n v. Chernick*, 361 Mich 211, 219; 105 NW2d 57 (1960)).

[44] *Hessee Realty, Inc*, 61 Mich App at 325.

[45] *Kanakry v City of St Clair Shores*, unpublished opinion of the Court of Appeals, issued May 11, 2001 (Docket No. 216010), 2001 WL 669309.

[46] *Id.* at *3.

[47] See (**Exhibit 6**: June 8, 2022 Planning Denial Letter).

balanced and appropriate mix of uses."[48] "Spirit and Intent" is the opposite of a specific, published standard and it is insufficient for the Planning Commission to "merely repeat the conclusionary language of the zoning ordinance without specifying the factual findings underlying the determination that the requirements of the ordinance were satisfied in the case at hand."[49]

Further, it is plain that the Planning Commission did not base its denial on competent and material evidence because the evidence in the record *contradicts* the reasoning in the June 8, 2022 Denial Letter. For example, the Planning Commission claimed the "apartment complex would create significant adverse impacts on adjoining parcels, public services, and community planning efforts" and that Middlebelt "failed to comply with all the concerns deemed necessary for the safety and welfare of the City and its residents."[50]

Putting aside the proofs offered by Middlebelt, five City departments—the Engineering Division, Department of Public Safety Livonia Fire and Rescue, Department of Inspection, Department of Finance, and the Office of Treasurer— all told the Planning Commission that they had no objection to the Site Plan Petition. The City website explains the primary objective of the Inspection Department "is to safeguard the health, safety and welfare of the citizens and businesses of Livonia."[51] Importantly, the June 3, 2022 Inspection Department letter read during the June 7, 2022 meeting establishes that the Inspection Department did not have any objection to the proposed site. The Planning Commission's determination that the Site Plan Petition "filed to comply with concerns deemed necessary for the safety and welfare of the City and its residents"

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[48] (**Exhibit 6**: June 8, 2022 Planning Denial Letter.)

[49] *Reenders*, 217 Mich App at 378-379.

[50] (**Exhibit 6**: June 8, 2022 Planning Denial Letter.)

[51] Livonia.gov, *Inspection (Building & Enforcement),* <https://livonia.gov/241/Inspection-Building-Enforcement> (last accessed June 14, 2022).

is nonsensical in the face of the express approval from the public service departments responsible for the safety and welfare of the City and its residents.

CONCLUSION

The Site Plan Petition and this appeal establish that the **Fourth Site Plan: Site Plan Approval Submission** complies with Sections 3.08 and 6.04 of the LV21 Zoning Ordinance as well as the objectives of the Livonia Vision 21 Master Plan. And so, pursuant to Section 13.13(10) of the LV21 Zoning Ordinance, Middlebelt requests the City Council reverse the Planning Commission's recommendation and approve the Site Plan Petition.

Respectfully Submitted,

THE MIKE COX LAW FIRM, PLLC,

By: /s/ Michael A. Cox

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APPENDIX A: SITE PLAN COMPARISON CHART

Plan Version	First Site Plan: Rezoning	Second Site Plan: Rezoning	Third Site Plan: Rezoning	Fourth Site Plan: Site Plan Approval Submission
Date	October 2020	June 25, 2021	September 17, 2021	April 27, 2022
Acres	10.86 acres 473,258 square feet	10.86 acres 473,258 square feet	10.86 acres 473,258 square feet	10.86 acres 473,258 square feet
Buildings	5 three-story apartment buildings	2 three-story apartment buildings	2 three-story apartment buildings	2 three-story apartment buildings
Units	192 apartment units	201 apartment units	201 apartment units	201 apartment units
Usable floor area				160,054 square feet 33.8% of total site area[1]
Density	17.68 dwelling units per acre	18.5 dwelling units per acre	18.5 dwelling units per acre[2]	18.5 dwelling units per acre
Setback	129.6 rear yard setback from Bel-Aire Gardens Subdivision residential district		230 rear yard setback from Bel-Aire Gardens Subdivision residential district FRONT YARD SETBACK: over 2x the required amount SIDE YARD SETBACK: over 3x the required amount SIDE YARD SETBACK (BOTH): over 3x the required amount REAR YARD SETBACK: over 4x the required amount	300 rear yard setback from Bel-Aire Gardens Subdivision residential district FRONT YARD SETBACK: over 2x the required amount SIDE YARD SETBACK: over 3x the required amount SIDE YARD SETBACK (BOTH): over 3x the required amount REAR YARD SETBACK: over 4x the required amount

[1] Under the LV21 Zoning Ordinance the maximum permitted usable floor area in percentage of lot area is 35%.

[2] The LV21 Zoning Ordinance eliminated the requirement for minimum lot area per dwelling unit.

Plan Version	First Site Plan: Rezoning	Second Site Plan: Rezoning	Third Site Plan: Rezoning	Fourth Site Plan: Site Plan Approval Submission
Landscape Buffers[3]			Residential Landscape Buffer = 98.6 FT (almost 5x the required amount) Commercial Landscape Buffer = 20.0 FT	Residential Landscape Buffer = 98.6 FT (almost 5x the required amount) Commercial Landscape Buffer = 20.0 FT
Berm	5-foot-high masonry screen wall atop the approximately 8-foot-high berm • Green space area		5-foot-high masonry screen wall, atop the approximately 8-foot-high berm • Green space area • Added 2 rows of evergreen trees (5-6 feet tall)	8-foot-high screening fence added atop the approximately 8-foot-high berm • Green space area • Added 2 rows of evergreen trees (5-6 feet tall) • Added 1 row of 8-foot-tall evergreen trees • Also added a dozen deciduous trees to color the south side of the berm
Parking	385 parking spaces			404 parking spaces (including over 101 carports)
Fenced Recreation Area				8,530 SF (69.75% more than required)[4]
Bike Racks			12 bike racks	16 bike racks
Dumpsters			2 double dumpsters and 1 triple dumpster	4 double dumpsters for better resident accessibility

[3] Under the LV21 Zoning Ordinance, the NM2 District requires a 20-foot commercial side yard "landscape" buffer (Section 10.03(5)), whereas the prior ordinance did not specify landscape sets backs, but rather only 50-foot building setbacks.

[4] The LV21 Zoning Ordinance requires a fenced recreation area of 25 SF per dwelling unit. Here, (25 SF / UNIT) (201 UNITS) = 5,025 SF.

Plan Version	First Site Plan: Rezoning	Second Site Plan: Rezoning	Third Site Plan: Rezoning	Fourth Site Plan: Site Plan Approval Submission
Additional changes			• Added a varying range of smaller building façade "bump outs" along the exterior façade, giving more balanced to the overall residential appearance. • Added full size balconies, and a mixture of Juliet balconies (facing single-family), for additional architectural feature. • Added a mixture of "eyebrow" decorative details above various window locations. • New mixture and arrange of material colors and textures to soften the overall reside.	• Added sidewalks off the property connecting to offsite walkways northeast and west corners of property • Added outdoor package centers for mail and packages received by residents • Added decorative fencing along the northern property line • Added seating area with benches at the northeast and northwest corners of the site

APPENDIX B: PLANNING COMMISSION AUTHORITY COMPARISON

Planning Commission Authority re: Rezoning Requests	**Planning Commission Authority re: Site Plan Review & Approval**
Section 13.15 (5)	*Section 13.13(12)(C)*
(5) Standards of Review for Amendments. In considering any petition for an amendment to the text of this Ordinance or to the Zoning Map, the Planning Commission and City Council shall consider the following criteria that apply to the application in making findings, recommendations, and a decision. The Planning Commission and City Council may also take into account other factors or considerations specific to the subject matter of the proposed amendment. A) Consistency with the goals, policies and objectives of the Master Plan and any sub-area plans. If conditions have changed since the Master Plan was adopted, consistency with recent development trends in the area shall be considered. B) Consistency with the basic intent and purpose of this Zoning Ordinance. C) The capability of the street system to safely and efficiently accommodate the expected traffic generated by uses permitted in the requested zoning district. D) The capacity of the City's utilities and services sufficient to accommodate the uses permitted in the requested district without compromising the health, safety, and welfare of the City. E) That conditions have changed since the Zoning Ordinance was adopted or there was an error in the Zoning Ordinance that justifies the amendment. F) That the amendment will not be expected to result in exclusionary zoning. G) If a rezoning is requested, compatibility of the site's physical, geological, hydrological and other environmental features with the uses permitted in the proposed zoning district. H) If a rezoning is requested, compatibility of all the potential uses allowed in the proposed zoning district with surrounding uses and zoning in terms of land suitability, impacts on the environment, density, nature of use, traffic impacts, aesthetics, infrastructure and potential influence on property values. I) If a rezoning is requested, the boundaries of the	C) **Planning Commission Review.** The Planning Commission shall review the site plan, together with any reports and recommendations from staff, consultants, and other reviewing agencies and any public comments. The Planning Commission is authorized to postpone, approve, approve subject to conditions, or deny the site plan as follows: i) Postponement. Upon determination by the Planning Commission that a site plan is not sufficiently complete for approval or denial or upon a request by the applicant, the Planning Commission may postpone consideration until a later meeting. ii) Denial. Upon determination that a site plan ***does not comply with the standards*** and regulations set forth in this Ordinance or would require extensive revisions to comply with the standards and regulations, the site plan ***shall be denied.*** If a site plan is denied, a written record shall be provided to the applicant ***listing the reasons for such denial.*** In instances where Planning Commission denies a Site Plan this decision can be appealed to City Council pursuant to Section 13.13 (10). iii) Approval. Upon determination that a site plan ***is in compliance with the requirements of this Ordinance*** and other applicable ordinances and laws, the site plan ***shall be approved.*** iv) Approval Subject to Conditions. The Planning Commission may approve a site plan, subject to one or more conditions necessary to address minor modifications to the site plan, ensure that public services and facilities can accommodate the proposed use, protect significant natural features, ensure compatibility with adjacent land uses, or otherwise meet the intent and purpose of this Ordinance. Such conditions may include the need to obtain variances or approvals from other agencies.

requested rezoning district will be reasonable in relationship to surrounding zoning districts, and construction on the sites will be able to meet the dimensional regulations for the requested zoning district. J) If a rezoning is requested, the requested zoning district is considered to be more appropriate from the perspective than another zoning district. K) If a rezoning is requested to allow for a specific use, rezoning the land is considered to be more appropriate than amending the list of permitted or special land uses in the current zoning district to allow the use. L) If a rezoning is requested, the requested rezoning will not create an isolated or incompatible zone in the neighborhood.	

ADDITIONAL EXHIBITS

Exhibit 1: **The Livonia Vision 21 Future Land Use map**

Exhibit 2: **LV21 Zoning Ordinance**

Exhibit 3: **October 26, 2021 Planning Commission Letter to City Council**

Exhibit 4: **March 7, 2022 City Council Meeting Minutes**

Exhibit 5: **March 23, 2022 City Council Meeting Minutes**

Exhibit 6: **June 8, 2022 Planning Denial Letter**

Exhibit 7: **Fourth Site Plan: Site Plan Approval Submission**

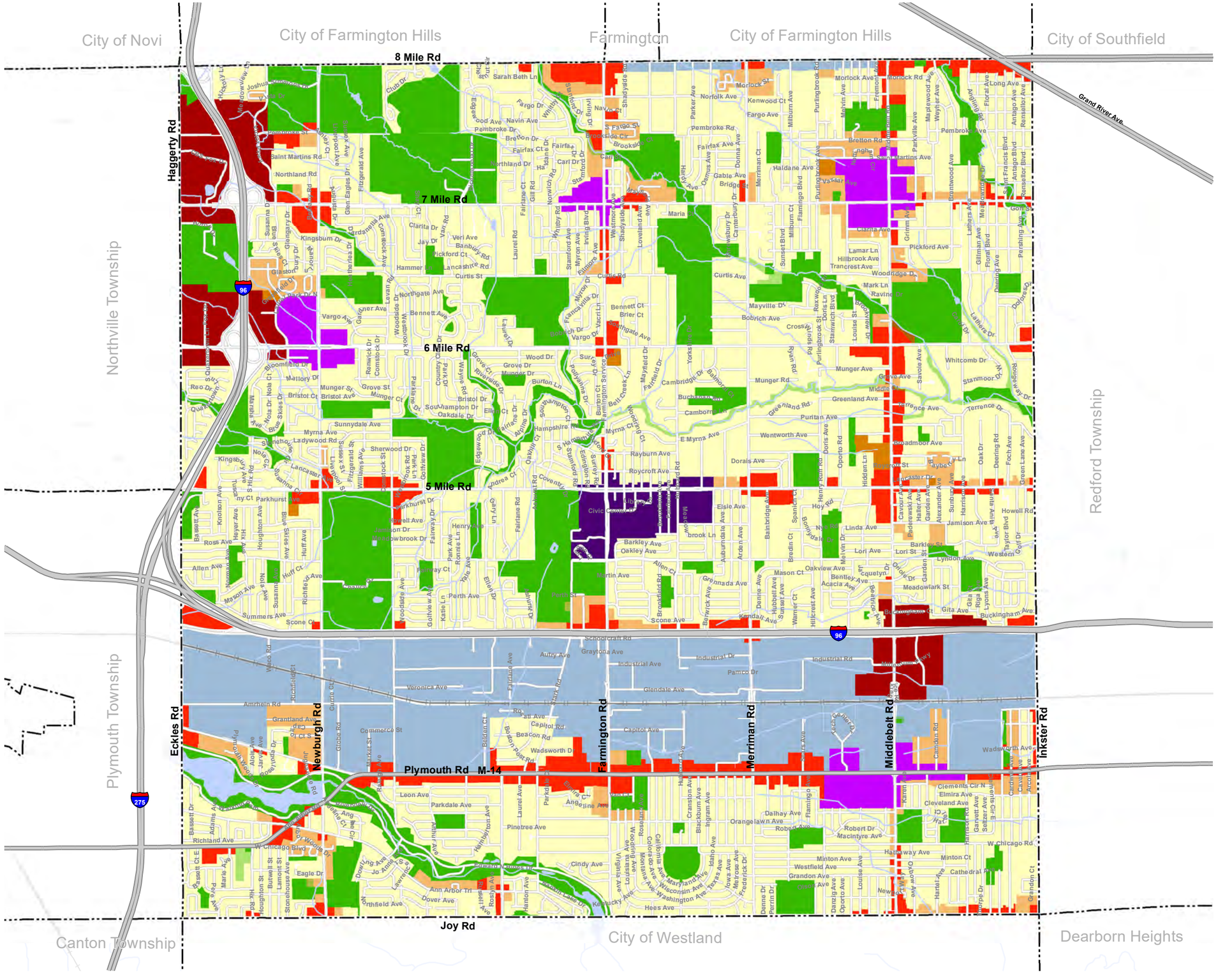
Exhibit 8: **Wonderland Flats Graphic Presentation**

Exhibit 9: **May 27, 2022 Traffic Impact Study**

EXHIBIT 1

Proposed Future Land Use

City of Livonia, Michigan



LEGEND

- Parks and Community
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Corridor Commercial
- Regional Commercial
- Mixed Development Center
- City Center
- Tech and Manufacturing
- Floodplain Area

0 0.5 1 MILES

Data Source: City of Livonia, 2015, Michigan Geographic Framework, Michigan Center for Geographic Information, McKenna, 2018

MCKENNA

September 7, 2018
DRAFT

EXHIBIT 2

LIVONIA VISION 21
ZONING ORDIANCE AVAILABLE
WITHIN ITEM PACKET

EXHIBIT 3

LETTER TO THE LIVONIA CITY COUNCIL

Planning
October 26, 2021

MEETING DATE	PREPARED BY
February 21, 2022	Stephanie Reece, Program Supervisor,

AGENDA ITEM

Petition 2020-08-01-06 submitted by Middlebelt Plymouth Venture L.L.C. pursuant to Section 13.15 of the Livonia Vision 21 Zoning Ordinance, requesting to rezone parts of the properties at 29707 & 30273 Plymouth Road, located on the south side of Plymouth Road between Middlebelt Road and Milburn Avenue in the Northeast ¼ of Section 35, from C-2 (General Business) to NM2 (Neighborhood Multifamily).

BACKGROUND

RECOMMENDATION

At the 1,177th Public Hearing and Regular Meeting held by the City Planning Commission on October 19, 2021, the following resolution was unanimously adopted:

#10-53-2021 RESOLVED, That pursuant to a Public Hearing having been held by the City Planning Commission on October 19, 2021, on Petition 2020-08-01-06 submitted by Middlebelt Plymouth Venture, L.L.C, pursuant to Section 13.15 of the Livonia Vision 21 Zoning Ordinance, requesting to rezone parts of the properties at 29707 & 30273 Plymouth Road, located on the south side of Plymouth Road between Middle Belt Road and Milburn Avenue in the Northeast ¼ of Section 35, from C-2 (General Business) to NM2 (Neighborhood Multi-family), the Planning Commission does hereby deny Petition 2021-08-01-06 for the following reasons:

1. That the Petitioner has failed to affirmatively show that the proposed change of zoning to NM2 Multifamily Residential and the intended design and layout of the development as presented to the Planning Commission would be compatible to and in harmony with the surrounding residential neighborhoods.

2. That the design concept as presented by the Petitioner fails to achieve the goals and objectives of the Livonia Vision 21 Master Plan which seeks to create a mixed-use development in which the apartments are integrated within the surrounding commercial land uses.

3. That the plan to construct two (2) very large, three-story apartment buildings, each containing approximately 100 dwelling units, is contrary to the goals and objectives of the Livonia Vision 21 Master Plan which recommends high density residential in buildings that have a residential scale and character by creating smaller buildings close to streets and in smaller blocks to establish a walkable pedestrian environment with better connectivity to the surrounding area.

4. That development of multifamily residential on the subject site pursuant to the standards and guidelines as set forth in Section 5.04, Form-Based Development Option in Commercial Districts, would achieve the desired outcome of creating a mixed-use development that is consistent with the Livonia Vision 21 Master Plan and that integrates multifamily housing with the existing surrounding commercial land uses.

5. That the proposed change of zoning is inconsistent with the established pattern of development in the surrounding area and would adversely alter the character of the neighborhood, and

6. That the proposed zoning and use is contrary to the purposes, goals and objectives of the Zoning Ordinance, which seek to ensure compatibility and appropriateness of uses so as to enhance property values and to create and promote a more favorable environment for neighborhood use and enjoyment.

FURTHER RESOLVED, That notice of the above hearing was given in accordance with the provisions of Section 13.13 and 13.15 of the Livonia Vision 21 Zoning Ordinance.

FISCAL CONSIDERATION

ATTACHMENTS

1. 2020-08-01-06_3rd Revision_E-COUNCIL Pkt

APPROVED BY



Date: October 26, 2021

Mark Taormina, Planning and Economic Development Director



Date: October 29, 2021

Maureen Miller Brosnan, Mayor

EXHIBIT 4

CITY OF LIVONIA
PUBLIC HEARING

Minutes of Meeting Held on Monday, March 7, 2022

A Public Hearing of the Council of the City of Livonia was held at the Livonia City Hall Auditorium on **Monday, March 7, 2022.**

MEMBERS PRESENT: Jim Jolly, President
Laura Toy, Vice President
Rob Donovic
Brandon McCullough
Scott Morgan

MEMBERS ABSENT: Scott Bahr
Kathleen McIntyre

OTHERS PRESENT: Paul Bernier, City Attorney
Mark Taormina, Planning and Economic Dev. Director

Sara Kasprowicz, Recording Secretary

The Public Hearing was called to order at 7:00 p.m. with President Jim Jolly presiding. This item is regarding Petition 2020-08-01-06, Middlebelt Plymouth Ventures, LLC, pursuant to Sections 13.13 and 13.15 of the Livonia Vision 21 Zoning Ordinance, requesting to rezone parts of the properties at 29707 & 30273 Plymouth Road, located on the south side of Plymouth Road between Middlebelt Road and Milburn Avenue in the Northeast ¼ of Section 35, from C-2 (General Business) to NM2 (Neighborhood Multifamily).

This item will move to the Regular Meeting of **March 23, 2022.**

The Public Hearing is now open. There were 32 persons in the audience.

Jolly: We will start the public hearing with a presentation from our City's Planning and Economic Development Director. Then we'll will have any kind of brief remarks from the Developers, in this case, and then I will open it up to the residents to speak and make their comments. Okay. Mr. Taormina.

Taormina: Thank you Mr. President. This is a request to retail property that is part of the Wonderland Village Shopping Center. The land area involved in this request is approximately 10.86 acres it's located between the Walmart Supercenter and LA Fitness. The change would be from C-2, General Business to NM-2, Neighborhood Multifamily. Bordering the property to the south are single family homes that are part of the Bel Air Gardens subdivision. The purpose of the rezoning is to facilitate the future development of an apartment complex that would be called Wonderland Flats. NM-2 zoning does allow for multi-family dwellings and buildings that are not to exceed four stories in height.

The preliminary plans submitted with this application show two, three-story apartment buildings, the two C-shaped buildings would mirror one another, similar to the configuration of Haggerty Square. The site layout includes a central courtyard and a common area that would contain an inground pool as well as other amenities. Each building would have a gross floor area of approximately 100,000 square feet. Together they would contain a total of 200, one and two-bedroom units. Ingress and egress would be from two driveways that would be on the north side of the apartment complex. The main point of access from Plymouth Road would be from the signalized drive that is located across from Tech Center Drive. This road runs between the White Castle and the Biolife. It intersects with a road that runs east and west. Across the shopping center. There are two driveways that would serve the apartment complex and these would be located between that and main entrance drive. Parking is shown around the perimeter of both buildings. The plan shows a total of 422 parking spaces, which is slightly more than the required two spaces per unit. In comparison, Haggerty Square, with the same number of apartments, obtained a variance for 323 parking spaces translated to a ratio of roughly 1.6 spaces per unit. Carports for about 100 of the vehicles are shown along the east, south and a small portion of the west sides of the development. At the south end of the property the site contains an existing screen wall and landscape berm that separates the proposed development from the adjacent single-family homes. The width of the berm measured from the masonry wall to the base of the slope is about 69 feet and from this point, the distance to the closest edge of the parking lot is another 100 feet, and from the parking lot to Building B, is another 131 feet. So altogether, the distance between the adjacent residential properties in the closest point of apartment building D would be about 300 feet. The buildings which span a length of approximately 343 feet would all have flat roofs. All units would be accessible from corridors that are located inside the buildings. There will be a network of interconnected sidewalks that would be provided around both of the buildings as well as the courtyard in the common areas. The Livonia Vision 21 Future Land Use map designates the entire Wonderland complex, including the subject site, as a mixed development center. Mixed development centers are intended to have higher densities and massing, be walkable and pedestrian friendly, and be integrated with, and connected to, surrounding areas and neighborhoods. Attached dwellings and apartments are identified as an appropriate land use within a mixed development center, subject to a maximum density of 20 units per acre. Residential options include attached and upper story units, including townhomes, lofts and apartments. The concept plan for Wonderland Flats reflects an overall density of 17.6 dwelling units per acre, which is slightly less than the maximum density provided on the Master Plan. On October 19, Planning Commission held a public hearing on this item and is requesting denial of the rezoning. With that, Mr. Chairman, I'll be happy to answer any questions.

Jolly: Could you repeat that last part, Mark?

Taormina: The Planning Commission recommends denial based on a public hearing held on October 19.

Jolly: Sounds good. Thank you, sir. We'll go to Council first, does the Council any questions for Mr. Taormina? I see none of this time. The Developer, Schostak, or whatever business entity you're proposing to do this under. If there's anything you'd like to state, at this time, please take the podium, state your name and address for the record.

Schostak: Good evening. Jeffrey Schostak, Schostak Brothers, business address 1700 Laurel Park Place Drive Livonia, Michigan. I'd just like to say a few words. And then I will hand it off to Mark Schovers, our architect on the project, who will run through some more slides. I wanted to give just some kind of background thinking where we're at and how we've come to this place tonight. So, as I'm sure most of you know, maybe not, we've been doing business in Livonia, Schostak Brothers, for 50 years. We've been long term owners and developers in this town. We're not an out of state developer just flying in to do this project. We've been here a long time and we're here to stay. What we're proposing as Mark Taormina just laid out, it fits in the Livonia 21 Vision, what is called for a mixed-use, and this is multifamily apartments. This is what clearly city leaders have wanted to some degree and matching it with Livonia 21 and saying that mixed-use apartment complex is something that this site, this location, is what the city wants. That's what we're bringing today. This is a $30 million development in southeast Livonia. This is a very big project. It's really good for the owner's tax base. It is a low traffic use, it is easier on city services than current zoning would allow under Commercial, big box commercial, and generally less traffic overall from a residential development than any large commercial developments. This is completely privately funded. No tax abatements or incentives or anything of that nature are being requested by the developer. This is a high-end class A market rate, low-rise apartment project. I say that the rents that we are budgeting are anywhere between $1,200 and $1700 a month. These are nice places. This is attractive. This is a good investment for the future of Livonia. This is housing for young professionals, millennials, empty nesters that maybe don't want to live in a home anymore, want the more convenience of a brand-new Class A apartment complex. This will help Livonia grow and keep people in Livonia and bring young people that maybe grow up in Livonia, give them another option rather than acquiring their first home when they're younger. These will be good neighbors for the residents. These are good jobs that these people have to live in these apartments, these are nice apartments are not inexpensive, in fact they are expensive to live in. Additionally, we met with the residents. We heard some of the residents at Planning, we recently met with the residents and we heard you, privacy, that was important. And you'll see in the presentation tonight, we added another layer of trees on the berm making that three layers of trees, more than the zoning requires, and also a fence, and that you will see, there is no line of sight from the third floor apartments into the neighbor's yard. It'll be completely blocked, they won't be able to see anything. And I know that was a concern. And by the way, very

valid concerns, so we took that, and want to address that. You'll see more of that tonight. But then additionally, we're 300 feet away, as Mark pointed out from the closest residence, which is much further than what the current zoning allows. Even the zoning we're trying to get in does not even require you to be 300 feet. So lastly, before I hand it off to our architect, are excited about this. We think this is a really good thing, this a huge investment in southeast Livonia and you know, we really would like to work with everyone to try and get this done. And additionally, we're here and would love to respond to any questions or comments that people have. We're going to be here all night and we're going collect a response. So, I'm going to hand it off to Mark Schovers to kind of walk through the presentation.

Schovers: Good evening. My name is Mark Schovers, Spire Design Group, 115, East Fourth Street, Rochester, Michigan. As Mr. Schostak had mentioned, we have listened to the concerns of the residents we met with them. The main concerns are the security of what's going on there currently and how we can address that. The visibility from the single-family residence to the building and vice versa, the third floor looking at the residence, noise and traffic. As we go through this presentation, I will address those. So, as you can see on this slide, the current zoning versus what we're proposing the C-2 to the NM-2 is Livonia 21, shows that it has this corner, or this development, marked as a mixed-use. This development has everything in it, it's got big box retail, it's got your out lots with restaurants, fitness centers, has everything there. The one thing to make it an actual mixed-use is you got to have people living there. That's what makes it a mixed-use, otherwise, it's just development. So, in order to follow the guidelines of Livonia 21, we're proposing that this be rezone so that we can provide that mixed-use and everyone wants to help those businesses thrive and stay in business. Also in the Livonia 21, there's a section on missing middle. What the missing middle is, this gap from the single-family to your urban developments, and providing those housing opportunities for people that are looking to downsize for young professionals for starter families that don't have money for down payment. That's what this area is missing. It points out that the key areas that you should be focusing on is commercial corridors and mixed-use centers. That's Wonderland Village, both of those. As Jeff had mentioned, the rent. These are very high rent, $1200 to $1600. This information is from a marketing study. This isn't just us, winging it and saying this is what we think we can get. All this information on here. It's from a marketing study, giving us what the rents are, and also telling us what the target markets are. And those are the young professionals, empty nesters, starter families and people looking to downsize. All these people don't want the maintenance of the yard, or they don't have money for a down payment and they don't want the hassle of property taxes. This solves that issue. It gives them a great place to live in a class A living. These are nice units. There are quartz countertops, the doors have Ring Doorbells, they every appliance, they have heat pumps, which are more energy efficient than your traditional gas furnaces.

Then also for the common spaces, we have things that modern apartment buildings have there's packaged rooms, there's mail rooms, fitness rooms, there's common space for people to hang out. There's a pool, there's carports and you can walk to the retail developments. So, everything that you're seeing in here is high end, it's not the 80's style where you walk up to your unit. These are essential corridors it gives a high end feel everyone's private, everything's secure. The building itself is fobbed, so only residents can get in. You don't have people that can just randomly walk in. So, it's all monitored their security cameras around the site, the security cameras in the building, there's on site management, leasing, maintenance, they're accessed 24/7 Everything is monitored and tracked, and we know what's going on in this development. So, this is from the Livonia 21 showing that the population increase is in the age group 20 to 29 and 60 to 69. So that's your young professionals getting out of college with a good job, don't have money for a house or a starter family. Then you also have the people whose kids have graduated from college or moved out of the house, and they don't need their house anymore and they want to spend the winters in Florida or something along those lines, they want to downsize and make life easier themselves. The lower graph shows that Livonia is outpacing Wayne County, and the state of Michigan in your professional jobs. That's the people we're targeting. We're targeting these professional people with good jobs that can pay the rents. Here's an aerial. So, you're seeing the retail, the big box, it's a horizontal mixed use. It's not a vertical mixed, it's a horizontal. So, you've got to walk, you got to get your exercise, but this is the missing component to create that mixed-use, putting the residential in the middle of this commercial district.

Jolly: If I can jump in here for a second. I think I can probably speak for all of us up here. We know the Livonia Vision 21, we spent multiple years dealing with it, you want to get to the part where you talk about the architectural renderings or what you're going to do with the site specifically?

Schovers: Yes, that's next slide. This is just giving a quick snapshot of the current zoning versus what we're proposing. Some of the current zoning C-2, if we were to build a retail building, we could be about 103 and a half feet from the single family property line, where we're proposing 300 feet, so we're moving all that action, all the noise of semi deliveries, all that stuff, because we don't have semi deliveries, we don't have any noise, we just got cars. So, all that moves away.

This is a snapshot of where we started years ago, when there were multiple buildings. This was 130 feet from the property line. So now we're two and a half times that away from that property line. We're moving everyone away from the single-family residence for noise, for security, visibility. So, as Jeff had mentioned, this is after the Planning Commission meeting with the residents. This is how we addressed a lot of those concerns. So, we have three rows of trees, two rows are on the single-family side, we have an eight-foot solid vinyl fence to block any visibility through it and a third row of trees on the multifamily side. We're also proposing to add some flowering trees to

add some variety so there’s not just an Evergreen wall. So, that eight-foot wall blocks all visibility, which we'll show you in a minute. We're also proposing to cap the ends of that with a chain link fence so no one can get on the south side of that vinyl fence to where they can look into the neighbor's backyard. So, we're securing our site, preventing anyone from that visibility or being able to look at the single family.

The bottom slide came out of the meeting with the residents to where they wanted some kind of a division from the multifamily to the commercial. So, we don't want to visual obstruction here. We just want to give the imitation of some division. So, it's a lower aluminum fence with some plantings that kind of create this division of when you cross on the other side here, you're in the multifamily portion of the mixed-use development.

This is the southern face of the southern building. So, this is facing the single family. So, one thing we did hear from the meetings of the rapid response in the study session was they wanted balconies. We held the balconies off of here so that no one was out there to give the privacy to the single family. We do still have the door walls and they have a Juliet as a railing to prevent people from falling, but you don't have people being able to go out there and talk on the phone and create noise and security for the residents.

So, this is the revised view from the rear yard. Looking at the multifamily, so the top is what we had before. The lower one is with the ornamental trees, the two ever grow trees, the eight-foot vinyl fence. So, as you can see, there is no visibility can't see the building with this addition.

Here's a side section of what we were proposing before where you could see your the line of sight was hitting about the third floor plate for now with that vinyl fence and the extra row trees were well above the building. So, there's no visibility in the building from the rear yards.

This is a view from the third floor again, with that extra row of trees and the fence. We're not seeing that first row of houses back there, there's no visibility. They get the privacy. They can't see us, we can't see them. It’s a two-way street.

Here's a view of the courtyard showing that it is a high-class development. You do have areas where you can go out there and read books and hang out. There's the inground pool, bike racks. There are activities for people to do that are in the courtyard and not by the residents.

Here's an aerial showing the whole development and the landscape buffer between the multifamily and the single family. As you can see, everything is pulled to the north. So, all the residents in the multifamily are to the north and they're hanging out in the courtyard.

This is a precedent study of recent, horizontal mixed-use developments with multifamily. These are all in Metro Detroit, same concept they don't have any retail and mixed-use in them, but you got to walk to them. That's how nowadays that's how we're getting these mixed-use developments is when you're not in front and you're not on the main road like Plymouth Road, you can't do the vertical mixed-use, you got to do the horizontal mixed-use make the project successful. Do you guys have any questions, we're more than willing to answer them.

Jolly: Any questions? Mr. Morgan.

Morgan: As far as access to this community is it, do they have a key fob or something to get in there, is their access controlled from the main to the parking lot and so on, so people can't just hang out in that parking lot?

Schovers: Correct? Well, the building is a key fob. The entry into the parking lot, that's something to discuss whether we provide gates or not. The building itself is fobbed. The leasing office is open during business hours for someone to walk in and sign a lease. but all the perimeter doors are fobbed and locked. 24/7.

Jolly: Mr. Donovic.

Donovic: Thank you, Mr. Chair. In its current state, if it we went with a typical big box store, which is what this is zoned for, in that, if we kept it that style, it would only be 103 feet from the berm, is that you said?

Schovers: 103 feet from the south side of the berm, at the property line of the single family.

Donovic: That's where portions of the Walmart and Target, they currently fluctuate. I know the building kind of zigzags around the back, but it's about 103 feet regardless.

Schovers: They're like Walmart, I believe is one 125 feet.

Donovic: Okay, and now if this should pass, it would be 300 feet from the back of the building?

Schovers: Correct?

Donovic: Okay. Thank you.

Jolly: Ms. Toy.

Toy: Thank you, Mr. President, just a few questions. I didn't think I heard you about traffic and all. We're getting some new developments over in that corner, as you're probably aware of Chick-fil-A, etc. I also didn't hear if there's any police reports you're bringing forward or fire reports for that area that we could look

at as well. Or maybe we need to request that, I don't know. As we look at these mixed-uses, now, when we do them in different neighborhoods, if you will, that abut commercial, I think it's important that we begin to look at traffic, things like police and fire services that we provide, because this adds extra strain on some of those services our city provides. You have a site, maybe you don't, but Mr. Schostak does at Seven and Farmington, that has been very vacant for many years now and we want to see what, in the future here, what we're going to see there. As we look at another development, this Council has responsibility of all these sites in the city. As we look at this mixed-use, it begs of a lot of questions that come up, particularly when it comes to the taxpayer that has to not endure some of the kinds of things you're referring to, while they're young professionals, whether they're older folks, it still changes that area. So, I'd appreciate any help on those kinds of things that you could give sir or that the team could, I'd appreciate that, thank you.

Schovers: Sure. So as far as traffic, the nice thing about multifamily is that it's slow out and slow in, if people are going to work from six in the morning to nine in the morning, and then they're coming back, they might be stopping in groceries on the way home, for picking their kids up from daycare, stuff like that. So, it's not like retail to where someone gets out of work and everyone at five o'clock is going to that retail deal, going to Target or Walmart, those are your extremely high intense traffic volumes. This is people going in and out, and they're living their life and everyone starts working at different times and comes home at different times. So, it's a very minimal traffic, if any, traffic.

Jolly: Okay, with all due respect to everybody here, you're the residents, we're here for you to speak tonight, but not to interrupt other people. So, I'm going to ask you very politely to not do that and show some respect, I'm going to ask the same of them, as I am of you. Okay, thank you very much.

Schovers: On regards to this site, on Plymouth Road, there is a traffic light. So, you don't have the issue of people trying to make a fast left hand turn out. We have ways to regulate the traffic and get the traffic to move, but with it being slower in and slower out, it's a very minimal effect. As far as the police and stuff and issues like that, one thing to keep in mind about the issues that are happening there, is that it's a dark area. So, when you have people that to just hang out and get off the grid or whatever, they're going to go to a dark area. As soon as you have people living there and they're and it's lit up around the building, those issues go away. You have people watching them. The people that are here, if they see something funny going on, they're going to call the manager and say, hey, something is going on in the parking lot, and the manager is going to address it. Having the 300 set of eyes, looking out the windows and monitoring, the activity around the building is a huge benefit to mitigating crime or people just hanging out.

Toy: So does that mean you are going to provide security then, if we find that that area has been troubled, perhaps by some of those kinds of reports of various

things, even though it identifies with commercial, but you're mixing residential now in with commercial and you know, and as we know, so the sensitivity of that, I got to be cognizant of as I as I take the vote. That's what I need to hear from you, where you're going to alleviate some of that, as I think Councilman Morgan asked, are you going to secure that parking lot? You got a lot of truck traffic over there, I mean, I pulled up to a red light and got rear-ended by a bus. I'm not saying it's your problem, I'm just say there is a lot of traffic there.

Schovers: Yeah, so like I was saying, there's cameras around the building monitoring the parking lot. There's the on-site managers, there's these measures that we're taking to make sure that we're addressing the security issues. Now, I guess if there's a phase goes on, and it's bad. I mean, it's in their interest to protect the development. So, if there's a crime, people aren't going to live there, they're going to address that with the on-site security.

Toy: Thank you. Thank you very much. Thank you, Mr. Chair.

Jolly: We'll go to Mr. McCullough.

McCullough: Thank you. Through the Chair to the Petitioner. A couple of quick questions, the slide with trees showing, different vertical views. Now, the question I would have is obviously, during construction phase, I assume that these trees are not going to be full grown. What can those residents expect? Is that line-of-sight post construction after C of O or is this after many years of growth?

Schovers: Well, the first row of trees are already in place. So, we're proposing the second and third row of trees. And as shown in that rendering, those are trees that come ten to twelve foot high. We're spending extra money to get taller trees. We're not putting in six-foot-high trees. That's very realistic at installation, what you would see.

McCullough: Okay. The other question I had were before we move on to the residents. You know, Vision 21 focuses on harmony and creating harmony in the existing surrounding areas. I know you've spoke a lot about it, but you've got a Walmart, you got a Target, where seem to be a destination, people are traveling or parking or going in there. With a Chili's, that's pretty much on the side closest to Middlebelt and Plymouth, how do you, in your words, what do you see as the connectivity to the surrounding areas? As someone would be renting here, I just see, you've got a plasma center in front, you got Bank of America, White Castle and LA Fitness. It's kind of tough to kind of carve everything out. So, I'm just trying to figure out how does that fit into the walkability and the pedestrian use? Right now, I mean, after you travel that site, I have huge concerns of wanting to walk across those roads to get to any of the retail without any wayfinding signs and more safety measures.

Schovers: Sure, so, obviously, the east west go to Walmart and Target, that one's easy. To your concern about going out to the out lots, there is a sidewalk by the plasma center that I believe takes you to the north, so you can get to the

Chili's, you can get to the Noodle & Company. It is a development where you can walk. Obviously, if you're living there, you know, the path to take. It doesn't benefit from necessarily this treed boulevard, but there is ways for you to go to the out lots, to the Chili's and other outbuildings and also in a Walmart and Target. So, it is it is a horizontal excuse.

Jolly: Okay, so I'm going to jump in here and give you my comments real quick, and I know a couple of my colleagues here have some comments as well. To be frank with you, I don't like the last answer that you provided. We have one site here that I believe is owned by one entity, the commercial and this potential residential. If we're going to look at this as a multi-use development, there needs to be connectivity. Walking through a parking lot, knowing that, it's not appropriate. To me, that's not multi-use. So, I would like to see some sort of connectivity, number one. Number two, I understand that people would have to access the site to potentially rent an apartment there during business hours, because this is enclosed and set back the way that it has been proposed at this point, I would want there to be some sort of fob entry to the parking lot in off-business hours. Whether that's after six o'clock, some morning opening, there needs to be some sort of element like that if we're going to look at doing this from my perspective anyways. I think if you look at the development on Haggerty Road that is very similar to this, they do have something like that in place. I think it's a nice feature.

In my last comment here question, Mr. Schostak indicated during his presentation that there would be no tax assistance in any way sought, right.? I like to hear that. Are you giving us your word because I can say that, not because I don't trust you, but because we've had people give us pie in the sky ideas for developing sites, and they come back a year later, and they ask for some sort of tax abatement? So, I would want that in writing as well. For my last comments, for everybody in the room here, just to know the procedure. For what we're looking at, what is being proposed before us, at this point in time, is a request to change the zoning. The City of Livonia, this Council, has a long tradition where a request for the zoning change requires multiple steps. You've been to many of them yourselves, at this point. Along the way, there is a first reading for a zoning change that typically happens. We normally hold up the second reading, which would hold up the vote after a second reading until we have a site plan that we also know exactly what the buildings are going to be. Okay? So, at this point, even though they're talking about what the building is going to look like, what their plans are for the building and all that kind of stuff, the only thing that's actually on the table at this point in time is the zoning change. Okay, so it would not be uncommon at all, for us to go to the meeting on March 23rd and have somebody provide a first reading for the zoning change. No second meeting would happen, and nothing would proceed beyond that before we have a site plan that we reviewed, and we would normally be voting on the site plan and the second read on the zoning change all at the same time. Okay, just FYI.

I think Mr. Donovic has a couple more comments or questions, then Mr. Morgan, and then we'll go to the audience. Okay.

Donovic: Thank you, Mr. President. So, this project reminds me a lot of the Liv apartments, it's very similar in the way it's designed and in the walkability. I mean, it's next door to Costco, Bahama Breeze, Donut Bar, Tropical Smoothie, Starbucks, Chick-fil-A, the AMC movie theater. I mean, this is essentially what the City Council approved a few years ago for the Liv apartments, identical to what this proposal looks like. I do see the similarities there and the precedent there. The couple questions I had were to Councilwoman Laura Toy's point on traffic. Traffic is a very important thing. In one sense, I'm thankful that there's investment, I live in the neighborhood. I'm thankful there's investment in the southeastern corridor of Livonia. I don't want vacant buildings. I don't want vacant lots. I don't want another big box store. If you guys wanted, you could install another building the big box store and that might be vacant 10 or 15 years with the trends in online shopping. I'm trying to keep an open mindset here, but that's not what I want and my fear is that if this project doesn't pass, then you're just going to build another big box store, find a tenant, they're going to be there for 10, 15, 20 years maybe, if that, and be vacant, and we'll be looking at another large vacant store like we have at Seven and Farmington. So, with traffic, when you talk about traffic trends, I'm not an expert in traffic trends, would you say that there's going to be more traffic with a big box store? When you look at Walmart and Meijer or Target etc., when they're full all day long cars are coming and going nonstop. Whereas, I would assume, residential multifamily, again, to your point, you kind of touched on a little bit, but I'm still trying to wrap my head around how those traffic flows work. You're going to have 200 units, so let's just say there's 250 to 300 people with guests, visitors and vehicles in the parking lot. Could you say that there's less cars with this than opposed to a Meijer, Walmart, Target when there's maybe 500 cars, do you have any evidence supporting that?

Schovers: Sure, not in front of me, but you are correct. If you look at that aerial, just the mass size of the parking lot is bigger than the Walmart. They are planning on, I don't know how many parking spots they got there, 550, 600 spots where we only need 380. We're a much smaller amount, and our traffic is in and out slower. They're getting these mad rushes of people coming in, at five o'clock, or when they open, you know, people kind of grab stuff on the way to work. So, you're getting these mad rushes. And yeah, the retail is a lot more intensive on parking.

Donovic: Thank you.

Jolly: Mr. Morgan.

Morgan: Thank you, Mr. Chair. I have a few questions here. First of all, since I'm not really 100% sure who owns the Walmart area, is that Schostak?

Schostak: Walmart owns their building and lot. We sold that to them, and they put their store there. Walmart and Target own their own properties. We own all the surrounding.

Morgan: Okay, so you wouldn't be able to control any of the semi traffic that comes in there, because a lot of the complaints of the citizens, when I was a Policeman and even currently, the semi-trucks come in there and it would be between Walmart and the project that you're looking at right now. They idle there, and they sit there all night. We had major issues, rattling off the citizens house, which could be 300 feet away. I know that's not your problem, but it's something that is a concern. It has been voiced to me by the citizens. They've had these issues and we tried our best to enforce it. We've even threatened to sue Walmart several times to make this go away, but it's an ongoing problem. Any suggestions?

Schostak: Absolutely. Yeah, we know that's an issue and we put up different blockings to try to stop that. I think it's reduced itself because we've heard that they've been parking other places, but probably not exclusively. Quite frankly, this development stops that because there's nowhere for them to go. Right now, there's 10 plus acres of vacant land that they take advantage of, and they go idle and park there. We can't control their loss, per se. We do have a reciprocal access agreement with Walmart and Target that we obviously all abide to. The biggest thing is there's this tenant 10 plus acres of vacant land that will now be gone, and it just won't be an option for it. That is an advantage just kind of pointed out earlier is that once you have, land is vacant, it encourages that behavior, so to speak, where now its developed people live in there, there's going to be no ability for the semi drivers to park and idle over there.

Morgan: Secondly, the berm that's in the back and proposing a fence and the three rows of trees, who is going to maintain that?

Schovers: It would be part of our development maintains that berm back there.

Morgan: Okay. So, the maintenance, that's connected with those apartments or condominiums, or whatever you want to call them is going to be maintained by the maintenance department?

Schovers: Correct.

Morgan: Okay.

Jolly: All right. I'm going to thank everybody who's spoken so far. As one of you, all of you, whoever will be responding to note any questions from the residents, we're going to listen to the residents speak, and I'll ask you to come back up and address the questions that have been presented to them. In terms of the residents, as I indicated earlier, this is your opportunity to speak at this public hearing. I presume many of you would like to speak, I would ask you to line

up or move this area over here. You are limited to three minutes for your comments. And we'll go directly one to one. I asked you to direct any kind of comments to me as the Chair not to the Petitioner or anybody else. They'll note the questions, and we'll circle back, okay? All set, sir? Good evening, please state your name for the record.

Weldon: Hello, my name is Steven Weldon. I'm a 29912 Orangelawn Street, right behind the area where this project is supposed to be committed here. First off, the Vision Livonia 21 plan does not incorporate or anticipate this kind of project. When you talk about vertical, it's it was supposed to be more where all the businesses and the living residences would be horizontal, I'm sorry, vertical versus horizontal. That way you would attract those businesspeople to come into that area. There's no dog park, as you had mentioned before, walking safely across this big busy business complex to retail, there's a lot of potential for accidents, people getting hurt, then if you have, again, with a parking lot situation. This is kind of a fantasy that we're just going to attract high end professionals to this area. This is a low-income area. It's not like over there in the Laurel Park area. They're attracted to areas like that. You can't do this in this area that's not geared that way. You've got lots of traffic, both on Plymouth and Middlebelt. You're going to add another potentially 200 to 300 or more vehicles from the apartment complexes. They're not just going to walk across to the Target or the little pod stores. They're going to drive their cars. They want to be protected from the rain and other things too. They're not going to walk across that, it's going to be very difficult for them trying to dodge cars and those cars aren't paying attention as their driving along. Then you're also talking what has been promised to us by Schostak before. The berm has not been maintained. We get weeds growing all the time up through there. I have to call, others have to call to try and get that maintained. We get waves that are over 15 inches high. As far as people, I've seen it before, when they put the movie theater back behind the complex where we live, that was told that it would only be too long about 10 o'clock at night while they were going on until two in the morning. As far as cracking the snowbirds, and then the young professionals coming, no, you're going to get young kids that need to share their rent. You'll have four or five individuals in one apartment complex sharing that rent. That means more cars. That means more noise. Those type of individuals, they don't care. They don't pay property taxes. They don't have to maintain anything. They'll come out and they'll sit around their cars they'll work on their cars. They'll play their boom boxes. I've been in many places like that and it's very frustrating when you have that kind of noise because it will travel over the berms and the walls. The other aspects, as you mentioned, with the traffic, we've already got way too much traffic through there just on the streets alone and then coming in and out of the retail area. You're going to put an ad hoc?

Jolly: I'm going to have to stop you there. Can we have the next resident? Please identify yourself, name and address.

Grad: Hi, Jeff Grad 11325 Blackburn Street. Thanks for letting me talk. I think you guys made some great points today. I just want to get back to the point of, focusing on the fact that this is a rezoning request. I think we're getting a lot of details of little things here there, how this compares to the development on Haggerty. The whole point of Livonia Vision 21 was to have mixed-use development. This is not a mixed-use development. Throwing an apartment building in between a Walmart a liquor store, a plasma center and a Target is about as far as you can get from a sustainable and an asset, multi-use development in the city as you could possibly get. I can't think of a worse spot in the city to potentially put this, to be perfectly honest. I mean, I literally thought I can't think of a worse place to put this. I think their lack of vision and lack of effort, that Schostak team shows you a couple things. I probably could have put a better, I'm not trying to be rude, but I could have put a better presentation together myself in a week. The whole thing about who they're trying to attract, you know. I was a young professional relatively recently. I'm older now, but, you know, this would be the last place that I'd want to live, again, between a liquor store, a plasma center, a Walmart and Target where there's already sometimes cars and homeless people living in that parking lot. It just doesn't make any sense. You know, when I look at multifamily housing, when I think of multi-use, I think of townhomes with coffee shops that you guys know, you know, other cities that you can look at and see what the residents will own and you truly want and this is not it. My parents live in Livonia. I lived here my whole life. I have a business in Livonia. I still live here, and my parents are looking to downsize. I brought this up to them and they said, this would be the last place that I would want to live if I was looking for an apartment. So, just my thoughts. I know I've said this before, but it just seems like down to issue, this is a rezoning request and I feel like there has to be a very good reason to rezone something. This isn't a request for an apartment building up in a place that's already zoned for this. It's a complete change, and it just doesn't have substance. So, thank you.

Jolly: Thank you sir. Please identify yourself sir.

Shimshock: Peter Shimshock, 9950 Oporto. I agree with the Planning Commission, I think this should stay as General Business. Several months ago, I found a dead rat in the middle of my driveway. Currently, Walmart, Target, the restaurants, they all have people hired to maintain the garbage bins, and they do a good job. Yet we still have issues and other people do in the neighborhood. Not terrible, but we still have issues. Livonia doesn't support residents for rodent problems. It's up to the residents now. So, you probably wouldn't have a record of how many complaints there are with issues like this. I think adding a apartment complex now, that would add 20, 30 more dumpsters without one person in charge, but multi-families in charge of making sure that dumpster is handled correctly and hits the dumpster. I think actually, this kind of apartment complex would be like ringing the dinner bell for more rats and more problems. It doesn't take much to start the issue. but if you add a box store or something else in there, you're adding something that's managed by an employee, not 200 separate families. I think this is not

something you want to put in the middle of the residential area. I don't agree. I'm sorry. I don't agree that you should make a decision now on something changing zoning, based on what could happen if another big box store comes in 20 years from now. I think on the northeast side of Plymouth and Middlebelt, they're rebuilding it completely. They tore down what was there and they're making it all new again. All of this can be done in the future, but for now, with the situation now, residents on their own with rodent issues, and I understand you don't help, but it's not going to get any better by adding 20 or 50 more dumpsters with 200 families added to it, not managed by one person. Also, the commercial areas empty the dumpsters as needed. I'm sure there'd be a schedule with any kind of apartment building is the ones I looked at, it's one dumpster for 12 units. So, if you have 200 units, that's a lot of dumpsters emptied once a week, full or empty. Thank you for your time.

Jolly Thank you, sir. A little bit less obnoxious ringtone here. Good evening, ma'am. Please state your name.

Sullivan: My name is Jeanne Sullivan. I live at 29944 Orangelawn, which is directly behind the area that we're talking about. I have a great many concerns about this, but the last few people that were up here have covered just about everything that I wanted to say, other than Livonia zoning ordinances say that the idea behind their zoning is grouping residential, commercial, so now we have all these buildings, the same site, the same architecture so that everything looks copesetic, right. Also, to protect the residents from unnecessary noise and disruption and to preserve the ideals and character of the surrounding neighborhoods. We're not so sure this is going to be a good idea for our surrounding neighborhoods. I'm a little bit concerned about them closing off the berm. Our berm has never been well maintained. We were promised two rows of trees, never got. One neighbor had to call the city last year 34 times to ask them to come the grass, put in the sprinklers so the grass grows. Sprinklers went in, they never got turned on, only when it was their last-minute idea. I know you're big on wanting a new Senior Center, awesome. And I know that the mayor wants more walking and more biking. I don't think this is going to increase any of our walking. I worry more about if you put children in a multifamily. Everywhere those kids would exit the parking lot, no matter which direction they go, it's a parking lot. If they see the berm, they're kids, they're going to walk climb up on the berm. I don't care if there's a fence there or not. They're going to want to climb up there. It would be look here, look here. Then it's, let's see how far we can throw. It happens, because it happened before they raised our wall. People were always coming by, tossing things in our yard, tossing things to the animals. It’s just, it's what we live with, but yes, we chose to live behind the mall in the first place. I actually moved there. I liked the idea of that brick wall behind my yard. I never worried about my children. They could go outside. I didn't worry about anybody snatching my pets. It was more of a security. I think a lot of that security is going to go right out the window. We understand that this is their property. They bought the property. They need to use the property. We understand that. I would want to use it too, if it was my property, but they knew it was a

commercial zoned property when they bought it. Now commercial areas are going down, residential areas are going up. This doesn't seem to be a reason for the city to bend over and rezone this property. I know it would be beneficial to them, not so much for us, with all the commercial areas.

Jolly: I need to stop you, ma'am.

Sullivan: Oh, my buzzer. I'm not going to have any question and answers.

Jolly: No, that's not the purpose of this meeting. I asked him to take note of any questions that were relayed and to address them afterwards, but this is not a question answer session. All right.

Sullivan: Thank you. Aren't you glad I didn't read all of this?

Jolly: We'll take the next resident please. Good evening, please identify yourself.

Lupu: Good evening. Cheryl Lupu, 29864 Orangelawn. I've been there for many of years, and I agree with all comments and everything else that has been said. I've called the police numerous times because of the idling trucks. When they say there's a fence, there's a gate going up to this property also. There was supposed to be a gate for these trucks now to be able to go back and forth with certain times, in fact, that has never been used since it's been put in, I believe. That's really a main concern. My other concerns are the garbage and the rats. I caught the brother of the other guy because it was as big as the shovel. I know we're infested with them, but I just think of all the ones that are going to come joining and I think we have enough already. This isn't a good feel at all. I'm sure and I hope you guys will agree, because it's not in your backyard or in your backyard, so that's all I have to say, thank you.

Jolly: Thank you ma'am. Good evening, sir, please identify yourself.

Smith: Good evening, Merlyn Smith, 30039 Richland. Council, Schostak, let me start by saying, this rezoning, that's what we're after. First off, I appreciate Schostak trying to meet with the residents two weeks before this meeting. I asked around and residents are still pretty mad. Promises were made when Walmart and Target came in. Rows of trees were never put in and stuff like that, but that's not about the rezoning, but the promises that were made and not kept. They already mentioned that about its commercial. They bought it commercial, and you just don't stick a residential in the middle of commercial. I don't know of any place that does that and it just don't belong. I lost track, nervous, you know, not a public speaker, I still got two minutes or less than that now, can I sing?

Jolly: If you do, I'm going to leave.

Smith: I appreciate your time and the thought is gone. I would recommend and consider you guy's vote for no rezoning. And I asked you, please and thank you.

Jolly: Thank you, sir. Good evening, ma'am.

Kowaleski: Good evening, Victoria Kowaleski, 29960 Orangelawn, directly behind the proposed project. I know that this is about zoning. First, I want to ask at the beginning, I thought I heard somebody say four floors.

Jolly: Ma'am, you can't direct your comments to them. It just works better if you just give me your anger, I mean not you, in particular.

Kowaleski: Four floors, because initially this was supposed to be three floors, am I wrong? Did I hear?

Jolly: I think the proposal currently is three.

Kowaleski: Okay. Thank you. All right. Real quick. A good and decent citizenry is the backbone of any city. The citizenry needs to know that their elected officials will stand up for their privacy, safety, and comfort. Correct me if I'm wrong, isn't this developer the largest business property owner in the city of Livonia? If this is correct, this developer owns other parcels to be in our city that will be much more suitable for this project. Here's where I say, hey, go. I heard somebody say that this project will help the nearby businesses survive. That's not what we're supposed to be doing here. We're supposed to be protecting people's property rights. Let me just get to it. In all fairness, I consider, it more suggested that the neighbors should come up with ideas for the parcel, maybe give the developer other options and ideas. He doesn't want our ideas. Okay. I want to know, I heard somebody say that the developer met with people. I was never met with. I was never notified about a meeting. I don't know what happened two weeks ago, but somehow, I was left out of the loop, which I think is a little unfair. My opinion, in this moment, is please do not okay this zoning change. Whenever you reschedule a meeting for me to speak some more, I will absolutely be here to speak, because this is my property. I'm here to protect it and you people are supposed to help me protect it also. Thank you so very much. Have a blessed night and God bless us all.

Jolly: Thank you., any other residents like to speak, at this time? Good evening, sir, your name, please.

Schmidt: My name is Bill Schmidt, 29688 Macintyre. I'm in the neighborhood. I'm opposed to the zoning change. We don't have any large apartment complexes, even within miles of this area. There's nothing like it. We have single family homes, not huge rental complexes. That's just the truth. This is a complete anomaly in the area. That's it. Deny the zoning request. Thank you.

Jolly: Anybody else, last call. Anybody else would like to speak, please get on deck.

Vowell: Hello, my name is Martin Vowell. I live at 29720 Orangelawn. I'm directly behind Walmart's loading dock. So, I know a lot about trucks and a lot of things. As a young lady said, this isn't a question answer, I just happen to have a lot more questions than anything else. I obviously do not want to see this go forward, but as the one young lady said, because I know he said that he was four story about looks like the site planning thing showed three stories. So, I guess what I heard and what I think.

Jolly: It's currently three floors.

Vowell: Okay. I know before I was in on a thing when they started to build because Walmart's directly behind my house. In fact, the loading dock is behind my house. So, I know when winter comes, and I don't say anything, I know they leave their trucks running there, because it's a diesel truck and it's wintertime and it's Christmas. So, I understand, not that it makes me happy, but because I live right there, so I smell it, I hear it, everything. Just out of curiosity, on lighting, also I have that, because they have a dock light there, which a lot of times shines right in my backyard, if the screen is knocked off from the wind. I've gone over there to talk to them. It's taken them a while I understand how they get a lift up there and fix it. I know when they're building Walmart, there were height restrictions and it seemed like they had a lot going on with that because just like signage, I don't know if they changed that but before, he couldn't put a sign if it was too tall in Livonia. They want everything small, low, whatever. So now, all of a sudden, they want to build this three-story thing right behind our homes. It's kind of weird to me. I'm just curious, as far as with the rats, is this place going to be pet friendly, because obviously they might be taking, who knows, their pets to the berm, if nothing will get picked up, and you know what's going to happen with the rats. It's like, oh, free lunch. So those are my concerns because I lived there. I've seen the rats. I trapped them myself. So, that's kind of what I have, more of my things that are more questions because I don't know what's going to happen. That's basically my reason to say I would not like to see that happen, only because the problems I can see that will we're going to have to face further down the road. So, that's my spiel. I thank you very much. Take care.

Jolly: Thank you sir. Anyone else?

Weldon: I'd like to say one more question.

Jolly: Unfortunately, sir, you cannot you exceeded, you reached your time. Thank you. That's the meeting, we got to run the meeting per the rules.

Polewski Hi, my name is Dan Polewski, I live at 28500 Cleveland. I'm super nervous but I'm going to say what I think. I get you guys want to make money. Okay. Well also when we're talking about traffic, you're going to bring at least 100 or more cars. Traffic, this is already crazy, I'm a truck driver. I deliver

residentials. I deliver to residential apartments like this building. There was already one, Middlebelt and Plymouth. You should go there sometime during summertime, see what happens to those balconies, what these guys are doing. Okay, if you're not going to have security and those buildings, gated security. Anybody can come up there. Anybody could sit downplay music, and you're going to bring young guys or college students. They are what, six months and hey, I don't like this place. I'm out. They're not families, you know reasonable tenant will want to live in a high traffic area. Okay. I just moved here two years ago from Hamtramck and Hamtramck went from beautiful to, you should see it now, it's not beautiful. Okay? What else want to say? Oh, if the market goes down okay, I get, it was $1200, $1500 right now, but if their rents are going to go down, that means we're going to lower, because you have to keep people in there, right? So, now lower to $800, $700. Then you're going to bring people that make less money and then who's going to come in there, not good people. Not good people, I'm telling you. I don't know, something better than this, yes? Honestly, garbage, traffic, security wise, I mean studies nope. Police, show me the numbers. I cover from Dearborn to all the way to Chesterfield anywhere I see I go to apartments, there's nothing good about apartments. There's no, people live there for a minute, as soon as they see the bad stuff happening, they start moving out. They don't care. They don't have to stay. Then guess what, I just bought a house. I don't want to live in this property only for 10, 20 years. I want to raise a, I got a kid on the way. My wife is 8 weeks pregnant. There's no privacy on three story building. There's no privacy. There are no trees because city ordinance is what 10 to 20 feet, I don't know, but it's not going to cover and you got these developments, so these people are not going to have any privacy any quiet peace and as soon as summer comes, traffic in and out, crazy already. Today, I went to Walmart to buy some stuff. In and out it's like a race. Those people don't care, you're coming out. Who you got coming into those stores? Walmart, Target, all of Redford, all the restaurants. How many folks you got from Redford coming in? It's not Livonia people. Those people don't care. They want to make money. They don't care. To me, I don't know why punish those people. Why punish us? We want to live in a decent city. We don't want what's going on. Go and look at Redford apartments, see what is going on. How many calls do you got? So much stuff is going on. Maybe senior houses, something that's quiet. All right. Thank you so much.

Jolly: Thank you, sir. Okay, I see no other residents approaching the podium. So, I will call the public comment closed. At this time, I'm going to ask the petitioner to come back up to the podium for closing, I'd like you to limit that to five minutes, not any longer. Then after that, I'm going to go to the Council for any motions. That's it, we'll make the motions at that time. Your name again, sir.

Schovers: Mark Schovers, Spire Design Group. I'm just going to go in order of the comments as people raised. There was a comment raised about people sharing apartments and putting four to five people in a unit. We have ways to mitigate that with a leasing and management. We know who's coming on site. We know who drives what car, we know what fobs are fobbing in. We

know how and we can track whether someone shared a room. If that happens, they're evicted. There are ways to mitigate this.

Schovers: The scale of the building, the residential is a lower floor to floor than retail. So, if you look at that Walmart, they're like 30 feet, the their peaks and their gables, they're 36 feet. We're proposing a building that's the same scale in height wise, in width wise. We're a junior box size, so we're smaller in width thank what that is, but we're meeting the context of that development on the scale.

The dumpsters and the rats. We have six dumpsters proposed on the site. That is the proper amount of dumpsters for this site and would probably pick up every other day. With maintenance there every day and maintained, those corrals are cleaned up and we mitigate the ability for rats to habitat the area where retail development is. The kids that are there clean them out.

It has been brought up whether it's a four story, we are proposing a three story. The zoning allows four stories. We are proposing a three story.

As far as if there's dogs in the area, we have an onsite dog park, so we have an area for people to take the dog. It's on the western portion of the site. It's away from the single family. It's away from the courtyard where the kids will be playing. It keeps them in their own way that is also maintained. If residents aren't picking up their poop the surveillance camera will know and we can address that issue.

As far as lighting and screening, we will meet city ordinance. The lights will be screened. There won't be any light pollution shining over the top of the berm into the single-family residence. In that regard, especially with the fence and the additional trees, you won't see any lighting. Like I said, we are open to doing a fob system locked potentially at the entrance to the site, if that's, whatever everyone wants from security, that way we know even more of who's coming in and out of the site.

The comment about children. So, we have ample area in the courtyard for children, it's contained. It's not access to the parking lot. They're in an area where they're safe and their parents can monitor them and play with them, and they can run around and be safe.

Schostak: Just real quick, I just wanted to thank the Council for all your comments and all the residents for their comments. Well, we, of course, do not agree with all of them, we certainly agree with some, and we will take them to heart, as this process moves along, as generally does. Thank you.

Jolly: Thank you very much. So, at this time, I'll ask the Council for any motions. I'll note before the motions are made, no motions will be voted on tonight. Any motions that come out of this meeting will be heard, voted on at the next regular meeting on March 23rd of 2022. Motions that are given tonight, may

be the motions that are given at that time, or there could be other motions or some combination thereof. So, any motions from the council?

Donovic: Mr. President, I'll offer an approving a denying and committee.

Jolly: Okay, so, Mr. Donovic has offered three motions that are pretty typical in the public hearing. They are an approving a denying and referring to the Committee of the Whole. Those motions will be considered. That's pretty much the spectrum of what could be offered here tonight. Like I said, those will be voted on and heard again by the Council on March 23rd at the Regular meeting, which will start at 7pm. I thank you all for being here. I will note for the record that Councilmembers present are Mr. Morgan, Mr. McCullough, Mr. Donovic, Ms. Toy and myself Jim Jolly. With that I will close the public hearing, thank you all.

As there were no further questions or comments, the Public Hearing was declared closed at 8:12 p.m.

EXHIBIT 5

MINUTES OF THE ONE THOUSAND NINE HUNDRED FORTY FIRST

REGULAR MEETING MARCH 23, 2022

On March 23, 2022, the above meeting was held at the City Hall, 33000 Civic Center Drive, Livonia, Michigan, and was called to order by the President of the Council at 7:00 p.m. Vice President Toy led the meeting with the Pledge of Allegiance.

Roll was called with the following result: Laura Toy, Scott Bahr, Rob Donovic, Scott Morgan, Brandon McCullough, Kathleen McIntyre, and Jim Jolly. Absent: None.

Elected and appointed officials present: Paul Bernier, City Attorney; Lori L. Miller, Deputy City Clerk; Sara Kasprowicz, Manager of Council Office; Mark Taormina, Director of Planning and Economic Development; and Todd Zilincik, City Engineer.

On a motion by McIntyre, seconded by Donovic, and unanimously adopted, it was:

#96-22 RESOLVED, that the Minutes of the 1,940th Regular Meeting of the Council held March 14, 2022 are approved as presented.

Councilmember Donovic recognized Livonia resident, Renee Geisinger, who he indicated is facing a very serious health situation. Councilmember Donovic stated Ms. Geisinger's family owns a small Livonia business, JB Tools, and thanked them for what they do for the community. Councilmember Donovic asked everyone to keep Renee and her family in their thoughts and prayers.

Councilmember McIntyre offered condolences to former Mayor Jack Engebretson and his wife Senie on the loss of their daughter, Cindy. Councilmember McIntyre stated the funeral will be held at the R.G. and G.R. Harris Funeral Home located on Farmington Road next Monday, March 28th.

President Jolly extended Happy Birthday wishes to former Mayor Jack Engebretson, Director of Emergency Preparedness Brian Kahn, and Councilmember Kathleen McIntyre.

President Jolly announced there was new data on Agenda Items #13 and #19.

On a motion by Vice President Toy, seconded by McCullough, it was:

#97-22 RESOLVED, that having considered the report and recommendation of the Director of Finance, dated February 22, 2022, approved for submission by the Mayor, to which is attached recommended final budget adjustments for Fiscal Year ending November 30, 2021, the Council does hereby authorize said budget adjustments and transfers in the manner and form set forth in the attachment.

#98-22 RESOLVED, that having considered the report and recommendation of the Chief of Police, dated March 3, 2022, which bears the signatures of the Director of Finance and the City Attorney and is approved for submission by the Mayor, the Council does hereby accept the quote of Dell, Inc., One Dell Way, Mail Stop 8129, Round Rock, TX 78682, for the purchase of three (3) Dell network servers and one (1) Dell backup and recovery tape library, specifically: (1) Dell EMC ml3/ml3e at a cost of $27,362.46; one (1) Poweredge R740 at a cost of $27,250.35; one (1) Poweredge R740 at a cost of $40,579.53; and one (1) Poweredge R640 at a cost of $7,118.63, for a total amount not to exceed $102,310.97, to replace current servers and backup equipment which are out of warranty and at the end of their life expectancy; FURTHER, the Council does hereby authorize an appropriation and expenditure in an amount not to exceed $102,310.97 from funds already budgeted in Account No. 101-306-987-000 for this purpose; FURTHER, the Council does hereby determine to authorize the said purchase without competitive bidding inasmuch as the same is based upon the DELL (MHEC) State of Michigan Contract Pricing Bid under Contract No. MHEC-07012015 for the new purchase, and such action is taken in accordance with the provisions set forth in Section 3.04.140.D.4 of the Livonia Code of Ordinances, as amended.

#99-22 RESOLVED, that having considered a communication from the Director of Housing, dated February 28, 2022, which bears the signature of the Director of Finance and is approved for submission by the Mayor, requesting approval of a proposed agreement for the Specialized Services Operating Assistance Program Third-Party Contract between SMART and the City of Livonia for the period October 1, 2021 through September 30, 2022, with grant funds to be used for the Livonia Community Transit Program to provide lift-equipped transportation to the senior and disabled residents of the City, the Council does, for and on behalf of the City of Livonia, authorize the Mayor and City Clerk to execute the said agreement in the manner and form herein submitted, subject to approval as to form and substance by the Department of Law, and to do all other things necessary or incidental to the full performance of this resolution.

#100-22 RESOLVED, that having considered the report and recommendation of the Director of the Housing Commission, dated February 28, 2022, which bears the signature of the Director of Finance and is approved for submission by the Mayor, and to which is attached a report containing an explanation of the 2022-2023 Community Development Block Grant (CDBG) Program and Budget, the Council does hereby take this means to indicate its informal approval of the proposed program and tentative budget and does further authorize the Housing Commission to conduct a second public hearing on this matter for public comment and to thereafter prepare a final program and budget for submission to the City Council.

#101-22 RESOLVED, that having considered a communication from the Superintendent of Parks and Recreation, dated March 3, 2022, which bears the signatures of the Director of Finance and the City Attorney, and is approved for submission by the Mayor, and in light of CR 255-21, which approved an Addendum to the Sublease Agreement between the City of Livonia and Livonia Civic Arenas, Inc., suspending the $2,000.00 monthly lease payments for twelve (12) months commencing August 1, 2021, due to the difficult conditions under which the Eddie Edgar Ice Arena operated during the pandemic, and continues to operate; and considering the proposed Second Addendum to the Sublease Agreement between the City of Livonia and Livonia Civic Arenas, Inc., attached to the aforesaid communication, which suspends lease payments for the Eddie Edgar Ice Arena for an additional twelve (12) months, commencing August 1, 2022, the Council does hereby authorize the Mayor and City Clerk, for and on behalf of the City of Livonia, to execute the attached Second Addendum to the sublease agreement between the City of Livonia and Livonia Civic Arenas, Inc., subject to approval as to form and substance by the Department of Law, and to do all other things necessary or incidental to the full performance of this resolution.

#102-22 WHEREAS, the Livonia City Council has undertaken a planning process to determine the recreation and natural resource conservation needs and desires of its residents during a five-year period covering the years 2022-2026; and

WHEREAS, the Livonia City Council began the process of developing a Parks and Recreation Master Plan in accordance with the most recent guidelines developed by the Department of Natural Resources and made available to local communities; and

WHEREAS, residents of the City of Livonia were provided with a well-advertised opportunity during the development of the draft plan to express opinions, ask questions, and discuss all aspects of the Parks and Recreation Master Plan; and

WHEREAS, the public was given a well-advertised opportunity and reasonable accommodations to review the final draft of the Parks and Recreation Master Plan for a period of at least 30 days (Jan. 17, 2022-Feb. 16, 2022); and

WHEREAS, a public meeting was held on March 14, 2022, at City Hall to provide opportunity for all residents to express opinions, ask questions, and discuss all aspects of the City of Livonia Parks and Recreation Master Plan; and

WHEREAS, the Livonia City Council has developed the plan as a guideline for improving recreation and enhancing natural resource conservation for the City of Livonia; and

WHEREAS, after the public meeting, the Livonia City Council met to adopt said City of Livonia Parks and Recreation Master Plan 2022-2026; and

NOW THEREFORE BE IT RESOLVED that the Livonia City Council hereby adopts the City of Livonia Parks and Recreation Master Plan 2022-2026; and

BE IT FURTHER RESOLVED that the City Council authorizes the Superintendent of Parks and Recreation to submit said Parks and Recreation Master Plan to the State of Michigan.

#103-22 RESOLVED, that having considered a communication from the Assistant Director of Public Works, dated March 1, 2022, which bears the signatures of the Director of Public Works and the Director of Finance, and is approved for submission by the Mayor, to which is attached a proposed agreement between the City of Livonia and Detroit Architectural Group, Inc. for architectural services in connection with the Newburgh Village HVAC Improvements, the Council does hereby authorize the Mayor and City Clerk, for and on behalf of the City of Livonia, to execute a contract between the City of Livonia and Detroit Architectural Group, Inc. (DAG), 1644 Ford Avenue, Wyandotte, MI 48192, to provide professional architectural services in connection with the design/bid phase and construction contract administration phase for the Newburgh Village HVAC improvements in an aggregate amount not to exceed $62,705.00, the same having been in fact the lowest bid received and meets all specifications; FURTHER, the aforesaid proposal is accepted through the Qualification Based Selection Process, pursuant to CR 378-20, adopted on December 14, 2020, and such action is taken in accordance with Section 3.04.140.D.2.b of the Livonia Code of Ordinances, as amended; FURTHER, the Council does hereby authorize an expenditure in an amount not to exceed $62,705.00 from funds budgeted in Account No. 294-834-982-000 (Housing Budget) for this purpose.

#104-22 RESOLVED, that having considered a communication from the Assistant Director of Public Works, dated March 1, 2022, which bears the signatures of the Director of Public Works and the Director of Finance, and is approved for submission by the Mayor, to which is attached a proposed agreement between the City of Livonia and DLZ Michigan, 607 Shelby Street, Suite 650, Detroit, MI 48226 for architectural services in connection with the DPW Roads barn roof replacement, the Council does hereby authorize the Mayor and City Clerk, for and on behalf of the City of Livonia, to execute a contract between the City of Livonia and DLZ Michigan, 607 Shelby Street, Suite 650, Detroit, MI 48226, to provide professional architectural services in connection with the design/bid phase and construction contract administration phase for the DPW Roads barn roof replacement in an aggregate amount not to exceed $40,000.00, the same having been in fact the lowest bid received and meets all specifications; FURTHER, the aforesaid proposal is accepted through the Qualification Based Selection Process, pursuant to CR 378-20, adopted on December 14, 2020, and such action is taken in accordance with Section 3.04.140.D.2.b of the Livonia Code of Ordinances, as amended; FURTHER, the Council does hereby authorize an expenditure in an amount not to exceed $40,000.00 from funds budgeted in Account No. 401-000-976-000 (Capital Outlay) for this purpose.

#105-22 RESOLVED, that having considered the report and recommendation of the City Engineer, dated March 1, 2022, submitted pursuant to Council Resolution 107-21, which bears the signatures of the Director of Public Works, the Director of Finance and the City Attorney, and is approved for submission by the Mayor, the Council does hereby award a contract extending the Contract 21-D unit prices, per agreement, to Michigan Joint Sealing, Inc., 28830 W. Eight Mile Road, Suite 103, Farmington Hills, MI 48336 for performing all work required in connection with the 2022 Pavement Crack and Joint Sealing Program (Contract 22-D) for the estimated total cost not to exceed $250,000.00, FURTHER, the Council does hereby authorize an expenditure in an amount not to exceed $62,500.00 from funds budgeted in Account No. 202-463-818-117 (Major Roads) and $187,500.00 from 203-463-818-117 (Local Roads) for this purpose; FURTHER, the Council does hereby authorize the action herein without competitive bidding in accordance with Section 3.04.140.D.3 of the Livonia Code of Ordinances, as amended, since no advantage to the City would result from additional competitive bidding; FURTHER, the City Engineer is hereby authorized to approve minor adjustments in the work as it becomes necessary but this authorization does not entitle the City Engineer to authorize any increase in the not to exceed amount or to contract with other parties; and FURTHER, the Mayor and City Clerk are hereby authorized for and on behalf of the City of Livonia to execute a contract extension with the aforesaid company, approved as to form and substance by the Department of Law, and to do all other things necessary or incidental to the full performance of this resolution.

#106-22 RESOLVED, that having considered a communication from the City Engineer, dated March 2, 2022, which bears the signatures of the Director of Public Works and the City Attorney, and is approved for submission by the Mayor, and a communication from Eric Williams, Stonefield Engineering and Design, LLC, on behalf of Haggerty Residential LLC, dated February 14, 2022, wherein a request is submitted for the vacating of a public utility easement within Haggerty Square Phase II, located at 19750 Haggerty Road, in order for a new easement to be put in place that will encompass the newly constructed sanitary sewer, the Council does hereby refer this item to the City Planning Commission for action and recommendation in accordance with provisions of law and City ordinance.

#107-22 RESOLVED, that Leo Soave, as proprietor, having requested the City Council approve Hines Park Site Condominium, located on the west side of Jughandle Road, between Plymouth Road and Edward N. Hines Drive, in the Southeast ¼ of Section 30 of the City of Livonia (hereafter the "Condominium"), and it further appearing that approval of the Master Deed, bylaws and site plan for the Condominium was given by the City Council pursuant to Council Resolution 300-21, adopted on October 4, 2021, and it further appearing that such site plan, together with Development Plans and specifications for improvements, have been examined and approved by the Department of Public Works as set forth in the report of that Department, dated March 2, 2022, therefore, the City Council does hereby determine as follows:

(1) All of the public improvements, utilities and grading shall be constructed, installed and accomplished in conformity with the provisions of the ordinances of the City of Livonia, including Section 7.27 of the Livonia Vision 21 Zoning Ordinance, as amended, and the provisions referenced therein, and the regulations and specifications of the Department of Public Works and the Development Plans submitted by the proprietor and approved by such Department; all such improvements to be constructed, installed, accomplished and completed within a period of two (2) years from the effective date of this resolution; failing this, the approval granted by the City shall be considered null, void and of no effect whatsoever;

(2) That all inspection fees and other charges due to the City of Livonia shall be fully paid at the time and in the manner provided in the said ordinance provisions;

(3) That the installation of all such improvements shall be subject at all times to the supervision and inspection and final approval of the Department of Public Works, and such improvements shall not be considered as having been satisfactorily and completely installed until there is filed with the City Council the certificate as provided in such ordinance provisions;

(4) That the proprietor shall enter into an agreement with the City of Livonia agreeing to construct, within the prescribed period of time and in the prescribed manner, all improvements required to the extent required by the City of Livonia and as shown on the approved Development Plans;

(5) That as a condition of obtaining necessary engineering permits prior to commencing the required improvements, the proprietor shall file with the City of Livonia a corporate surety bond, certified check, cash bond, irrevocable letter of credit, or other financial assurance in such form as may be approved by the Department of Law guaranteeing the satisfactory installation of all such improvements, utilities and grading by the proprietor within the prescribed period in the following amounts:

(a) General Improvement Bond	$195,892.00, of which at least $ 19,589.00 shall be in cash
(b) Sidewalk Bond	$ 32,637.00, of which at least $ 7,500.00 shall be in cash
(c) Grade & Soil Erosion Control Bond	$ 2,400.00 (all cash)
(d) Entrance Markers/Landscaping	$ 5,000.00 (all cash)
(e) Monuments and Markers Bond	$ 1,000.00 (all cash)
(f) As-Built Drawing Bond	$ 10,000.00 (all cash)

and require cash payments in the total amount of $45,489.00

(6) That all required cash deposits and certified checks which shall be established by the City Engineer pursuant to Article VII of the Livonia Vision 21 Zoning Ordinance, Section 7.27 of the Ordinance, shall be deposited with the City prior to the issuance of engineering permits for this condominium development; and

(7) That the distribution lines for telephones and electric service are to be placed underground and ornamental streetlights are to be provided throughout the Condominium in accordance with City ordinances.

A roll call vote was taken on the foregoing resolutions with the following result:

AYES: Toy, Bahr, Donovic, Morgan, McCullough, McIntyre, and Jolly

NAYS: None

Councilmember McIntyre reported out on the Public Safety and Health Committee meeting held March 9, 2022. (Petition 2021-10-02-22)

On a motion by Bahr, seconded by McIntyre, it was:

> RESOLVED, that having considered the report and recommendation of the Public Safety and Health Committee, dated March 9, 2022, submitted pursuant to Council Resolution 18-22, and a communication from the City Planning Commission, dated January 6, 2022, approved for submission by the Mayor, which transmits its resolution #11-67-2021, adopted on November 30, 2021, with regard to Petition 2021-10-02-22, submitted by Century 21 ROW, requesting waiver use approval pursuant to Section 6.58 of the Livonia Vision 21 Zoning Ordinance to construct and operate a vehicle tow yard (Excellerated Towing & Recovery) at 34437 Rosati Avenue, located on the west side of Stark Road just south of the CSX Railroad in the Southwest ¼ of Section 28, the Council does hereby deny waiver use Petition2021-10-02-22 as submitted by Century 21 Row.

Petitioner, Michael Fields, 14310 21 ½ Mile Road, Marshal, was present to answer any questions of Council. (Petition 2021-10-02-22)

Odai Mawdway, 14339 Ford Road, Second Floor, Dearborn, was present on behalf of the Alden Village Neighborhood Association to voice concerns and objections to the proposed waiver use as submitted to construct and operate a vehicle tow yard on property located on Rosati Avenue. (Petition 2021-10-02-22)

Bruce Tenniswood, 34921 Beacon, Livonia, addressed Council to express concern and objections to the proposed waiver use as submitted to construct and operate a vehicle tow yard on property located on Rosati Avenue. (Petition 221-10-02-22)

Ron Emling, 34422 Rosati Drive, Livonia, indicated he was the owner of the subject property and was present to answer any questions of Council. (Petition 2021-10-02-22)

Following discussion by Council, the proposed resolution offered by Bahr and McIntyre was withdrawn.

On a motion by Bahr, seconded by McIntyre, and unanimously adopted, it

was:

> **#108-22** RESOLVED, that upon the motion by Councilmember Scott Bahr, seconded by Councilmember Kathleen McIntyre, at the Regular Meeting held March 23, 2022, the Council does hereby refer the subject matter of developing the property located at 34437 Rosati Avenue, as specified in Petition 2021-10-02-22, submitted by Century 21 Row, with potential environmental issues and solutions, to the Public Safety, Health and Environment Committee for its report and recommendation.

President Jolly announced there was new data for Agenda Item #13,

An email communication from Joanna Danowski, Parish Secretary for Saint Rafka Maronite Catholic Church, dated March 22, 2022, requesting the Noise Ordinance waiver request submitted for their annual cultural festival include Friday, August 19, 2022, was received and placed on file for the information of the Council.

On a motion by Vice President Toy, seconded by Donovic, and unanimously adopted, it was:

> **#109-22** RESOLVED, that having considered a communication from Rev. Dr. Rodrigue Constantin, Saint Rafka Maronite Catholic Church, dated March 2, 2022, which requests permission to waive Section 8.32.070 (Noise Control) of the Livonia Code of Ordinances, as amended, in order to hold a cultural festival with music played by a DJ and live bands at Saint Rafka Maronite Catholic Church located at 32765 Lyndon Street on Friday, August 19, 2022, from 5:00 p.m. to 12:00 a.m.; Saturday, August 20, 2022, from 3:00 p.m. to 12:00 a.m.; and Sunday, August 21, 2022, from 1:00 p.m. to 9:00 p.m., the Council does hereby determine to waive section 8.32.070 (Noise Control) of the Livonia Code of Ordinances from 5:00 p.m. to 12:00 a.m. on Friday, August 19, 2022, 3:00 p.m. to 12:00 a.m. on Saturday, August 20, 2022, and from 1:00 p.m. to 9:00 p.m. on Sunday, August 21, 2022, in connection with this event.

Joanna Danowski, Parish Secretary for Saint Rafka Maronite Catholic Church, 32765 Lyndon Street, was present to answer any questions or Council.

Donovic took from the table, for second reading and adoption, the following Ordinance:

> AN ORDINANCE AMENDING SECTION 13 OF THE LIVONIA VISION 21 ZONING ORDINANCE, AS AMENDED, BY ADDING SECTION . ____ THERETO. (Petition 2021-11-01-08)

A roll call vote was taken on the foregoing Ordinance with the following result:

AYES: Toy, Bahr, Donovic, Morgan, McCullough, McIntyre, and Jolly

NAYS: None

The President declared the foregoing Ordinance duly adopted and would become effective on publication.

Morgan took from the table, for second reading and adoption, the following Ordinance:

> AN ORDINANCE AMENDING SECTION 13 OF THE LIVONIA VISION 21 ZONING ORDINANCE, AS AMENDED, BY ADDING SECTION . ____ THERETO. (Petition 2021-11-01-09)

A roll call vote was taken on the foregoing Ordinance with the following result:

AYES: McCullough and McIntyre

NAYS: Toy, Bahr, Donovic, Morgan and Jolly

The President declared the foregoing Ordinance failed for lack of support.

Kevin Allen, representative on behalf of Schoolcraft College, was present to answer any questions of Council. (Petition 2021-11-01-09)

Morgan took from the table, for second reading and adoption, the following Ordinance:

> AN ORDINANCE AMENDING SECTION 13 OF THE LIVONIA VISION 21 ZONING ORDINANCE, AS AMENDED, BY ADDING SECTION 3. ____ THERETO. (Petition 2021-11-01-10)

A roll call vote was taken on the foregoing Ordinance with the following result:

AYES: Toy

NAYS: Bahr, Donovic, Morgan, McCullough, McIntyre and Jolly

The President declared the foregoing Ordinance failed for lack of support.

Steve Kauffman, Chief Operating Officer for Schoolcraft College, 18600 Haggerty Road, was present to answer any questions of Council. (Petition 2021-11-01-10)

Bahr took from the table, for second reading and adoption, the following Ordinance:

> AN ORDINANCE AMENDING SECTION 30 OF THE ZONING MAP OF THE CITY OF LIVONIA AND AMENDING ARTICLE III OF THE LIVONIA VISION 21 ZONING ORDINANCE

KNOWN AND CITED AS "THE CITY OF LIVONIA ZONING ORDINANCE" BY ADDING SECTION 3._____ THERETO. (Petition 2021-07-01-06)

A roll call vote was taken on the foregoing Ordinance with the following result:

AYES: Toy, Bahr, Donovic, Morgan, McCullough, McIntyre, and Jolly

NAYS: None

The President declared the foregoing Ordinance duly adopted and would become effective on publication.

On a motion by Vice President Toy, seconded by McCullough, and unanimously adopted, it was:

#110-22 RESOLVED, that having considered a communication from the City Planning Commission, dated February 24, 2022, approved for submission by the Mayor, which transmits its resolution #02-14-2022, adopted on February 22, 2022, with regard to Petition 2022-01-02-01 submitted by LAG Development, requesting waiver use approval to demolish the existing commercial building and use the property for the storage and display of vehicles in connection with an automobile dealership (Lafontaine Hyundai of Livonia) at 34801 Plymouth Road, located on the south side of Plymouth Road between Stark and Wayne Roads in the Northwest ¼ of Section 33, the Council does hereby concur in the recommendation made by the City Planning Commission and Petition 2022-01-02-01 is hereby approved and granted, subject to the following conditions:

1. That the Site Plan identified as 2 of 3, dated January 26, 2022, as revised, prepared by Mannik Smith Group, is hereby approved and shall be adhered to;

2. That the number of vehicles to be stored and displayed on this site shall be limited to a total of forty (40) vehicles, and unless waived by a two-thirds majority of City Council, no vehicles for sale shall be displayed closer than twenty feet (20') from the front lot line;

3. That the parking lot shall be repaired, resealed, and restriped as necessary to the satisfaction of the Inspection Department. Parking spaces shall be doubled striped at ten feet (10') wide by twenty feet (20') in length;

4. That unless approved by the proper local authority, any type of exterior advertising, such as promotional flags, streamers or sponsor vehicles designed to attract the attention of passing motorists, shall be prohibited;

5. That the display of any vehicles on car lifts is strictly prohibited;

6. That the Landscape Plan identified as 3 of 3, dated January 26, 2022, as revised, prepared by Mannik Smith Group, is hereby approved and shall be adhered to;

7. That all disturbed lawn areas, including road rights-of-way, shall be sodded in lieu of hydroseeding;

8. That the Petitioner shall work with the Planning Department and the Plymouth Road Development Authority (PRDA) on plans to install additional landscaping and other streetscape improvements (i.e., brick piers and ornamental fencing) along Plymouth Road;

9. That all light fixtures shall not exceed twenty feet (20') in height and shall be aimed and shielded so as to minimize stray light trespassing across property lines and glaring into adjacent roadways; and

10. Pursuant to Section 13.13 of the Livonia Vision 21 Zoning Ordinance, this approval is valid for a period of one year only from the date of approval by City Council, and unless a building permit is obtained, this approval shall be null and void at the expiration of said period.

On a motion by McIntyre, seconded by Vice President Toy, and unanimously adopted, it was:

#111-22 RESOLVED, that having considered a communication from the City Planning Commission, dated February 24, 2022, approved for submission by the Mayor, which transmits its resolution #02-14-2022, adopted on February 22, 2022, with regard to Petition 2022-01-02-01, submitted by LAG Development, requesting waiver use approval to demolish the existing commercial building and use the property for the storage and display of vehicles in connection with an automobile dealership (Lafontaine Hyundai of Livonia) at 34801 Plymouth Road, located on the south side of Plymouth Road between Stark and Wayne Roads in the Northwest ¼ of Section 33, the Council does hereby waive the twenty foot (20') separation requirement of forty (40) vehicles to be stored and displayed from the front lot line as set forth in Section 6.05(3) of the Livonia Vision 21 Zoning Ordinance.

An email communication received from Ray and Karen DePerro, 29361 Elmira Street, dated March 21, 2022, re: objecting to the proposed rezoning of properties located at 29707 & 30273 Plymouth Road, was received and placed on file for the information of the Council. (Petition 2020-08-01-06)

An email communication received from Stephen E. Duczynski, II, Vice President of Development and Construction of Schostak Brothers & Company, Inc., dated March 18, 2022, regarding 22.3.18 Wonderland Flats Revised Presentation, was received and placed on file for the information of the Council. (Petition 2020-08-01-06)

On a motion by McIntyre, seconded by Bahr, it was:

#112-22 RESOLVED, that having considered a communication from the City Planning Commission, dated March 3, 2022, which transmits its resolution 10-53-2021, adopted on October 19, 2021, with regard to Petition 2020-08-01-06 submitted by Middlebelt Plymouth Venture L.L.C., to rezone parts of the properties at 29707 & 30273 Plymouth Road, located on the south side of Plymouth Road between Middlebelt Road and Milburn Avenue in the Northeast ¼ of Section 35, from C-2 (General Business) to NM2 (Neighborhood Multifamily),and the Council having conducted a public hearing with regard to this matter on Monday, March 7, 2022, the Council does hereby reject the recommendation made by the Planning Commission and Petition 2020-08-01-06 is hereby approved for preparation of the Ordinance for submission to Council; and the City Planner is hereby instructed to cause the necessary map for publication to be prepared indicating the zoning change herein approved and to furnish the same to the Department of Law and, upon receipt of such map, the Department of Law is requested to prepare an ordinance amending Livonia Vision 21 Zoning Ordinance, as amended, in accordance with this resolution.

The following individuals spoke in opposition to the proposed rezoning of properties located at 29707 & 30273 Plymouth Road (Petition 2020-08-01-06):

Peter Sabbadin, 9971 Oporto, Livonia
Bill Schmidt, 29688 McIntyre, Livonia
Merlin Smith, 30039 Richland, Livonia
Victoria Kowaleski, 29960 Orangelawn, Livonia
Daniel Kelewsky, 28500 Cleveland, Livonia
Char Lupu, 29864 Orangelawn, Livonia

Jeffrey Schostak**,** Schostak Brothers & Company, Inc., 17800 Laurel Park Drive, Livonia, was present to answer any questions of Council. (Petition 2020-08-01-06)

A roll call vote was taken on the foregoing resolution with the following result:

AYES: Bahr, Donovic, McIntyre and Jolly

NAYS: Toy, Morgan, McCullough

The President declared the resolution adopted.

Councilmember McIntyre thanked the Senior Center for an outstanding drive-thru luncheon provided on St. Patrick's Day. She indicated the event was a huge success and thanked all who participated and made it so amazing.

During Audience Communication, Ishmail Terry introduced himself as candidate for State Representative. Mr. Terry indicated due to recent state redistricting, he is honored to be a candidate to represent part of Livonia and highlighted his longstanding political career and background. Mr. Terry stated he will be a strong representative of the community and concluded by introducing his wife, Bridget Terry, who was present to support him.

On a motion by Councilmember McIntyre, seconded by Vice President Toy, and unanimously adopted, this 1,941st Regular Meeting of the Council of the City of Livonia was adjourned at 8:32 p.m.

_____

Susan M. Nash, City Clerk

EXHIBIT 6

PLANNING COMMISSION

IAN WILSHAW, Chairman
GLEN W. LONG, JR., Vice Chairman
SAM CARAMAGNO, Secretary
DAVID BONGERO
ELIZABETH McCUE
CAROL A. SMILEY
PETER H. VENTURA

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2290 Fax (734) 466-2108

MAUREEN MILLER BROSNAN
MAYOR

MARK TAORMINA
PLANNING & ECONOMIC DEVELOPMENT DIRECTOR

JACOB UHAZIE
PLANNING & ECONOMIC DEVELOPMENT COORDINATOR

SCOTT O. MILLER
PLANNER IV

June 8, 2022

Middlebelt Plymouth Venture, L.L.C.
Stephen Duczynski
17800 North Laurel Park Drive, Ste. 200C
Livonia, MI 48152

Re: Petition 2022-04-08-02 – Wonderland Flats

Dear Mr. Duczynski:

At the 1,188th Public Hearing and Regular Meeting held by the City Planning Commission on June 7, 2022, in the Livonia City Hall, the following resolution was adopted:

#06-34-2022 ***RESOLVED***, That City Planning Commission does hereby recommend to City Council that Petition 2022-04-08-02 submitted by Middlebelt Plymouth Venture L.L.C. requesting approval pursuant to Sections 3.08 and 6.04 of The Livonia Vision 21 Zoning Ordinance, as amended, to construct an apartment complex (Wonderland Flats), consisting of two (2) buildings and 201 units, on the properties at 29707 & 30273 Plymouth Road, located on the south side of Plymouth Road between Middlebelt Road and Milburn Avenue in the Northeast ¼ of Section 35, be denied, for the following reasons

1. That the petitioner has failed to affirmatively show that the proposed use is in compliance with all of the special and general waiver use standards and requirements as set forth in Sections 3.08, 6.04 and 13.13 of the Livonia Vision 21 Zoning Ordinance.

2. That too many issues remain unresolved, including increase traffic concerns, building architecture, signage, site layout, compatibility with the surrounding retail uses and the close proximity to the adjacent residential neighborhood.

3. That the site lacks the capacity to handle the intensity associated with a 201-unit apartment complex and would therefore be detrimental to and not in harmony with the character of the surrounding commercial center and adjacent neighborhood.

4. That the apartment complex would create significant adverse impacts on adjoining parcels, public services, and community planning efforts.

5. That the proposal conflicts with the spirit and intent of the Zoning Ordinance to promote and encourage a balanced and appropriate mix of uses, and

6. That the petitioner has failed to comply with all the concerns deemed necessary for the safety and welfare of the City and its residents.

A roll call vote on the foregoing resolution resulted in the following:

AYES:	Ventura, Smiley, McCue, Long, Wilshaw
NAYS:	Caramagno, Bongero
ABSENT:	None
ABSTAIN:	None

Mr. Wilshaw, Chairman, declared the motion is carried and the foregoing resolution adopted.

Pursuant to Section 13.13(10) of the Livonia Vision 21 Zoning Ordinance, as amended, you will have ten (10) business days to appeal the decision in writing to the Livonia City Clerk. The fee for an appeal is $400.00.

Very truly yours,

CITY PLANNING COMMISSION

Sam Caramagno, Secretary

EXHIBIT 7

SITE DEVELOPMENT PLANS

FOR

Schostak BROTHERS & COMPANY

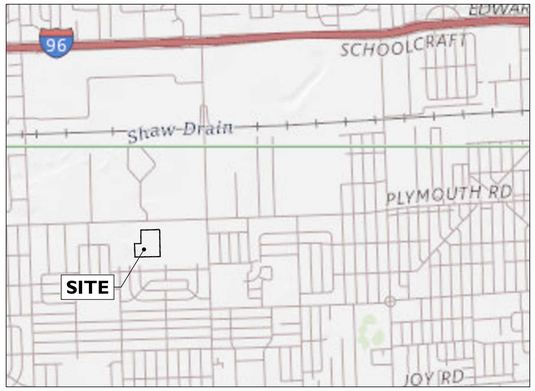
WONDERLAND FLATS

PROPOSED RESIDENTIAL DEVELOPMENT

PARCEL IDS: 137-99-0008-010 & 137-99-0004-002
CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN

APPLICANT / OWNER

STEPHEN E. DUCZYNSKI II
MIDDLEBELT PLYMOUTH VENTURE LLC
17800 NORTH LAUREL PARK DRIVE
#200C
LIVONIA, MICHIGAN



SOURCE: USGS MAPS

LOCATION MAP

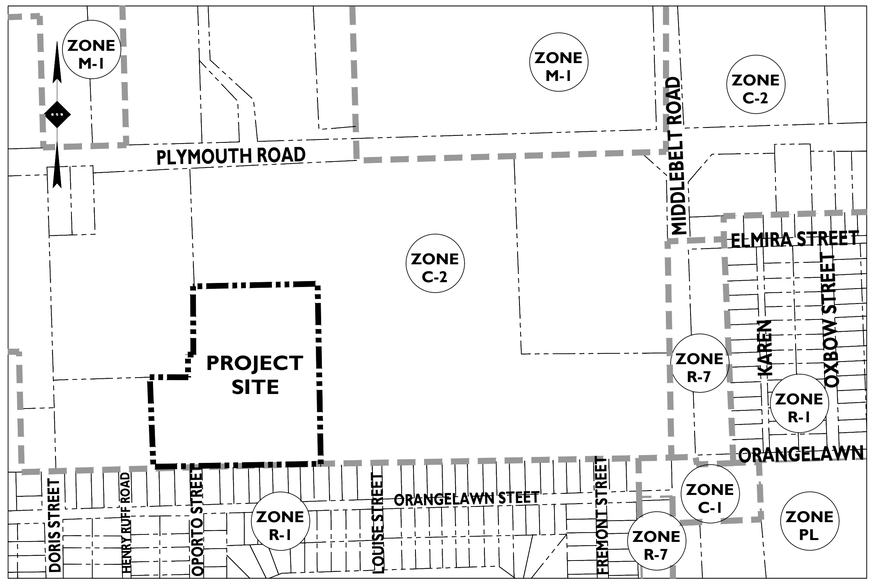
SCALE: 1" = 2000'±



SOURCE: GOOGLE EARTH PRO

AERIAL MAP

SCALE: 1" = 300'±



SOURCE: WAYNE COUNTY PARCEL VIEWER & CITY OF LIVONIA ZONING MAP

TAX & ZONING MAP

SCALE: 1" = 300'±

PLAN REFERENCE MATERIALS:

1. THIS PLAN SET REFERENCES THE FOLLOWING DOCUMENTS INCLUDING, BUT NOT LIMITED TO:
   - ALTA/NSPS LAND TITLE SURVEY PREPARED BY HUBBELL, ROTH & CLARK, INC, DATED: APRIL 2022
   - GEOTECHNICAL REPORT PREPARED BY SME, DATED: 06/28/2019
   - AERIAL MAP OBTAINED FROM GOOGLE EARTH PRO
   - LOCATION MAP OBTAINED FROM USGS MAPS
2. ALL REFERENCE MATERIAL LISTED ABOVE SHALL BE CONSIDERED A PART OF THIS PLAN SET AND ALL INFORMATION CONTAINED WITHIN THESE MATERIALS SHALL BE UTILIZED IN CONJUNCTION WITH THIS PLAN SET. THE CONTRACTOR IS RESPONSIBLE TO OBTAIN A COPY OF EACH REFERENCE AND REVIEW IT THOROUGHLY PRIOR TO THE START OF CONSTRUCTION.

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

PLANS PREPARED BY:

STONEFIELD engineering & design

Detroit, MI · New York, NY · Boston, MA
Princeton, NJ · Tampa, FL · Rutherford, NJ
www.stonefieldeng.com

607 Shelby Suite 200, Detroit, MI 48226
Phone 248.247.1115

CIVIL SHEET INDEX

DRAWING TITLE	SHEET #
COVER SHEET	C-1
DEMOLITION PLAN	C-2
SITE PLAN (OVERALL)	C-3
SITE PLAN	C-4
GRADING PLAN	C-5
STORMWATER MANAGEMENT PLAN	C-6
UTILITY PLAN	C-7
LIGHTING PLAN	C-8
LANDSCAPING PLAN	C-9 & C-10
LANDSCAPING DETAILS	C-11
CONSTRUCTION DETAILS	C-12 TO C-13
TRUCK EXHIBITS	EX-1 THRU EX-3
ALTA/NSPS LAND TITLE SURVEY	1 & 2 OF 2

ARCHITECT SHEET INDEX

DRAWING TITLE	SHEET #
BUILDING A FIRST FLOOR	A101-A
BUILDING B FIRST FLOOR	A101-B
BUILDING A SECOND FLOOR	A102-A
BUILDING B SECOND FLOOR	A102-B
BUILDING A THIRD FLOOR	A103-A
BUILDING B THIRD FLOOR	A103-B
BUILDING A ROOF PLAN	A104-A
BUILDING B ROOF PLAN	A104-B
TYPICAL UNITS	A105
BUILDING A ELEVATIONS	A201-A
BUILDING B ELEVATIONS	A201-B
ACCESSORY BUILDINGS	A111
LOBBY DETAIL	A401

ISSUE	DATE	BY	DESCRIPTION
1	04/27/2022	MPH	CITY SITE PLAN REVIEW

NOT APPROVED FOR CONSTRUCTION

STONEFIELD engineering & design
Detroit, MI · New York, NY · Boston, MA
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Phone 248.247.1115

SITE DEVELOPMENT PLANS

Schostak BROTHERS & COMPANY

WONDERLAND FLATS
PROPOSED RESIDENTIAL DEVELOPMENT

PARCEL IDS: 137-99-0008-010 & 137-99-0004-002
CITY OF LIVONIA
WAYNE COUNTY, MICHIGAN

STATE OF MICHIGAN
SOUTHFIELD
COOKSEY
ENGINEER
No.
LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE: AS SHOWN | PROJECT ID: M-19052.01

TITLE: COVER SHEET

DRAWING: C-1

V:\19052\PM\19052.01 (SCHOSTAK BROTHERS-MIDDLEBELT ROAD AND PLYMOUTH ROAD, LIVONIA, MI)\CAD\PROTOTYP-PLI-COVR.DWG

LIMIT OF CONCRETE CURB TO BE REMOVED

ONSITE TREES TO BE REMOVED (12-TYPICAL)

LIMIT OF CONCRETE CURB TO BE REMOVED

LIMIT OF CONCRETE CURB TO BE REMOVED

EXISTING STORM STRUCTURE TO REMAIN AND BE PROTECTED THROUGHOUT CONSTRUCTION. EXISTING FRAME AND COVER TO BE REPLACED

EXISTING PAVEMENT AREA TO BE REMOVED

EXISTING STORM STRUCTURE TO REMAIN AND BE PROTECTED THROUGHOUT CONSTRUCTION. EXISTING FRAME AND COVER TO BE REPLACED

EXISTING STORM STRUCTURE TO REMAIN AND BE PROTECTED THROUGHOUT CONSTRUCTION. EXISTING FRAME AND COVER TO BE REPLACED

STRUCTURE FILLED WITH CONC. CONST NOT TO ENCASE INVERTS

EXISTING CONCRETE CURB ISLAND TO BE REMOVED (8 TYPICAL)

EXISTING SANITARY STRUCTURE TO BE REMOVED. CONTRACTOR TO CONFIRM UPSTREAM SERVICE WILL NOT BE CUT-OFF.

EXISTING PROPERTY LINE TO BE MODIFIED

PARCEL IV
11.57 ACRES
504,080.3 SF

12' WATER MAIN EASEMENT
L.14112, P.576

ABANDONED
10' GAS EASEMENT
L.13843, P.598

EXISTING STORM STRUCTURE TO BE REMOVED

CONTRACTOR TO SCREEN AND STOCKPILE EXISTING TOPSOIL

PARCEL I
10.83 ACRES
471,602.0 SF

EXISTING 12 FT WATER EASEMENT TO BE ABANDONED

EXISTING 10 FT GAS EASEMENT TO BE ABANDONED

EXISTING STORM STRUCTURE TO BE REMOVED

EXISTING STORM STRUCTURE TO REMAIN AND BE PROTECTED THROUGHOUT CONSTRUCTION. EXISTING FRAME AND COVER TO BE REPLACED

EXISTING FIRE HYDRANT TO BE REMOVED AND REPLACED

EXISTING TELECOM STRUCTURE TO BE REMOVED

EXISTING 30 FT SANITARY, STORM, & WATER MAIN EASEMENT TO BE ABANDONED

EXISTING 6 FT GAS EASEMENT TO BE ABANDONED

EXISTING STORM STRUCTURE TO BE REMOVED. CONTRACTOR TO CONFIRM EXISTING OFF SITE DRAINAGE WILL NOT BE CUT-OFF.

SYMBOL	DESCRIPTION
— — — — —	FEATURE TO BE REMOVED / DEMOLISHED

ALL SITE FEATURES ON THIS PLAN ARE TO REMAIN AND BE PROTECTED UNLESS OTHERWISE NOTED. THE CONTRACTOR SHALL NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC. IF SIGNIFICANT DISCREPANCIES ARE DISCERNED BETWEEN THIS PLAN AND FIELD CONDITIONS

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

DEMOLITION NOTES

1. THE WORK REFLECTED ON THE DEMOLITION PLAN IS TO PROVIDE GENERAL INFORMATION TOWARDS THE EXISTING ITEMS TO BE DEMOLISHED AND/OR REMOVED. THE CONTRACTOR IS RESPONSIBLE TO REVIEW THE ENTIRE PLAN SET AND ASSOCIATED REPORTS/REFERENCE DOCUMENTS INCLUDING ALL DEMOLITION ACTIVITIES AND INCIDENTAL TASKS NECESSARY TO COMPLETE THE SITE IMPROVEMENTS.
2. THE CONTRACTOR IS RESPONSIBLE TO DETERMINE THE MEANS AND METHODS OF DEMOLITION ACTIVITIES.
3. EXPLOSIVES SHALL NOT BE USED UNLESS WRITTEN CONSENT FROM BOTH THE OWNER AND ANY APPLICABLE GOVERNING AGENCY IS OBTAINED. BEFORE THE START OF ANY EXPLOSIVE PROGRAM, THE CONTRACTOR IS RESPONSIBLE TO OBTAIN ALL LOCAL, STATE, AND FEDERAL PERMITS. ADDITIONALLY, THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL SEISMIC TESTING AS REQUIRED AND ANY DAMAGES AS THE RESULT OF SAID DEMOLITION PRACTICES.
4. ALL DEMOLITION ACTIVITIES SHALL BE PERFORMED IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL CODES. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING ALL UTILITIES ARE DISCONNECTED IN ACCORDANCE WITH THE UTILITY AUTHORITY'S REQUIREMENTS PRIOR TO STARTING THE DEMOLITION OF ANY STRUCTURE. ALL EXCAVATIONS ASSOCIATED WITH DEMOLISHED STRUCTURES OR REMOVED TANKS SHALL BE BACKFILLED WITH SUITABLE MATERIAL AND COMPACTED TO SUPPORT SITE AND BUILDING IMPROVEMENTS. A GEOTECHNICAL ENGINEER SHOULD BE PRESENT DURING BACKFILLING ACTIVITIES TO OBSERVE AND CERTIFY THAT BACKFILL MATERIAL WAS COMPACTED TO A SUITABLE CONDITION.
5. DEMOLISHED DEBRIS SHALL NOT BE BURIED ON SITE. ALL WASTE/DEBRIS GENERATED FROM DEMOLITION ACTIVITIES SHALL BE DISPOSED OF IN ACCORDANCE WITH ALL LOCAL, STATE AND FEDERAL REQUIREMENTS. THE CONTRACTOR IS RESPONSIBLE TO MAINTAIN ALL RECORDS OF THE DISPOSAL TO DEMONSTRATE COMPLIANCE WITH THE ABOVE REGULATIONS.

40' 0' 40' 80'
GRAPHIC SCALE IN FEET
1" = 40'

ISSUE	DATE	BY	DESCRIPTION
1	04/27/2022	MPH	CITY SITE PLAN REVIEW

NOT APPROVED FOR CONSTRUCTION

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Princeton, NJ · Tampa, FL · Rutherford, NJ
www.stonefieldeng.com
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Phone 248.247.1115

SITE DEVELOPMENT PLANS

Schostak BROTHERS & COMPANY

WONDERLAND FLATS
PROPOSED RESIDENTIAL DEVELOPMENT

PARCEL IDS: 137-99-0008-010 & 137-99-0004-002
CITY OF LIVONIA
WAYNE COUNTY, MICHIGAN

STATE OF MICHIGAN
JONATHAN D. COOKSEY
ENGINEER
No. 6201062677
PROFESSIONAL ENGINEER
LICENSED PROFESSIONAL ENGINEER

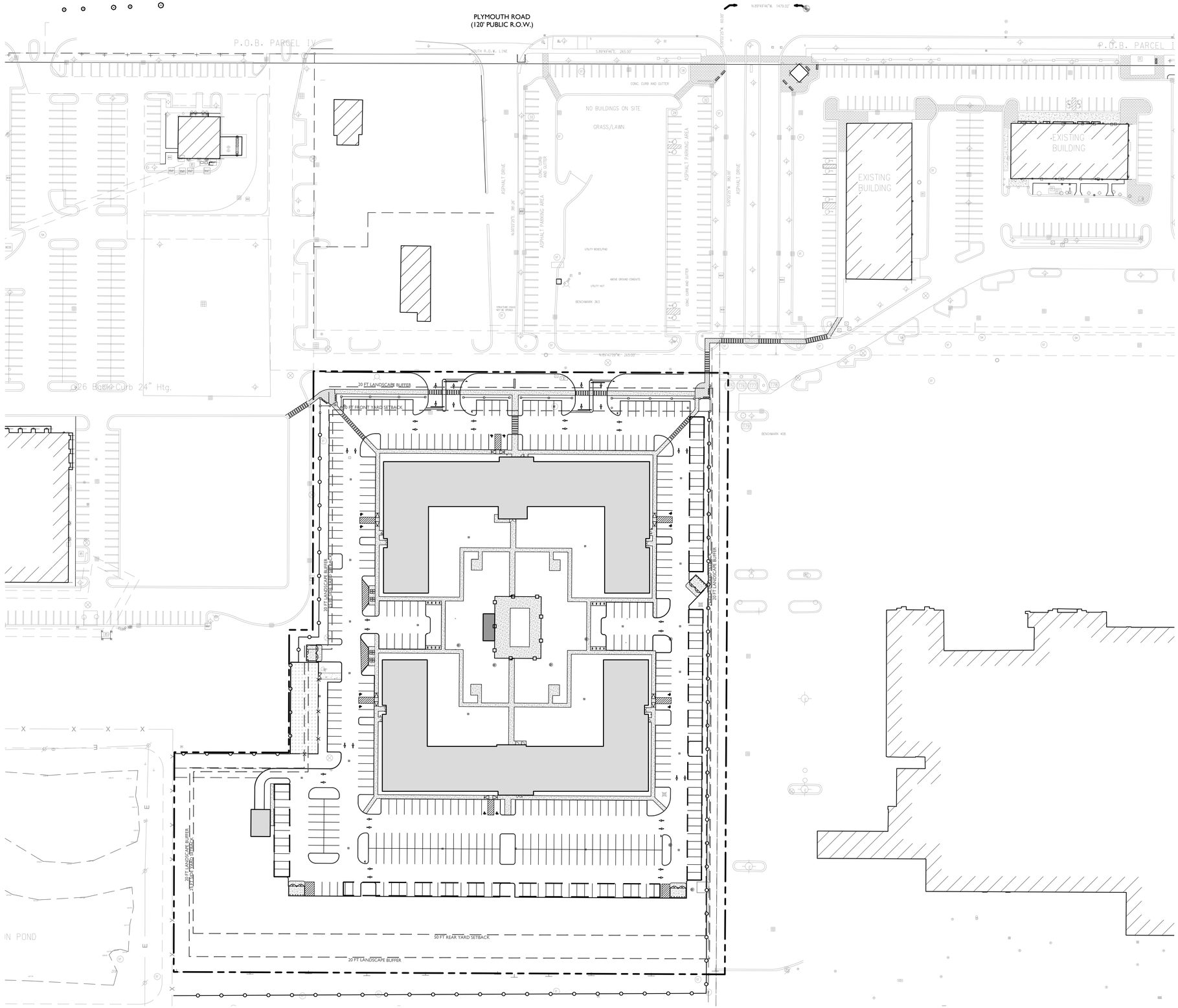
STONEFIELD engineering & design

SCALE: 1" = 40' | PROJECT ID: M-19052.01

TITLE:
DEMOLITION PLAN

DRAWING:
C-2

V:\19052\PM\19052.01-SCHOSTAK BROTHERS-MIDDLEBELT ROAD AND PLYMOUTH ROAD, LIVONIA, MI\CAD\DEMOLITION\DEMOLITION.DWG



SYMBOL	DESCRIPTION
	PROPERTY LINE
	PHASE LINE
	PROPOSED CURB AND GUTTER
	PROPOSED FLUSH CURB
	PROPOSED SIGNS / BOLLARDS
	PROPOSED CARPORT SPACES
	PROPOSED BUILDING
	PROPOSED CONCRETE
	PROPOSED FENCE
	PROPOSED STORM STRUCTURES

GENERAL NOTES

1. THE CONTRACTOR SHALL VERIFY AND FAMILIARIZE THEMSELVES WITH THE EXISTING SITE CONDITIONS AND THE PROPOSED SCOPE OF WORK (INCLUDING DIMENSIONS, LAYOUT, ETC.) PRIOR TO INITIATING THE IMPROVEMENTS IDENTIFIED WITHIN THESE DOCUMENTS. SHOULD ANY DISCREPANCY BE FOUND BETWEEN THE EXISTING SITE CONDITIONS AND THE PROPOSED WORK THE CONTRACTOR SHALL NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC. PRIOR TO THE START OF CONSTRUCTION.
2. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND ENSURE THAT ALL REQUIRED APPROVALS HAVE BEEN OBTAINED PRIOR TO THE START OF CONSTRUCTION. COPIES OF ALL REQUIRED PERMITS AND APPROVALS SHALL BE KEPT ON SITE AT ALL TIMES DURING CONSTRUCTION.
3. ALL CONTRACTORS WILL, TO THE FULLEST EXTENT PERMITTED BY LAW, INDEMNIFY AND HOLD HARMLESS STONEFIELD ENGINEERING & DESIGN, LLC. AND IT'S SUB-CONSULTANTS FROM AND AGAINST ANY DAMAGES AND LIABILITIES INCLUDING ATTORNEY'S FEES ARISING OUT OF CLAIMS BY EMPLOYEES OF THE CONTRACTOR IN ADDITION TO CLAIMS CONNECTED TO THE PROJECT AS A RESULT OF NOT CARRYING THE PROPER INSURANCE FOR WORKERS COMPENSATION, LIABILITY INSURANCE, AND LIMITS OF COMMERCIAL GENERAL LIABILITY INSURANCE.
4. THE CONTRACTOR SHALL NOT DEVIATE FROM THE PROPOSED IMPROVEMENTS IDENTIFIED WITHIN THIS PLAN SET UNLESS APPROVAL IS PROVIDED IN WRITING BY STONEFIELD ENGINEERING & DESIGN, LLC.
5. THE CONTRACTOR IS RESPONSIBLE TO DETERMINE THE MEANS AND METHODS OF CONSTRUCTION.
6. THE CONTRACTOR SHALL NOT PERFORM ANY WORK OR CAUSE DISTURBANCE ON A PRIVATE PROPERTY NOT CONTROLLED BY THE PERSON OR ENTITY WHO HAS AUTHORIZED THE WORK WITHOUT PRIOR WRITTEN CONSENT FROM THE OWNER OF THE PRIVATE PROPERTY.
7. THE CONTRACTOR IS RESPONSIBLE TO RESTORE ANY DAMAGED OR UNDERMINED STRUCTURE OR SITE FEATURE THAT IS IDENTIFIED TO REMAIN ON THE PLAN SET. ALL REPAIRS SHALL USE NEW MATERIALS TO RESTORE THE FEATURE TO ITS EXISTING CONDITION AT THE CONTRACTORS EXPENSE.
8. CONTRACTOR IS RESPONSIBLE TO PROVIDE THE APPROPRIATE SHOP DRAWINGS, PRODUCT DATA, AND OTHER REQUIRED SUBMITTALS FOR REVIEW. STONEFIELD ENGINEERING & DESIGN, LLC. WILL REVIEW THE SUBMITTALS IN ACCORDANCE WITH THE DESIGN INTENT AS REFLECTED WITHIN THE PLAN SET.
9. THE CONTRACTOR IS RESPONSIBLE FOR TRAFFIC CONTROL IN ACCORDANCE WITH MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
10. THE CONTRACTOR IS REQUIRED TO PERFORM ALL WORK IN THE PUBLIC RIGHT-OF-WAY IN ACCORDANCE WITH THE APPROPRIATE GOVERNING AUTHORITY AND SHALL BE RESPONSIBLE FOR THE PROCUREMENT OF STREET OPENING PERMITS.
11. THE CONTRACTOR IS REQUIRED TO RETAIN AN OSHA CERTIFIED SAFETY INSPECTOR TO BE PRESENT ON SITE AT ALL TIMES DURING CONSTRUCTION & DEMOLITION ACTIVITIES.
12. SHOULD AN EMPLOYEE OF STONEFIELD ENGINEERING & DESIGN, LLC. BE PRESENT ON SITE AT ANY TIME DURING CONSTRUCTION, IT DOES NOT RELIEVE THE CONTRACTOR OF ANY OF THE RESPONSIBILITIES AND REQUIREMENTS LISTED IN THE NOTES WITHIN THIS PLAN SET.

60' 0' 60' 120'

GRAPHIC SCALE IN FEET
1" = 60'

ISSUE	DATE	BY	DESCRIPTION
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SITE DEVELOPMENT PLANS

Schostak BROTHERS & COMPANY

WONDERLAND FLATS
PROPOSED RESIDENTIAL DEVELOPMENT

PARCEL IDS: 137-99-0008-010 & 137-99-0004-002
CITY OF LIVONIA
WAYNE COUNTY, MICHIGAN

STATE OF MICHIGAN
JONATHAN D. COOKSEY
ENGINEER
No. 6201062906
LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE: 1" = 60' | PROJECT ID: M-19052.01

TITLE: SITE PLAN (OVERALL)

DRAWING: C-3

V:\M\SHP\M-19052.01 SCHOSTAK BROTHERS\MIDDLEBELT ROAD AND PLYMOUTH ROAD, LIVONIA, MI\CAD\PLOTTOP\M-19052.01_OVERALL.DWG

TABLE OF LAND USE AND ZONING

PARCEL ID: 137990008008, 137990008001, & 137990003002

NEIGHBORHOOD MULTIFAMILY DISTRICT (NM2)

PROPOSED USE

MULTIPLE FAMILY DWELLINGS — PERMITTED USE

ZONING REQUIREMENT	REQUIRED	PROPOSED
MINIMUM LOT AREA	N/A	473,258 SF (10.86 AC)
MINIMUM LANDSCAPED AREA(1)	15% (80,355 SF)	PROVIDED
MAXIMUM USABLE FLOOR AREA (% OF LOT AREA)	35% (165,640 SF)	33.8 % (160,054 SF)(2)
MAXIMUM BUILDING HEIGHT	4 STORIES	3 STORIES
MINIMUM FRONT YARD SETBACK	50 FT	110.2 FT
MINIMUM SIDE YARD SETBACK	25 FT	91.2 FT
MINIMUM SIDE YARD SETBACK (BOTH)	60 FT	192.5 FT
MINIMUM REAR YARD SETBACK	50 FT	230.8 FT
FENCED RECREATION AREA(3)	5,650 SF	8,530 SF
RESIDENTIAL LANDSCAPE BUFFER	20 FT	98.6 FT
COMMERCIAL LANDSCAPE BUFFER	20 FT	20.0 FT

(1) PER THE CITY OF LIVONIA'S SITE PLAN APPLICATION

(2) USABLE SQUARE FOOTAGE
200,068 SF x 80 % =160,054 SF

(3) FENCED RECREATION AREA = 25 SF PER DWELLING UNIT
(25 SF / UNIT) (201 UNITS) = 5,025 SF

OFF-STREET PARKING REQUIREMENTS

CODE SECTION	REQUIRED	PROPOSED
§ 9.05	REQUIRED PARKING: 2.0 SPACE FOR EACH UNIT WITH 1 OR 2 BEDROOMS (201 UNITS)(2.0 SPACES) = 402 SPACES	404 SPACES
§ 9.03 (5)	MAXIMUM PERMITTED PARKING: 20 % ABOVE MINIMUM REQUIREMENT (402 SPACES) (1.20) = 482 SPACES	404 SPACES
§ 9.03 (7)	SNOW STORAGE: 10% OF THE REQUIRED PARKING STALL AREA 200 SF / SPACES X 402 SPACES X 0.10 = 8,040 SF	> 8,040 SF
§ 9.04 (1)	90° PARKING DIMENSIONS: 20 FT(1) X 10 FT W/ 24 FT DRIVE AISLE	20 FT X 10 FT W/ 22 FT AISLE

(1) STALL LENGTH MY BE REDUCED BY TWO FEET WHERE 90-DEGREE PARKING ABUTS A 8 FT SIDEWALK OR 2 FEET OF ADDITIONAL LANDSCAPING. THIS IS TO ACCOUNT FOR THE VEHICLE OVERHANG.

SYMBOL	DESCRIPTION
	PROPERTY LINE
	SETBACK LINE
	PROPOSED CURB AND GUTTER
	PROPOSED FLUSH CURB
	PROPOSED SIGNS / BOLLARDS
	PROPOSED CARPORT SPACES
	PROPOSED BUILDING
	PROPOSED CONCRETE
	PROPOSED PINK STAMPED CONCRETE SIDEWALK

PROPOSED RESIDENTIAL BUILDING 'A'
33,854 SF FOOTPRINT (3 STORIES)

PROPOSED RESIDENTIAL BUILDING 'B'
33,292 SF FOOTPRINT (3 STORIES)

PROPOSED PRE-FINISHED ALUMINUM FENCE
PROPOSED 2 FT X 2 FT MASONRY PIER
PROPOSED FULL MOVEMENT GATED DRIVEWAY
PROPOSED FULL MOVEMENT GATED DRIVEWAY
PROPOSED PINK STAMPED CONCRETE SIDEWALK TO MATCH EXISTING (TYP.)
20 FT LANDSCAPE BUFFER
50 FT FRONT YARD SETBACK
PROPOSED 6 FT SCREENING FENCE
PROPOSED OUTDOOR PACKAGE CENTER
PROPOSED 4 FT CHAIN LINK FENCE
PROPOSED DOG RUN
PROPOSED POOL HOUSE
PROPOSED 4 FT DECORATIVE FENCE
PROPOSED POOL
PROPOSED BIKE RACK (4-TYPICAL)
PROPOSED MAINTENANCE ACCESS TO DETENTION BASIN
PROPOSED MAINTENANCE GARAGE
PROPOSED TRASH ENCLOSURE (TYP.)
50 FT REAR YARD SETBACK
PROPOSED 8 FT SCREENING FENCE
EXISTING LANDSCAPED BERM TO BE MODIFIED
EXISTING DTE EASEMENT
P.O.B. PARCEL
N89°51'00"W 713.41'

GRAPHIC SCALE IN FEET
1" = 50'

ISSUE	DATE	BY	DESCRIPTION
1	04/27/2022	MPH	CITY SITE PLAN REVIEW

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SITE DEVELOPMENT PLANS

Schostak BROTHERS & COMPANY

WONDERLAND FLATS
PROPOSED RESIDENTIAL DEVELOPMENT

PARCEL IDS: 137-99-0008-010 & 137-99-0004-002
CITY OF LIVONIA
WAYNE COUNTY, MICHIGAN

STATE OF MICHIGAN
JONATHAN FRED COOKSEY
ENGINEER
LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE:	1" = 50'	PROJECT ID: M-19052.01

TITLE: SITE PLAN

DRAWING: C-4

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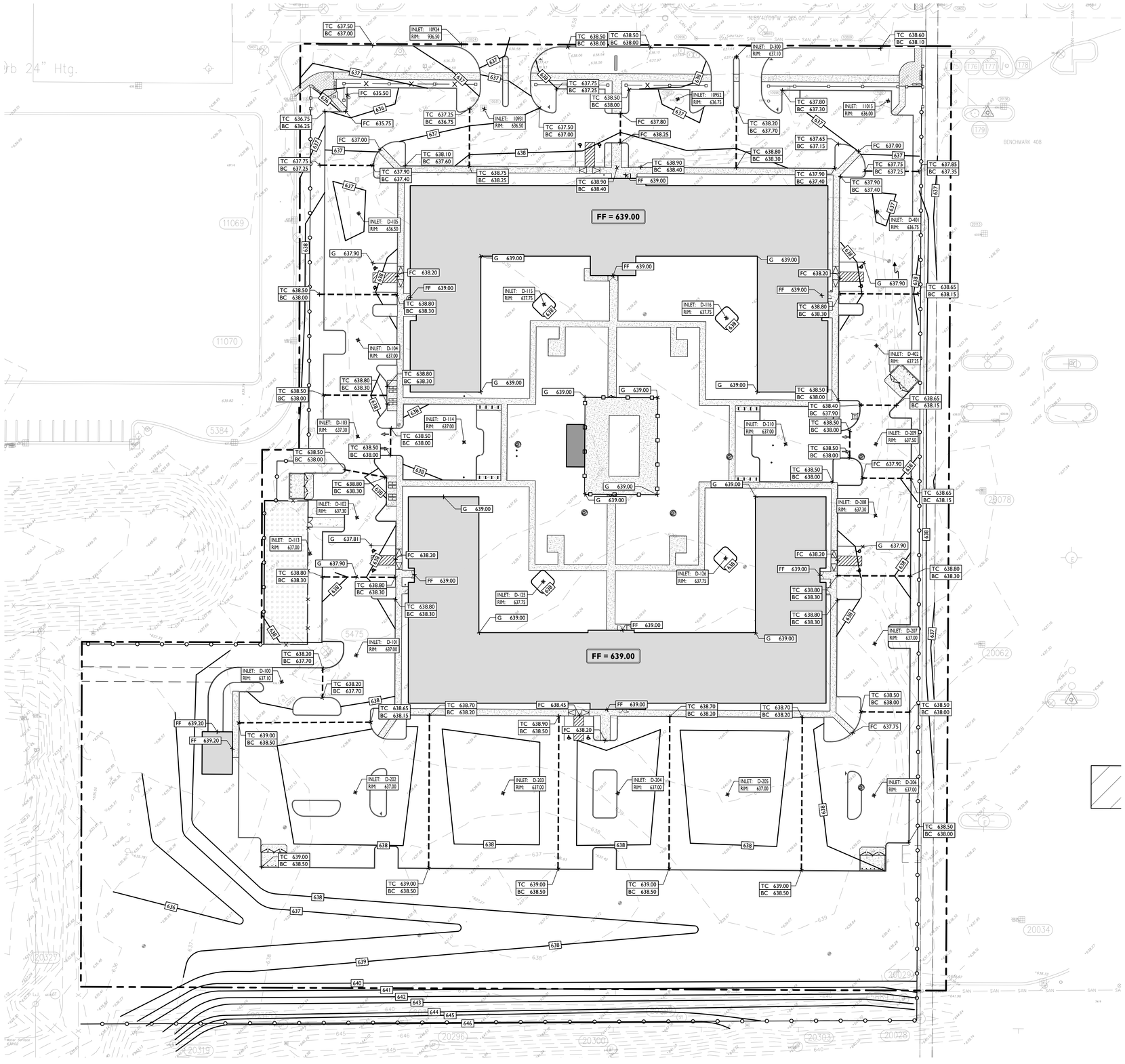

SYMBOL / DESCRIPTION

SYMBOL	DESCRIPTION
	PROPERTY LINE
100	PROPOSED GRADING CONTOUR
	PROPOSED GRADING RIDGELINE
	PROPOSED DIRECTION OF DRAINAGE FLOW
G 100.00	PROPOSED GRADE SPOT SHOT
TC 100.50 / BC 100.00	PROPOSED TOP OF CURB / BOTTOM OF CURB SPOT SHOT
FC 100.00	PROPOSED FLUSH CURB SPOT SHOT

GRADING NOTES

1. ALL SOIL AND MATERIAL REMOVED FROM THE SITE SHALL BE DISPOSED OF IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL REQUIREMENTS. ANY GROUNDWATER DE-WATERING PRACTICES SHALL BE PERFORMED UNDER THE SUPERVISION OF A QUALIFIED PROFESSIONAL. THE CONTRACTOR IS REQUIRED TO OBTAIN ALL NECESSARY PERMITS FOR THE DISCHARGE OF DE-WATERED GROUNDWATER. ALL SOIL IMPORTED TO THE SITE SHALL BE CERTIFIED CLEAN FILL. CONTRACTOR SHALL MAINTAIN RECORDS OF ALL FILL MATERIALS BROUGHT TO THE SITE.
2. THE CONTRACTOR IS REQUIRED TO PROVIDE TEMPORARY AND/OR PERMANENT SHORING WHERE REQUIRED DURING EXCAVATION ACTIVITIES, INCLUDING BUT NOT LIMITED TO UTILITY TRENCHES, TO ENSURE THE STRUCTURAL INTEGRITY OF NEARBY STRUCTURES AND STABILITY OF THE SURROUNDING SOILS.
3. PROPOSED TOP OF CURB ELEVATIONS ARE GENERALLY 4 INCHES TO 7 INCHES ABOVE EXISTING GRADES UNLESS OTHERWISE NOTED. THE CONTRACTOR WILL SUPPLY ALL STAKEOUT CURB GRADE SHEETS TO STONEFIELD ENGINEERING & DESIGN, LLC. FOR REVIEW AND APPROVAL PRIOR TO POURING CURBS.
4. THE CONTRACTOR IS RESPONSIBLE TO SET ALL PROPOSED UTILITY COVERS AND RESET ALL EXISTING UTILITY COVERS WITHIN THE PROJECT LIMITS TO PROPOSED GRADE IN ACCORDANCE WITH ANY APPLICABLE MUNICIPAL, COUNTY, STATE AND/OR UTILITY AUTHORITY REGULATIONS.
5. MINIMUM SLOPE REQUIREMENTS TO PREVENT PONDING SHALL BE AS FOLLOWS:
   - CURB GUTTER: 0.50%
   - CONCRETE SURFACES: 1.00%
   - ASPHALT SURFACES: 1.00%
6. A MINIMUM SLOPE OF 1.00% SHALL BE PROVIDED AWAY FROM ALL BUILDINGS. THE CONTRACTOR SHALL ENSURE POSITIVE DRAINAGE FROM THE BUILDING IS ACHIEVED AND SHALL NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC. IF THIS CONDITION CANNOT BE MET.
7. FOR PROJECTS WHERE BASEMENTS ARE PROPOSED, THE DEVELOPER IS RESPONSIBLE TO DETERMINE THE DEPTH TO GROUNDWATER AT THE LOCATION OF THE PROPOSED STRUCTURE. IF GROUNDWATER IS ENCOUNTERED WITHIN THE BASEMENT AREA, SPECIAL CONSTRUCTION METHODS SHALL BE UTILIZED AND REVIEWED/APPROVED BY THE CONSTRUCTION CODE OFFICIAL. IF SUMP PUMPS ARE UTILIZED, ALL DISCHARGES SHALL BE CONNECTED DIRECTLY TO THE PUBLIC STORM SEWER SYSTEM WITH APPROVAL FROM THE GOVERNING STORM SEWER SYSTEM AUTHORITY.

ADA NOTES

1. THE CONTRACTOR SHALL MAINTAIN A MAXIMUM 2.00% SLOPE IN ANY DIRECTION WITHIN THE ADA PARKING SPACES AND ACCESS AISLES.
2. THE CONTRACTOR SHALL PROVIDE COMPLIANT SIGNAGE AT ALL ADA PARKING AREAS IN ACCORDANCE WITH STATE GUIDELINES.
3. THE CONTRACTOR SHALL MAINTAIN A MAXIMUM 5.00% RUNNING SLOPE AND A MAXIMUM OF 2.00% CROSS SLOPE ALONG WALKWAYS WITHIN THE ACCESSIBLE PATH OF TRAVEL (SEE THE SITE PLAN FOR THE LOCATION OF THE ACCESSIBLE PATH). THE CONTRACTOR IS RESPONSIBLE TO ENSURE THE ACCESSIBLE PATH OF TRAVEL IS 36 INCHES WIDE OR GREATER UNLESS INDICATED OTHERWISE WITHIN THE PLAN SET.
4. THE CONTRACTOR SHALL MAINTAIN A MAXIMUM 2.00% SLOPE IN ANY DIRECTION AT ALL LANDINGS. LANDINGS INCLUDE, BUT ARE NOT LIMITED TO, THE TOP AND BOTTOM OF AN ACCESSIBLE RAMP, AT ACCESSIBLE BUILDING ENTRANCES, AT AN AREA IN FRONT OF A WALK-UP ATM, AND AT TURNING SPACES ALONG THE ACCESSIBLE PATH OF TRAVEL. THE LANDING AREA SHALL HAVE A MINIMUM CLEAR AREA OF 60 INCHES BY 60 INCHES UNLESS INDICATED OTHERWISE WITHIN THE PLAN SET.
5. THE CONTRACTOR SHALL MAINTAIN A MAXIMUM 8.33% RUNNING SLOPE AND A MAXIMUM 2.00% CROSS SLOPE ON ANY CURB RAMPS ALONG THE ACCESSIBLE PATH OF TRAVEL. WHERE PROVIDED, CURB RAMP FLARES SHALL NOT HAVE A SLOPE GREATER THAN 10.00% IF A LANDING AREA IS PROVIDED AT THE TOP OF THE RAMP. FOR ALTERATIONS, A CURB RAMP FLARES SHALL NOT HAVE A SLOPE GREATER THAN 8.33% IF A LANDING AREA IS NOT PROVIDED AT THE TOP OF THE RAMP. CURBS RAMPS SHALL NOT RISE MORE THAN 6 INCHES IN ELEVATION WITHOUT A HANDRAIL. THE CLEAR WIDTH OF A CURB RAMP SHALL BE NO LESS THAN 36 INCHES WIDE.
6. ACCESSIBLE RAMPS WITH A RISE GREATER THAN 6 INCHES SHALL CONTAIN COMPLIANT HANDRAILS ON BOTH SIDES OF THE RAMP AND SHALL NOT RISE MORE THAN 30" IN ELEVATION WITHOUT A LANDING AREA IN BETWEEN RAMP RUNS. LANDING AREAS SHALL ALSO BE PROVIDED AT THE TOP AND BOTTOM OF THE RAMP.
7. A SLIP RESISTANT SURFACE SHALL BE CONSTRUCTED ALONG THE ACCESSIBLE PATH AND WITHIN ADA PARKING AREAS.
8. THE CONTRACTOR SHALL ENSURE A MAXIMUM OF ¼ INCHES VERTICAL CHANGE IN LEVEL ALONG THE ACCESSIBLE PATH. WHERE A CHANGE IN LEVEL BETWEEN ¼ INCHES AND ½ INCHES EXISTS, CONTRACTOR SHALL ENSURE THAT THE TOP ¼ INCH CHANGE IN LEVEL IS BEVELED WITH A SLOPE NOT STEEPER THAN 1 UNIT VERTICAL AND 2 UNITS HORIZONTAL (2:1 SLOPE).
9. THE CONTRACTOR SHALL ENSURE THAT ANY OPENINGS (GAPS OR HORIZONTAL SEPARATION) ALONG THE ACCESSIBLE PATH SHALL NOT ALLOW PASSAGE OF A SPHERE GREATER THAN ½ INCH.

EARTHWORK NOTES:

1. **THE CONTRACTOR IS RESPONSIBLE TO SCREEN AND REUTILIZE 3 INCHES OF EXISTING TOPSOIL WITHIN PROPOSED LANDSCAPED AREAS.**
2. **ALL SITE SPOILS TO BE BERMED AT THE REAR OF THE SITE. THE CONTRACTOR SHALL NOTIFY STONEFIELD ENGINEERING & DESIGN IN WRITING IF THE SPOILS EXCEED THE PROPOSED BERM SIZE.**

40' 0' 40' 80'
GRAPHIC SCALE IN FEET
1" = 40'

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STATE OF MICHIGAN
JONATHAN FRED COOKSEY
ENGINEER
LICENSED PROFESSIONAL ENGINEER

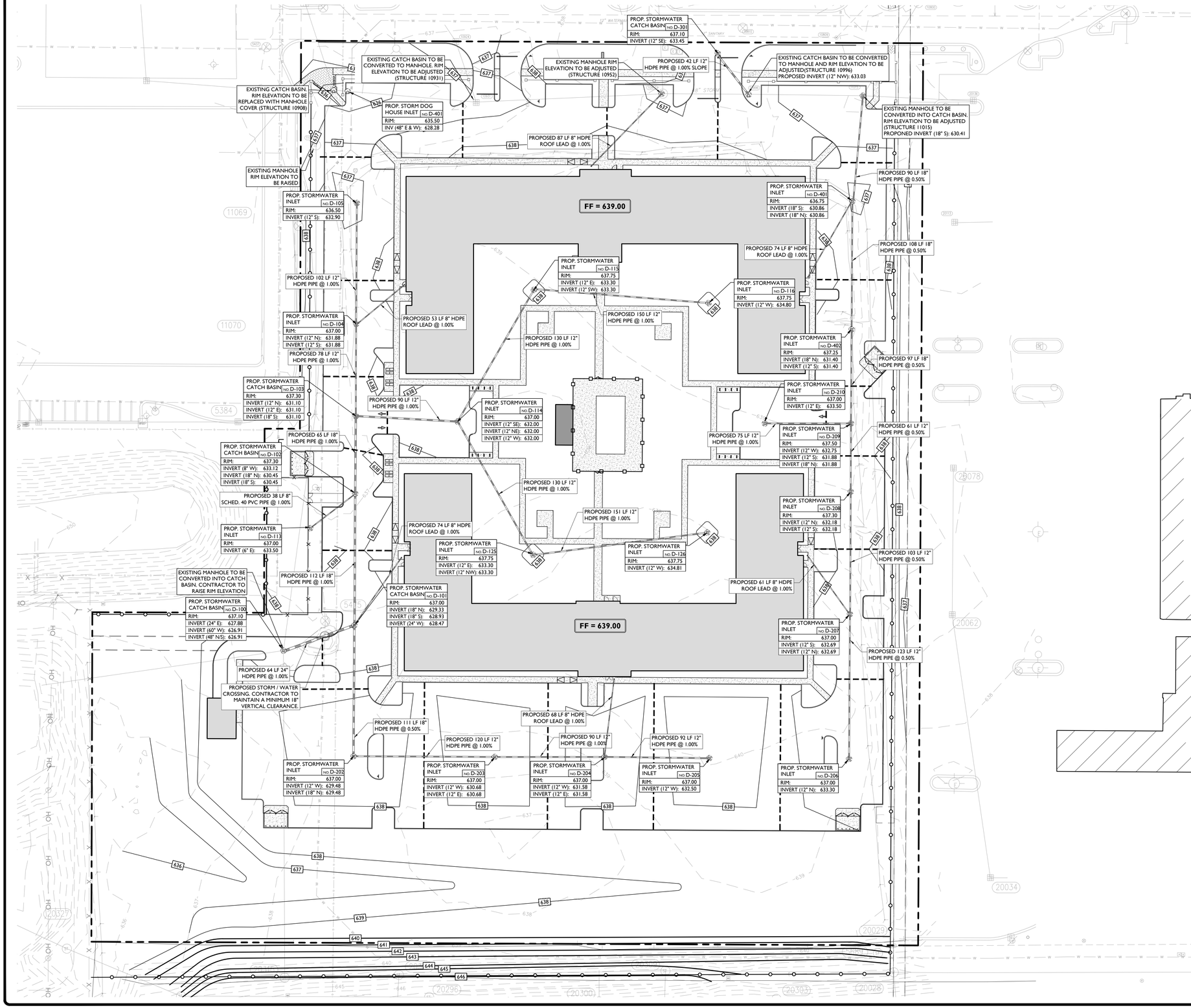
STONEFIELD engineering & design

SCALE: 1" = 40' | PROJECT ID: M-19052.01

TITLE: GRADING PLAN

DRAWING: C-5

V:\PROJECTS\M\19052.01\CAD\SCHOSTAK BROTHERS-MIDDLEBELT ROAD AND PLYMOUTH ROAD, LIVONIA, MI\CAD\DWG\TOP\GRADING.DWG



SYMBOL / DESCRIPTION

- PROPERTY LINE
- PROPOSED GRADING CONTOUR
- PROPOSED GRADING RIDGELINE
- PROPOSED STORMWATER STRUCTURES
- PROPOSED STORMWATER PIPING

DRAINAGE AND UTILITY NOTES

1. THE CONTRACTOR TO PERFORM A TEST PIT PRIOR TO CONSTRUCTION (RECOMMEND 30 DAYS PRIOR) AT LOCATIONS OF EXISTING UTILITY CROSSINGS FOR STORMWATER IMPROVEMENTS. SHOULD A CONFLICT EXIST, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC. IN WRITING.
2. CONTRACTOR SHALL START CONSTRUCTION OF STORM LINES AT THE LOWEST INVERT AND WORK UP-GRADIENT.
3. THE CONTRACTOR IS REQUIRED TO CALL THE APPROPRIATE AUTHORITY FOR NOTICE OF CONSTRUCTION/EXCAVATION AND UTILITY MARK OUT PRIOR TO THE START OF CONSTRUCTION IN ACCORDANCE WITH STATE LAW. CONTRACTOR IS REQUIRED TO CONFIRM THE HORIZONTAL AND VERTICAL LOCATION OF UTILITIES IN THE FIELD. SHOULD A DISCREPANCY EXIST BETWEEN THE FIELD LOCATION OF A UTILITY AND THE LOCATION SHOWN ON THE PLAN SET OR SURVEY, THE CONTRACTOR SHALL NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC. IMMEDIATELY IN WRITING.
4. THE CONTRACTOR IS RESPONSIBLE TO MAINTAIN A RECORD OF THE AS-BUILT LOCATIONS OF ALL PROPOSED UNDERGROUND INFRASTRUCTURE. THE CONTRACTOR SHALL NOTE ANY DISCREPANCIES BETWEEN THE AS-BUILT LOCATIONS AND THE LOCATIONS DEPICTED WITHIN THE PLAN SET. THIS RECORD SHALL BE PROVIDED TO THE OWNER FOLLOWING COMPLETION OF WORK.

EXCAVATION, SOIL PREPARATION, AND DEWATERING NOTES

1. THE CONTRACTOR IS REQUIRED TO REVIEW THE REFERENCED GEOTECHNICAL DOCUMENTS PRIOR TO CONSTRUCTION. THESE DOCUMENTS SHALL BE CONSIDERED A PART OF THE PLAN SET.
2. THE CONTRACTOR IS REQUIRED TO PREPARE SUBGRADE SOILS BENEATH ALL PROPOSED IMPROVEMENTS AND BACKFILL ALL EXCAVATIONS IN ACCORDANCE WITH RECOMMENDATIONS BY THE GEOTECHNICAL ENGINEER OF RECORD.
3. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING SHORING FOR ALL EXCAVATIONS AS REQUIRED. CONTRACTOR SHALL HAVE THE SHORING DESIGN PREPARED BY A QUALIFIED PROFESSIONAL. SHORING DESIGNS SHALL BE SUBMITTED TO STONEFIELD ENGINEERING & DESIGN, LLC. AND THE OWNER PRIOR TO THE START OF CONSTRUCTION.
4. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL OPEN EXCAVATIONS ARE PERFORMED AND PROTECTED IN ACCORDANCE WITH THE LATEST OSHA REGULATIONS.
5. THE CONTRACTOR IS RESPONSIBLE FOR ANY DEWATERING DESIGN AND OPERATIONS, AS REQUIRED, TO CONSTRUCT THE PROPOSED IMPROVEMENTS. THE CONTRACTOR SHALL OBTAIN ANY REQUIRED PERMITS FOR DEWATERING OPERATIONS AND GROUNDWATER DISPOSAL.

GRAPHIC SCALE IN FEET
1" = 40'

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Phone 248.247.1115

SITE DEVELOPMENT PLANS

Schostak BROTHERS & COMPANY

WONDERLAND FLATS
PROPOSED RESIDENTIAL DEVELOPMENT

PARCEL IDS: 137-99-0008-010 & 137-99-0004-002
CITY OF LIVONIA
WAYNE COUNTY, MICHIGAN

STATE OF MICHIGAN
JONATHAN FRED COOKSEY
ENGINEER
LICENSED PROFESSIONAL ENGINEER

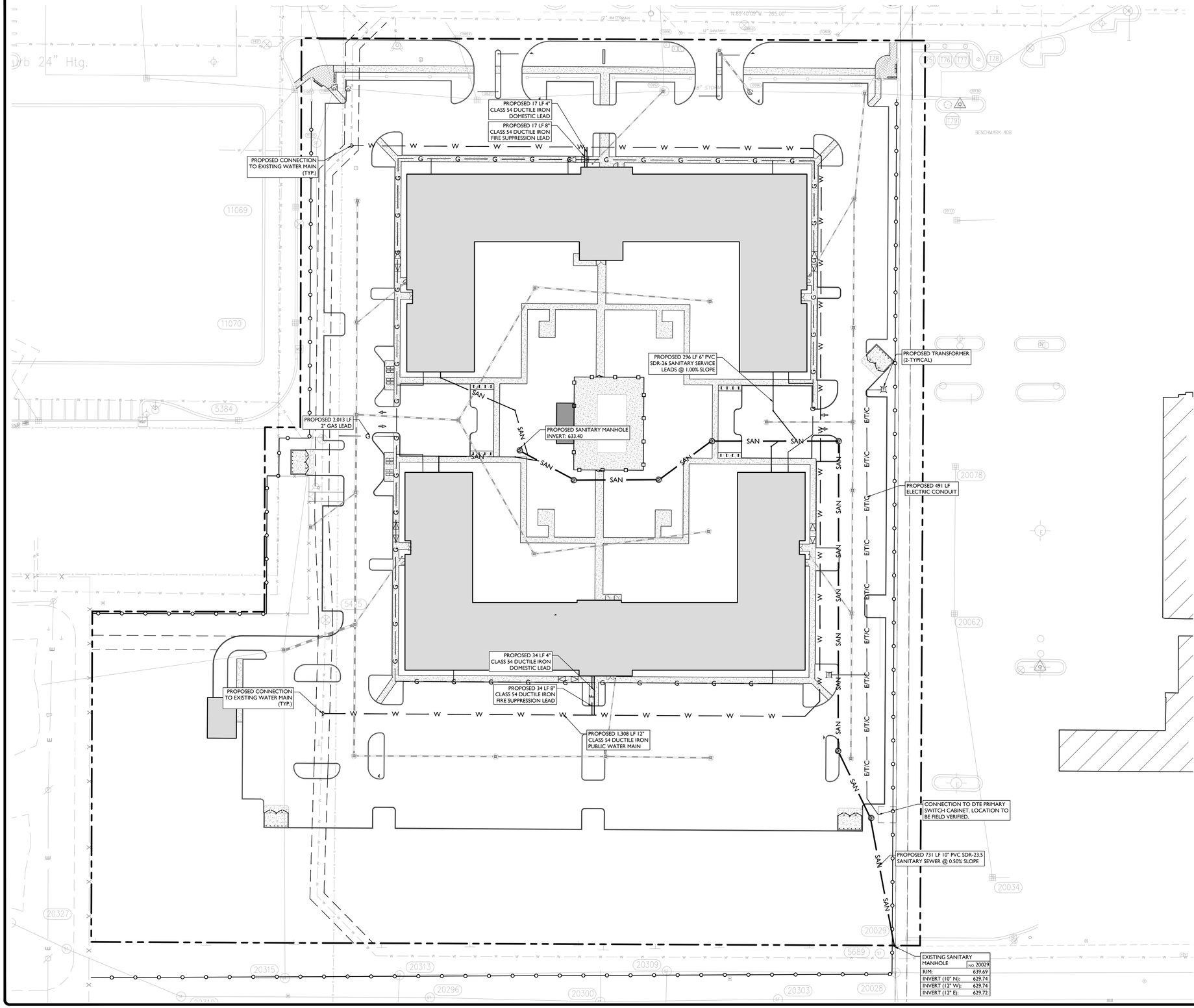
STONEFIELD engineering & design

SCALE:	PROJECT ID:
1" = 40'	M-19052.01

TITLE:
STORMWATER MANAGEMENT PLAN

DRAWING:
C-6

V:\M\SB\PM\19052.01 SCHOSTAK BROTHERS\MIDDLEBELT ROAD AND PLYMOUTH ROAD, LIVONIA, MI\CAD\PLOTS\PSH-06-STRM.DWG



SYMBOL / DESCRIPTION

SYMBOL	DESCRIPTION
	PROPERTY LINE
SAN	PROPOSED SANITARY SEWER
W	PROPOSED DOMESTIC WATER SERVICE
F	PROPOSED FIRE LINE WATER SERVICE
E/T/C	PROPOSED ELECTRICAL/DATA CONDUITS
G	PROPOSED GAS LINE
	PROPOSED VALVE
	PROPOSED WATER TEE / BEND
	PROPOSED FIRE HYDRANT
	PROPOSED FIRE DEPARTMENT CONNECTION (FDC)
S	PROPOSED SANITARY MANHOLE / CLEANOUT
T	PROPOSED TRANSFORMER ON CONCRETE PAD WITH BOLLARDS

DRAINAGE AND UTILITY NOTES

1. THE CONTRACTOR IS REQUIRED TO CALL THE APPROPRIATE AUTHORITY FOR NOTICE OF CONSTRUCTION/EXCAVATION AND UTILITY MARK OUT PRIOR TO THE START OF CONSTRUCTION IN ACCORDANCE WITH STATE LAW. CONTRACTOR IS REQUIRED TO CONFIRM THE HORIZONTAL AND VERTICAL LOCATION OF UTILITIES IN THE FIELD. SHOULD A DISCREPANCY EXIST BETWEEN THE FIELD LOCATION OF A UTILITY AND THE LOCATION SHOWN ON THE PLAN SET OR SURVEY, THE CONTRACTOR SHALL NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC IMMEDIATELY IN WRITING.
2. THE CONTRACTOR IS RESPONSIBLE TO PROTECT AND MAINTAIN IN OPERATION ALL UTILITIES NOT DESIGNATED TO BE REMOVED.
3. THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY DAMAGE TO ANY EXISTING UTILITY IDENTIFIED TO REMAIN WITHIN THE LIMITS OF THE PROPOSED WORK DURING CONSTRUCTION.
4. A MINIMUM HORIZONTAL SEPARATION OF 10 FEET IS REQUIRED BETWEEN ANY SANITARY SEWER SERVICE AND ANY WATER LINES. IF THIS SEPARATION CANNOT BE PROVIDED, A CONCRETE ENCASEMENT SHALL BE UTILIZED FOR THE SANITARY SEWER SERVICE AS APPROVED BY STONEFIELD ENGINEERING & DESIGN, LLC.
5. ALL WATER LINES SHALL BE VERTICALLY SEPARATED ABOVE SANITARY SEWER LINES BY A MINIMUM DISTANCE OF 18 INCHES. IF THIS SEPARATION CANNOT BE PROVIDED, A CONCRETE ENCASEMENT SHALL BE UTILIZED FOR THE SANITARY SEWER SERVICE AS APPROVED BY STONEFIELD ENGINEERING & DESIGN, LLC.
6. THE CONTRACTOR TO PERFORM A TEST PIT PRIOR TO CONSTRUCTION (RECOMMEND 30 DAYS PRIOR) AT LOCATIONS OF EXISTING UTILITY CROSSINGS FOR WATER AND SANITARY SEWER CONNECTION IMPROVEMENTS. SHOULD A CONFLICT EXIST, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC. IN WRITING.
7. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING GAS, ELECTRIC AND TELECOMMUNICATION CONNECTIONS WITH THE APPROPRIATE GOVERNING AUTHORITY.
8. CONTRACTOR SHALL START CONSTRUCTION OF ANY GRAVITY SEWER AT THE LOWEST INVERT AND WORK UP-GRADIENT.
9. THE CONTRACTOR IS RESPONSIBLE TO MAINTAIN A RECORD SET OF PLANS REFLECTING THE LOCATION OF EXISTING UTILITIES THAT HAVE BEEN CAPPED, ABANDONED, OR RELOCATED BASED ON THE DEMOLITION/REMOVAL ACTIVITIES REQUIRED IN THIS PLAN SET. THIS DOCUMENT SHALL BE PROVIDED TO THE OWNER FOLLOWING COMPLETION OF WORK.
10. THE CONTRACTOR IS RESPONSIBLE TO MAINTAIN A RECORD OF THE AS-BUILT LOCATIONS OF ALL PROPOSED UNDERGROUND INFRASTRUCTURE. THE CONTRACTOR SHALL NOTE ANY DISCREPANCIES BETWEEN THE AS-BUILT LOCATIONS AND THE LOCATIONS DEPICTED WITHIN THE PLAN SET. THIS RECORD SHALL BE PROVIDED TO THE OWNER FOLLOWING COMPLETION OF WORK.

40' 0' 40' 80'
GRAPHIC SCALE IN FEET
1" = 40'

ISSUE	DATE	BY	DESCRIPTION
1	04/27/2022	MPH	CITY SITE PLAN REVIEW

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STATE OF MICHIGAN
JONATHAN REID COOKSEY
ENGINEER
LICENSED PROFESSIONAL ENGINEER

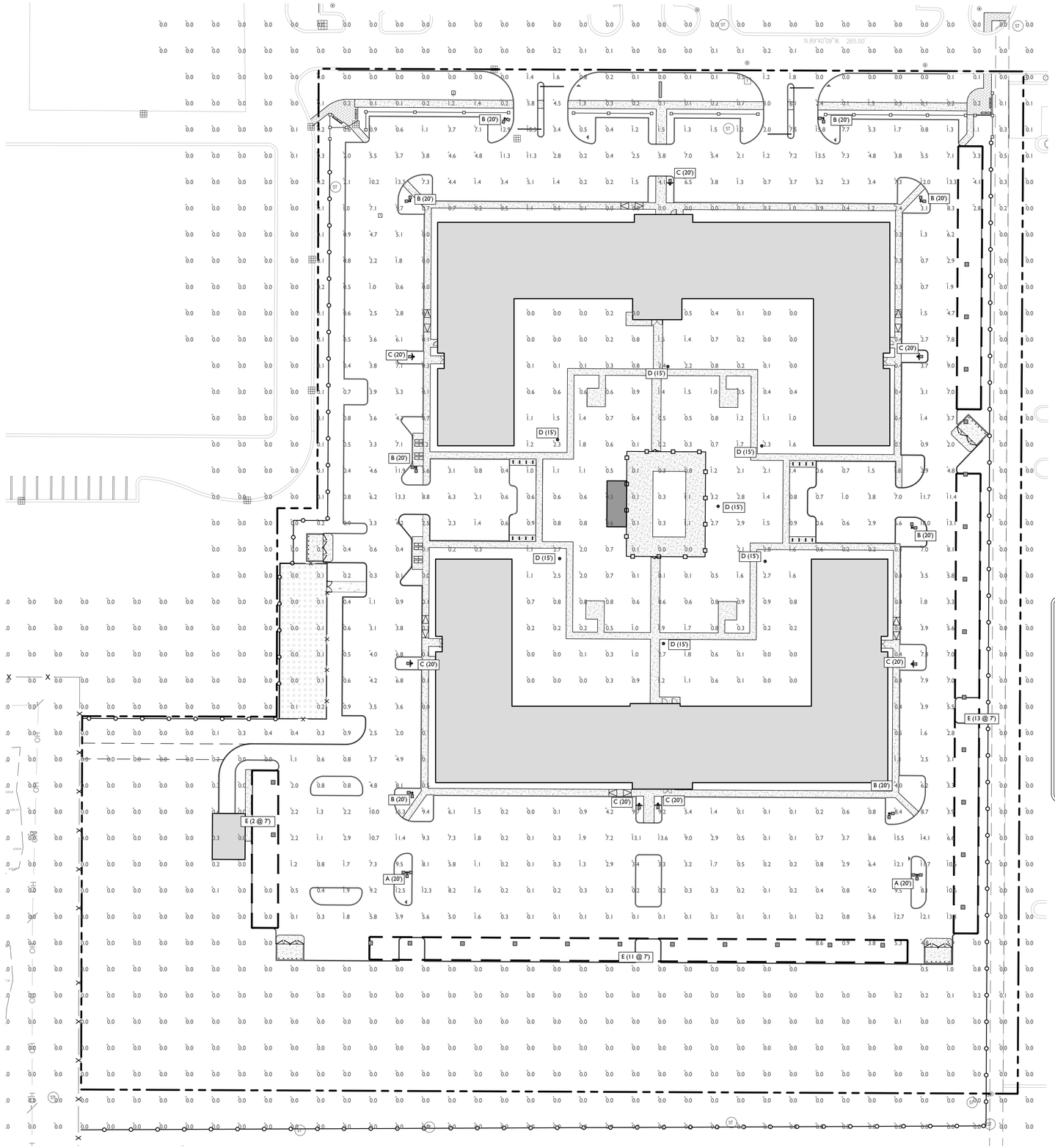
STONEFIELD engineering & design

SCALE: 1" = 40' | PROJECT ID: M-19052.01

TITLE: UTILITY PLAN

DRAWING: C-7

V:\19052.M1 (WILSON, EDMOND) 66 BROTHERS-MIDDLEBELT ROAD AND PLYMOUTH ROAD, LIVONIA, MI\CAD\PLOT\DP-01_UTIL.DWG



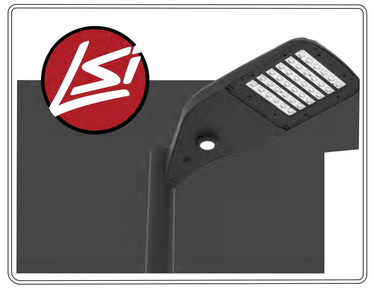
GENERAL LIGHTING NOTES

1. THE LIGHTING LEVELS DEPICTED WITHIN THE PLAN SET ARE CALCULATED UTILIZING DATA OBTAINED FROM THE LISTED MANUFACTURER. ACTUAL ILLUMINATION LEVELS AND PERFORMANCE OF ANY PROPOSED LIGHTING FIXTURE MAY VARY DUE TO UNCONTROLLABLE VARIABLES SUCH ARE WEATHER, VOLTAGE SUPPLY, LAMP TOLERANCE, EQUIPMENT SERVICE LIFE AND OTHER VARIABLE FIELD CONDITIONS.
2. WHERE APPLICABLE, THE EXISTING LIGHT LEVELS DEPICTED WITHIN THE PLAN SET SHALL BE CONSIDERED APPROXIMATE. THE EXISTING LIGHT LEVELS ARE BASED ON FIELD OBSERVATIONS AND THE MANUFACTURER'S DATA OF THE ASSUMED OR MOST SIMILAR LIGHTING FIXTURE MODEL.
3. UNLESS NOTED ELSEWHERE WITHIN THIS PLAN SET, THE LIGHT LOSS FACTORS USED IN THE LIGHTING ANALYSIS ARE AS FOLLOWS:
   - LIGHT EMITTING DIODES (LED): 0.90
   - HIGH PRESSURE SODIUM: 0.72
   - METAL HALIDE: 0.72
4. THE CONTRACTOR SHALL NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC. IN WRITING, PRIOR TO THE START OF CONSTRUCTION, OF ANY PROPOSED LIGHTING LOCATIONS THAT CONFLICT WITH EXISTING/ PROPOSED DRAINAGE, UTILITY, OR OTHER IMPROVEMENTS.
5. THE CONTRACTOR IS RESPONSIBLE TO PREPARE A WIRING PLAN AND PROVIDE ELECTRIC SERVICE TO ALL PROPOSED LIGHTING FIXTURES. THE CONTRACTOR IS REQUIRED TO PREPARE AN AS-BUILT PLAN OF WIRING AND PROVIDE COPIES TO THE OWNER AND STONEFIELD ENGINEERING & DESIGN, LLC.

SYMBOL	DESCRIPTION
A (XX')	PROPOSED LIGHTING FIXTURE (MOUNTING HEIGHT)
+XX	PROPOSED LIGHTING INTENSITY (FOOTCANDLES)

PROPOSED LUMINARIES SCHEDULE

SYMBOL	LABEL	QUANTITY	LIGHTING FIXTURE	DISTRIBUTION	LLF	WATTS	MANUFACTURER	IES FILE
	A	2	MIRADA MEDIUM OUTDOOR LED AREA LIGHT - 40K	FT	0.90	247	LSI INDUSTRIES	MRM-LED-42L-SIL-FT-50-70CRI
	B	8	MIRADA MEDIUM OUTDOOR LED AREA LIGHT - 40K	FT	0.90	247	LSI INDUSTRIES	MRM-LED-30L-SIL-FT-50-70CRI
	C	7	MIRADA MEDIUM OUTDOOR LED AREA LIGHT - HSS - 40K	FT	0.90	247	LSI INDUSTRIES	MRM-LED-30L-SIL-FT-50-70CRI-IL
	D	7	MIRADA POST TOP	V	0.90	**73**	LSI INDUSTRIES	LDN6_50_20_LO6AR_LSS
	E	26	CPG - LED COMPACT PARKING GARAGE LIGHT - 40K	WIDE	0.90	60	LSI LIGHTING	CPG-LED-7L-CA-W-40



FIXTURES "A", "B", & "C"



FIXTURES "D"



FIXTURE "E"

GRAPHIC SCALE IN FEET
1" = 40'

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WAYNE COUNTY, MICHIGAN

STATE OF MICHIGAN
JONATHAN REID COOKSEY
ENGINEER
LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE: 1" = 40' | PROJECT ID: M-19052.01

TITLE:
LIGHTING PLAN

DRAWING:
C-8

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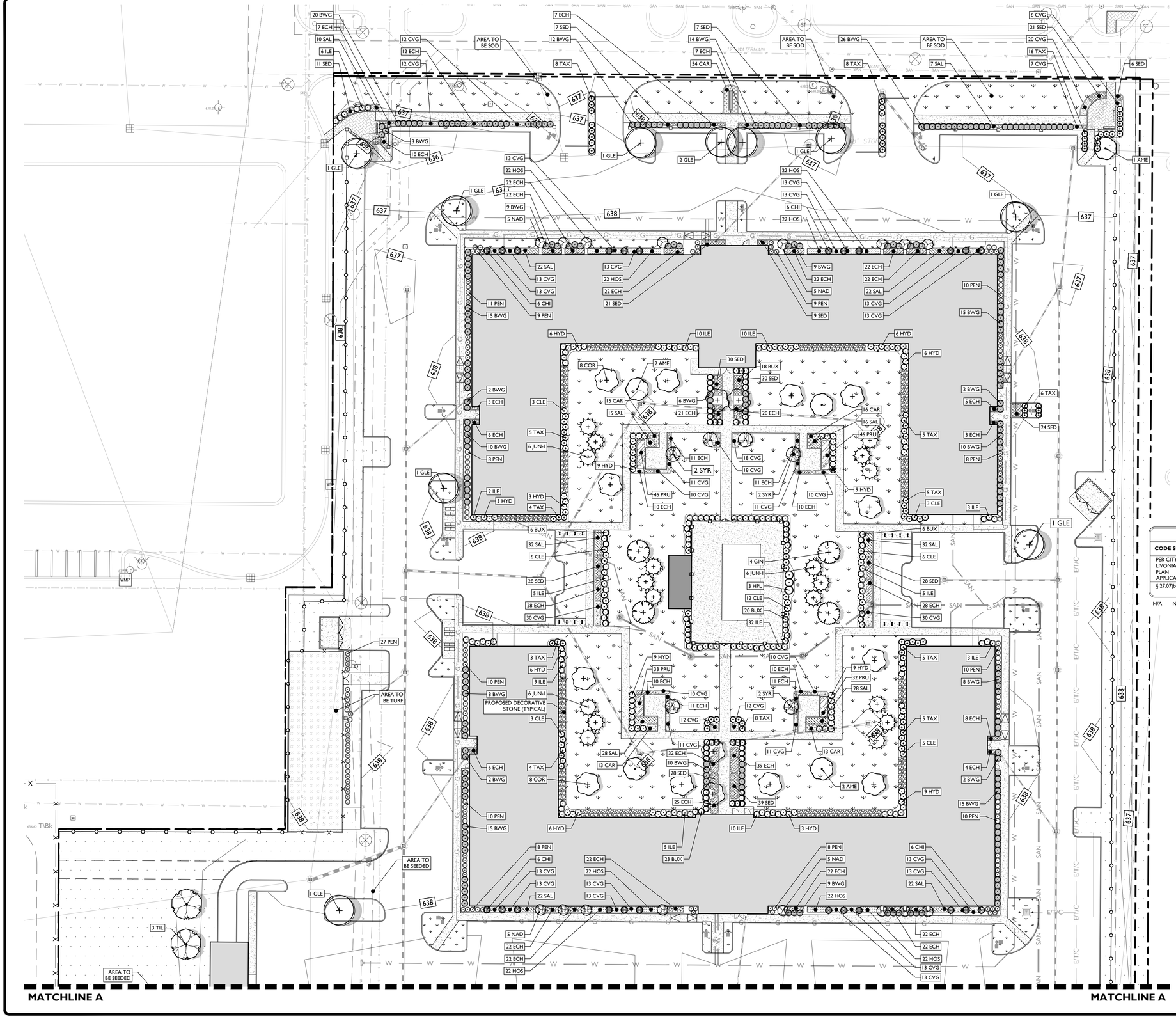

LANDSCAPING REQUIREMENTS

CODE SECTION	REQUIRED	PROPOSED
PER CITY OF LIVONIA SITE PLAN APPLICATION	15% OF TOTAL SITE TO BE LANDSCAPED 473,258 SF * (0.15) = 70,989 SF	211,462 SF (44.7%)
§ 27.07(b)	NEIGHBORING RESIDENTIAL ZONES ARE TO BE SHIELDED BY GLARE FROM PARKING LOTS	N/A

N/A NOT APPLICABLE

AREA TO BE SOD

AREA TO BE SEED

IRRIGATION NOTE:

IRRIGATION CONTRACTOR TO PROVIDE A DESIGN FOR AN IRRIGATION SYSTEM SEPARATING PLANTING BEDS FROM LAWN AREA. PRIOR TO CONSTRUCTION, DESIGN IS TO BE SUBMITTED TO THE PROJECT LANDSCAPE DESIGNER FOR REVIEW AND APPROVAL. WHERE POSSIBLE, DRIP IRRIGATION AND OTHER WATER CONSERVATION TECHNIQUES SUCH AS RAIN SENSORS SHALL BE IMPLEMENTED. CONTRACTOR TO VERIFY MAXIMUM ON SITE DYNAMIC WATER PRESSURE AVAILABLE MEASURED IN PSI. PRESSURE REDUCING DEVICES OR BOOSTER PUMPS SHALL BE PROVIDED TO MEET SYSTEM PRESSURE REQUIREMENTS. DESIGN TO SHOW ALL VALVES, PIPING, HEADS, BACKFLOW PREVENTION, METERS, CONTROLLERS, AND SLEEVES WITHIN HARDSCAPE AREAS.

LANDSCAPING NOTES

1. THE CONTRACTOR SHALL RESTORE ALL DISTURBED GRASS AND LANDSCAPED AREAS TO MATCH EXISTING CONDITIONS UNLESS INDICATED OTHERWISE WITHIN THE PLAN SET.
2. THE CONTRACTOR SHALL RESTORE ALL DISTURBED LAWN AREAS WITH A MINIMUM 4 INCH LAYER OF TOPSOIL AND SEED.
3. THE CONTRACTOR SHALL RESTORE MULCH AREAS WITH A MINIMUM 3 INCH LAYER OF MULCH .
4. THE MAXIMUM SLOPE ALLOWABLE IN LANDSCAPE RESTORATION AREAS SHALL BE 3 FEET HORIZONTAL TO 1 FOOT VERTICAL (3:1 SLOPE) UNLESS INDICATED OTHERWISE WITHIN THE PLAN SET.
5. THE CONTRACTOR IS REQUIRED TO LOCATE ALL SPRINKLER HEADS IN AREA OF LANDSCAPING DISTURBANCE PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL RELOCATE SPRINKLER HEADS AND LINES IN ACCORDANCE WITH OWNER'S DIRECTION WITHIN AREAS OF DISTURBANCE.
6. THE CONTRACTOR SHALL ENSURE THAT ALL DISTURBED LANDSCAPED AREAS ARE GRADED TO MEET FLUSH AT THE ELEVATION OF WALKWAYS AND TOP OF CURB ELEVATIONS EXCEPT UNLESS INDICATED OTHERWISE WITHIN THE PLAN SET. NO ABRUPT CHANGES IN GRADE ARE PERMITTED IN DISTURBED LANDSCAPING AREAS.

30' 0' 30' 60'

GRAPHIC SCALE IN FEET
1" = 30'

STATE OF MICHIGAN
PAUL DEVITTO III
LANDSCAPE ARCHITECT
No. 390100179
LICENSED LANDSCAPE ARCHITECT

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STATE OF MICHIGAN
JONATHAN FRED COOKSEY
ENGINEER
No. 6201062766
LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE: 1" = 30' | PROJECT ID: M-19052.01

TITLE:

LANDSCAPING PLAN

DRAWING:

C-9

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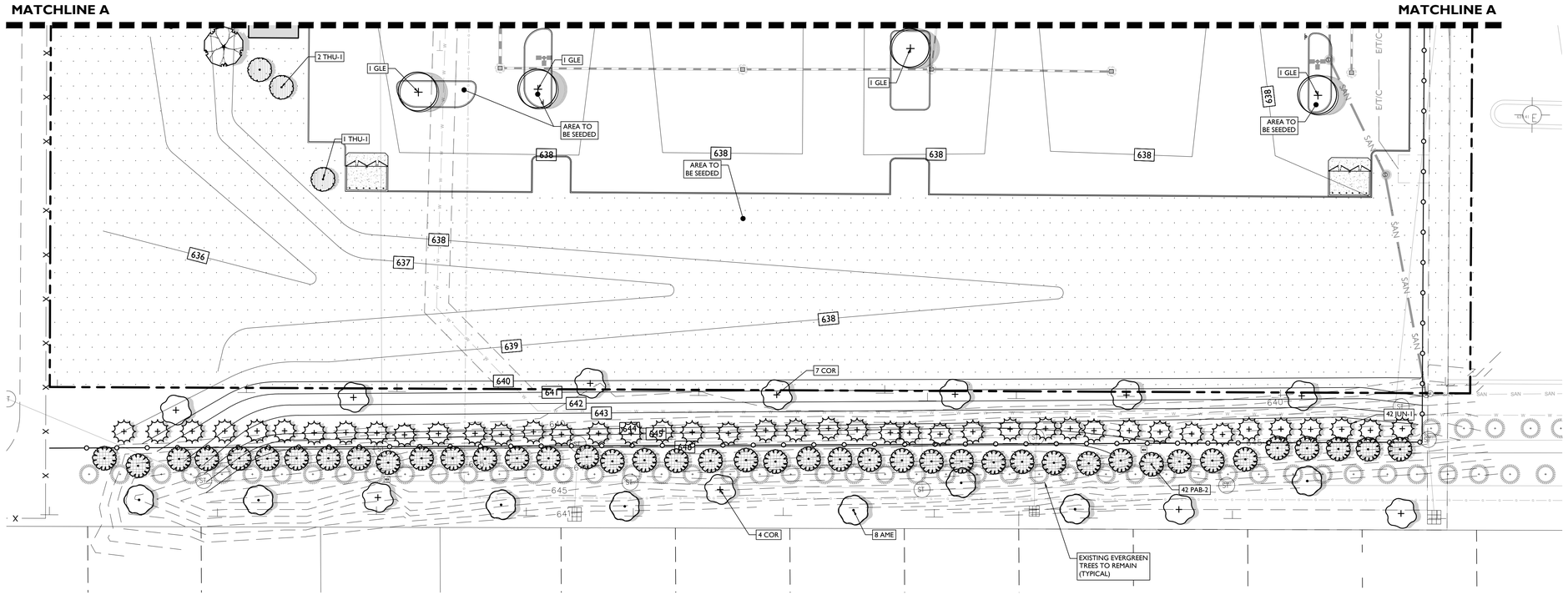

PLANT SCHEDULE

DECIDUOUS TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	SPACING
	COR	27	CORNUS FLORIDA `APPALACHIAN SNOW`	APPALACHIAN SNOW DOGWOOD	2.5" - 3" CAL	B&B	AS SHOWN
	GIN	4	GINKGO BILOBA `PRINCETON SENTRY`	PRINCETON SENTRY MAIDENHAIR TREE	2.5" - 3" CAL	B&B	AS SHOWN
	GLE	14	GLEDITSIA TRIACANTHOS	HONEY LOCUST	2.5" - 3" CAL	B&B	AS SHOWN
	NAD	20	QUERCUS X WAREI `NADLER` TM	KINDRED SPIRIT OAK	2.5" - 3" CAL	B&B	AS SHOWN
	TIL	3	TILIA CORDATA	LITTLELEAF LINDEN	2.5" - 3" CAL	B&B	AS SHOWN
EVERGREEN TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	SPACING
	CHI	24	JUNIPERUS CHINENSIS `SPARTAN`	SPARTAN JUNIPER	5' - 6' HT	B&B	AS SHOWN
	JUN-1	60	JUNIPERUS VIRGINIANA	EASTERN RED CEDAR	5' - 6' HT	B&B	AS SHOWN
	PAB-2	42	PICEA ABIES	NORWAY SPRUCE	8' - 10' HT	B&B	AS SHOWN
	THU-1	3	THUJA X `GREEN GIANT`	GREEN GIANT ARBORVITAE	5' - 6' HT	B&B	AS SHOWN
ORNAMENTAL TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	SPACING
	AME	13	AMELANCHIER CANADENSIS	CANADIAN SERVICEBERRY	2.5" - 3" CAL	POT	AS SHOWN
	SYR	6	SYRINGA VULGARIS `CHARLES JOLY`	CHARLES JOLY COMMON LILAC	2.5" - 3" CAL	POT	AS SHOWN
SHRUBS	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	SPACING
	CLE	38	CLETHRA ALNIFOLIA `HUMMINGBIRD`	HUMMINGBIRD SUMMERSWEET	24" - 30"	POT	AS SHOWN
	HYD	84	HYDRANGEA MACROPHYLLA `ENDLESS SUMMER`	BAILMER HYDRANGEA	24" - 30"	POT	AS SHOWN
	HPL	3	HYDRANGEA PANICULATA `LIMELIGHT`	LIMELIGHT HYDRANGEA	24" - 30"	POT	AS SHOWN

NOTE: IF ANY DISCREPANCIES OCCUR BETWEEN AMOUNTS SHOWN ON THE LANDSCAPE PLAN AND WITHIN THE PLANT LIST, THE PLAN SHALL DICTATE.

PLANT SCHEDULE CONTINUED

EVERGREEN SHRUBS	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	SPACING
	BWG	222	BUXUS MICROPHYLLA `WINTERGREEN`	WINTERGREEN BOXWOOD	18" - 24"	B&B	AS SHOWN
	BUX	73	BUXUS X `GREEN MOUNTAIN`	GREEN MOUNTAIN BOXWOOD	24" - 30"	B&B	AS SHOWN
	ILE	100	ILEX GLABRA `COMPACTA`	COMPACT INKBERRY	24" - 30"	B&B	AS SHOWN
	TAX	82	TAXUS X MEDIA `DENSIFORMIS`	DENSE YEW	24" - 30"	POT	AS SHOWN
GRASSES	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	SPACING
	PEN	137	PENNISETUM ALOPECUROIDES `HAMELN`	HAMELN FOUNTAIN GRASS	3 GAL.	POT	AS SHOWN
SHRUB AREAS	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	SPACING
	HOS	176	HOSTA X `PATRIOT`	PATRIOT HOSTA	1 GAL.	POT	18" o.c.
	PRU	156	PRUNUS LAUROCERASUS `MOUNT VERNON`	MOUNT VERNON ENGLISH LAUREL	1 GAL.	POT	18" o.c.
PERENNIALS AND GRASSES	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	SPACING
	CAR	111	CAREX MORROWII `ICE DANCE`	ICE DANCE JAPANESE SEDGE	1 GAL.	POT	18" o.c.
	CVG	476	COREOPSIS VERTICILLATA `GOLDEN SHOWERS`	GOLDEN SHOWERS COREOPSIS	1 GAL.	POT	18" o.c.
	ECH	640	ECHINACEA PURPUREA	CONEFLOWER	1 GAL.	POT	18" o.c.
	SAL	256	SALVIA X SYLVESTRIS `MAY NIGHT`	MAY NIGHT SAGE	1 GAL.	POT	18" o.c.
	SED	289	SEDUM X `AUTUMN JOY`	AUTUMN JOY SEDUM	1 GAL.	POT	18" o.c.

NOTE: IF ANY DISCREPANCIES OCCUR BETWEEN AMOUNTS SHOWN ON THE LANDSCAPE PLAN AND WITHIN THE PLANT LIST, THE PLAN SHALL DICTATE.

AREA TO BE SOD

AREA TO BE SEED

IRRIGATION NOTE:

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30' 0' 30' 60'

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JONATHAN D. COOKSEY
ENGINEER
No. 6201062102
LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE: 1" = 30' | PROJECT ID: M-19052.01

TITLE:

LANDSCAPING PLAN

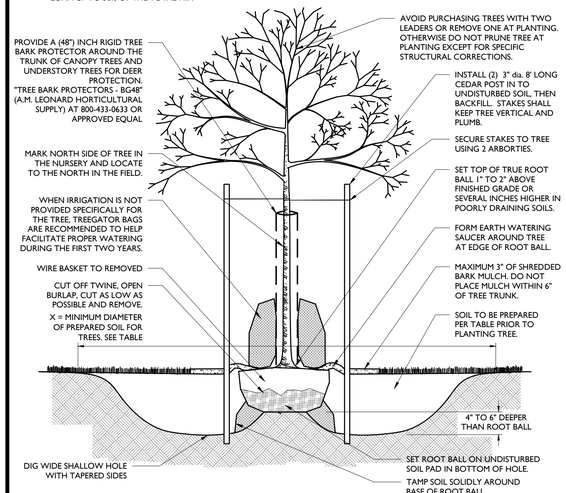
DRAWING:

C-10

V:\M\2019\M-19052.01 SCHOSTAK BROTHERS-MIDDLEBELT ROAD AND PLYMOUTH ROAD, LIVONIA, MI\CAD\PLOTTED\PLAN\LDP.MS

NOTES:

1. FOR CONTAINER-GROWN TREES, USE FINGERS OR SMALL HAND TOOLS TO PULL THE ROOTS OUT OF THE OUTER LAYER OF POTTING SOIL; THEN CUT OR PULL APART ANY ROOTS CIRCLING THE PERIMETER OF THE CONTAINER.
2. THOROUGHLY SOAK THE TREE ROOT BALL AND ADJACENT PREPARED SOIL SEVERAL TIMES DURING THE FIRST MONTH AFTER PLANTING AND REGULARLY THROUGHOUT THE FOLLOWING TWO SUMMERS.
3. SOIL AMENDMENTS:
   - MODIFY HEAVY CLAY OR SILT SOILS (MORE THAN 40% CLAY OR SILT) BY ADDING COMPOSTED PINE BARK (UP TO 30% BY VOLUME) OR GYPSUM
   - MODIFY EXTREMELY SANDY SOILDS (MORE THAN 85% SAND) BY ADDING ORGANIC MATTER AND/OR DRY, SHREDDED CLAY LOAM UP TO 30% OF THE TOTAL MIX



DECIDUOUS TREE PLANTING DETAIL

NOT TO SCALE

1

NOTES:

1. FOR CONTAINER-GROWN TREES, USE FINGERS OR SMALL HAND TOOLS TO PULL THE ROOTS OUT OF THE OUTER LAYER OF POTTING SOIL; THEN CUT OR PULL APART ANY ROOTS CIRCLING THE PERIMETER OF THE CONTAINER.
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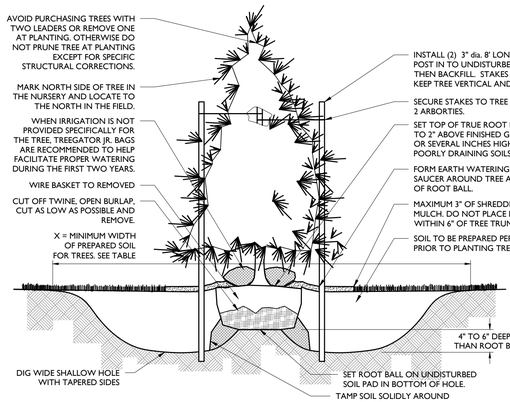
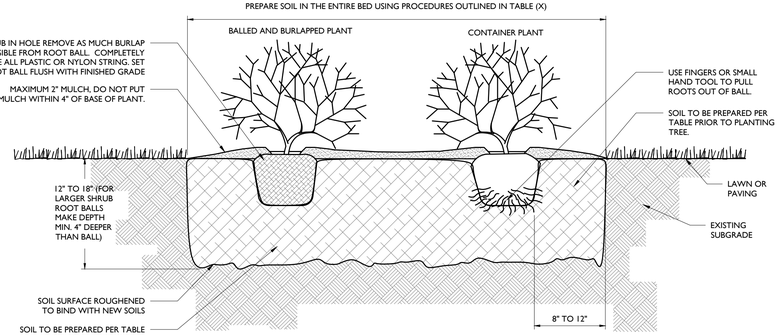


CONIFEROUS TREE PLANTING DETAIL

NOT TO SCALE

2

PREPARE SOIL IN THE ENTIRE BED USING PROCEDURES OUTLINED IN TABLE (X)



NOTES:

1. FOR THE CONTAINER-GROWN SHRUBS, USE FINGERS OR SMALL HAND TOOL TO PULL THE ROOTS OUT OF THE OUTER LAYER OF POTTING SOIL; THEN CUT OR PULL APART ANY ROOTS CIRCLING THE PERIMETER OF THE CONTAINER.
2. THOROUGHLY SOAK THE SHRUB ROOT BALL AND ADJACENT PREPARED SOIL SEVERAL TIMES DURING THE FIRST MONTH AFTER PLANTING AND REGULARLY THROUGHOUT THE FOLLOWING TWO SUMMERS.
   - MODIFY HEAVY CLAY OR SILT SOILS (MORE THAN 40% CLAY OR SILT) BY ADDING COMPOSTED PINE BARK (UP TO 30% BY VOLUME) OR GYPSUM
   - MODIFY EXTREMELY SANDY SOILS (MORE THAN 85% SAND) BY ADDING ORGANIC MATTER AND/OR DRY, SHREDDED CLAY LOAM UP TO 30% OF THE TOTAL

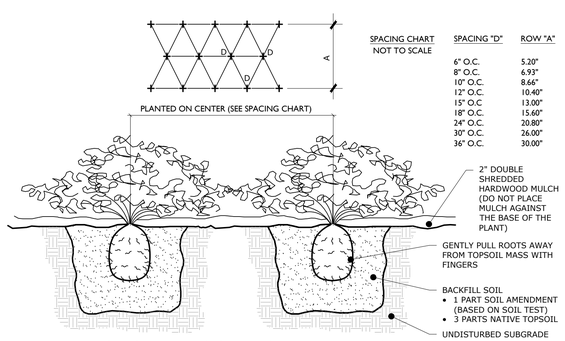
DECIDUOUS AND EVERGREEN SHRUB PLANTING DETAIL

NOT TO SCALE

3

NOTES:

1. THOROUGHLY SOAK THE GROUND COVER ROOT BALL AND ADJACENT PREPARED SOIL SEVERAL TIMES DURING THE FIRST MONTH AFTER PLANTING AND REGULARLY THROUGHOUT THE FOLLOWING TWO SUMMERS.
2. SOIL AMENDMENTS:
   - MODIFY HEAVY CLAY OR SILT SOILDS (MORE THAN 40% CLAY OR SILT) BY ADDING COMPOSTED PINE BARK (UP TO 30% BY VOLUME) OR GYPSUM
   - MODIFY EXTREMELY SANDY SOILDS (MORE THAN 85% SAND) BY ADDING ORGANIC MATTER AND/OR DRY, SHREDDED CLAY LOAM UP TO 30% OF THE TOTAL MIX
3. ALL GROUND COVER AREAS SHALL BE TREATED WITH A PRE-EMERGENT PER MANUFACTURER'S SPECIFICATIONS



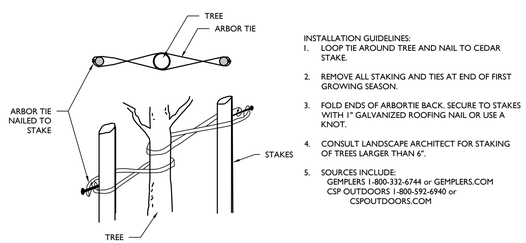
SPACING CHART
NOT TO SCALE

SPACING "D"	ROW "A"
6" O.C.	5.20"
8" O.C.	6.93"
10" O.C.	8.66"
12" O.C.	10.40"
15" O.C.	13.00"
18" O.C.	15.60"
24" O.C.	20.80"
30" O.C.	26.00"
36" O.C.	30.00"

GROUND COVER/PERENNIAL/ANNUAL PLANTING DETAIL

NOT TO SCALE

4



INSTALLATION GUIDELINES:

1. LOOP TIE AROUND TREE AND NAIL TO CEDAR STAKE.
2. REMOVE ALL STAKING AND TIES AT END OF FIRST GROWING SEASON.
3. FOLD ENDS OF ARBORTIE BACK. SECURE TO STAKES WITH 1" GALVANIZED ROOFING NAIL OR USE A KNOT.
4. CONSULT LANDSCAPE ARCHITECT FOR STAKING OF TREES LARGER THAN 6".
5. SOURCES INCLUDE:
   GEMPLERS 1-800-332-6744 or GEMPLERS.COM
   CSP OUTDOORS 1-800-592-6940 or CSPOUTDOORS.COM

ARBORTIE DETAIL

NOT TO SCALE

5

GENERAL LANDSCAPING NOTES:

1. THE LANDSCAPE CONTRACTOR SHALL FURNISH ALL MATERIALS AND PERFORM ALL WORK IN ACCORDANCE WITH THESE SPECIFICATIONS, APPROVED OR FINAL DRAWINGS, AND INSTRUCTIONS PROVIDED BY THE PROJECT LANDSCAPE DESIGNER, MUNICIPAL OFFICIALS, OR OWNER/OWNER'S REPRESENTATIVE. ALL WORK COMPLETED AND MATERIALS FURNISHED AND INSTALLED SHALL BE IN STRICT ACCORDANCE WITH THE INTENTION OF THE SPECIFICATIONS, DRAWINGS, AND INSTRUCTIONS AND EXECUTED WITH THE STANDARD LEVEL OF CARE FOR THE LANDSCAPE INDUSTRY.
2. WORK MUST BE CARRIED OUT ONLY DURING WEATHER CONDITIONS FAVORABLE TO LANDSCAPE CONSTRUCTION AND TO THE HEALTH AND WELFARE OF PLANTS. THE SUITABILITY OF SUCH WEATHER CONDITIONS SHALL BE DETERMINED BY THE PROJECT LANDSCAPE DESIGNER OR GOVERNING MUNICIPAL OFFICIAL.
3. IT IS THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR, BEFORE ORDERING OR PURCHASING MATERIALS, TO PROVIDE SAMPLES OF THOSE MATERIALS TO THE PROJECT LANDSCAPE DESIGNER OR GOVERNING MUNICIPAL OFFICIAL FOR APPROVAL, IF SO REQUESTED.
4. IF SAMPLES ARE REQUESTED, THE LANDSCAPE CONTRACTOR IS TO SUBMIT CERTIFICATION TAGS FROM TREES, SHRUBS AND SEED VERIFYING TYPE AND PURITY.
5. UNLESS OTHERWISE AUTHORIZED BY THE PROJECT LANDSCAPE DESIGNER OR GOVERNING MUNICIPAL OFFICIAL, THE LANDSCAPE CONTRACTOR SHALL PROVIDE NOTICE AT LEAST FORTY-EIGHT HOURS (48 HRS.) IN ADVANCE OF THE ANTICIPATED DELIVERY DATE OF PLANT MATERIALS TO THE PROJECT SITE. A LEGIBLE COPY OF THE INVOICE, SHOWING VARIETIES AND SIZES OF MATERIALS INCLUDED FOR EACH SHIPMENT SHALL BE FURNISHED TO THE PROJECT LANDSCAPE DESIGNER, OR GOVERNING MUNICIPAL OFFICIAL.
6. THE PROJECT LANDSCAPE DESIGNER OR GOVERNING MUNICIPAL OFFICIAL RESERVES THE RIGHT TO INSPECT AND REJECT PLANTS AT ANY TIME AND AT ANY PLACE.

PROTECTION OF EXISTING VEGETATION NOTES:

1. BEFORE COMMENCING WORK, ALL EXISTING VEGETATION WHICH COULD BE IMPACTED AS A RESULT OF THE PROPOSED CONSTRUCTION ACTIVITIES MUST BE PROTECTED FROM DAMAGE BY THE INSTALLATION OF TREE PROTECTION FENCING. FENCING SHALL BE LOCATED AT THE DRIP-LINE OR LIMIT OF DISTURBANCE AS DEPICTED WITHIN THE APPROVED OR FINAL PLAN SET, ESTABLISHING THE TREE PROTECTION ZONE. SUCH INSTALLATION SHALL BE IN ACCORDANCE WITH THE PROVIDED "TREE PROTECTION FENCE DETAIL." NO WORK MAY BEGIN UNTIL THIS REQUIREMENT IS FULFILLED. THE FENCING SHALL BE INSPECTED REGULARLY BY THE LANDSCAPE CONTRACTOR AND MAINTAINED UNTIL ALL CONSTRUCTION ACTIVITIES HAVE BEEN COMPLETED.
2. IN ORDER TO AVOID DAMAGE TO ROOTS, BARK OR LOWER BRANCHES, NO VEHICLE, EQUIPMENT, DEBRIS, OR OTHER MATERIALS SHALL BE DRIVEN, PARKED OR PLACED WITHIN THE TREE PROTECTION ZONE. ALL ON-SITE CONTRACTORS SHALL USE ANY AND ALL PRECAUTIONARY MEASURES WHEN PERFORMING WORK AROUND TREES, WALKS, PAVEMENTS, UTILITIES, AND ANY OTHER FIXTURES EITHER EXISTING OR PREVIOUSLY INSTALLED UNDER THIS CONTRACT.
3. IN RARE INSTANCES WHERE EXCAVATING, FILL, OR GRADING IS REQUIRED WITHIN THE DRIP-LINE OF TREES TO REMAIN, THE WORK SHALL BE PERFORMED AS FOLLOWS:
   - TRENCHING: WHEN TRENCHING OCCURS AROUND TREES TO REMAIN, THE TREE ROOTS SHALL NOT BE CUT, BUT THE TRENCH SHALL BE TUNNELED UNDER OR AROUND THE ROOTS BY CAREFUL HAND DIGGING AND WITHOUT INJURY TO THE ROOTS. NO ROOTS, LIMBS, OR WOODS ARE TO HAVE ANY PAINT OR MATERIAL APPLIED TO ANY SURFACE.
   - RAISING GRADES: WHEN THE GRADE AT AN EXISTING TREE IS BELOW THE NEW FINISHED GRADE, AND FILL NOT EXCEEDING 6 INCHES (6") IS REQUIRED, CLEAN, WASHED GRAVEL FROM ONE TO TWO INCHES (1" - 2") IN SIZE SHALL BE PLACED DIRECTLY AROUND THE TREE TRUNK. THE GRAVEL SHALL EXTEND OUT FROM THE TRUNK ON ALL SIDES A MINIMUM OF 18 INCHES (18") AND FINISH APPROXIMATELY TWO INCHES (2") ABOVE THE FINISH GRADE AT TREE. INSTALL GRAVEL BEFORE ANY EARTH FILL IS PLACED. NEW EARTH FILL SHALL NOT BE LEFT IN CONTACT WITH THE TRUNK OF ANY TREE REQUIRING FILL. WHERE FILL EXCEEDING 6 INCHES (6") IS REQUIRED, A DRY LAID TREE WELL SHALL BE CONSTRUCTED. IF APPLICABLE, TREE WELL INSTALLATION SHALL BE IN ACCORDANCE WITH THE PROVIDED "TREE WELL DETAIL."
   - LOWERING GRADES: EXISTING TREES LOCATED IN AREAS WHERE THE NEW FINISHED GRADE IS TO BE LOWERED, SHALL HAVE RE-GRADING WORK DONE BY HAND TO THE INDICATED ELEVATION, NO GREATER THAN SIX INCHES (6"). ROOTS SHALL BE CUT CLEANLY THREE INCHES (3") BELOW FINISHED GRADE UNDER THE DIRECTION OF A LICENSED ARBORIST. WHERE CUT EXCEEDING 6 INCHES (6") IS REQUIRED, A DRY LAID RETAINING WALL SHALL BE CONSTRUCTED. IF APPLICABLE, THE RETAINING WALL INSTALLATION SHALL BE IN ACCORDANCE WITH THE PROVIDED "TREE RETAINING WALL DETAIL."

SOIL PREPARATION AND MULCH NOTES:

1. LANDSCAPE CONTRACTOR SHALL OBTAIN A SOIL TEST OF THE IN-SITU TOPSOIL BY A CERTIFIED SOIL LABORATORY PRIOR TO PLANTING. LANDSCAPE CONTRACTOR SHALL ALLOW FOR A TWO WEEK TURNAROUND TIME FROM SUBMITTAL OF SAMPLE TO NOTIFICATION OF RESULTS.
2. BASED ON SOIL TEST RESULTS, ADJUST THE RATES OF LIME AND FERTILIZER THAT SHALL BE MIXED INTO THE TOP SIX INCHES (6") OF TOPSOIL. THE LIME AND FERTILIZER RATES PROVIDED WITHIN THE "SEED SPECIFICATION" OR "SOD SPECIFICATION" IS APPROXIMATE AND FOR BIDDING PURPOSES ONLY. IF ADDITIONAL AMENDMENTS ARE NECESSARY, ADJUST THE TOPSOIL AS FOLLOWS:
   - MODIFY HEAVY CLAY OR SILT SOILS (MORE THAN 40% CLAY OR SILT) BY ADDING COMPOSTED PINE BARK (UP TO 30% BY VOLUME) OR GYPSUM.
   - MODIFY EXTREMELY SANDY SOILS (MORE THAN 85%) BY ADDING ORGANIC MATTER AND/OR DRY, SHREDDED CLAY LOAM UP TO 30% OF THE TOTAL MIX.
3. TOPSOIL SHALL BE FERTILE, FRIABLE, NATURAL TOPSOIL OF LOAMING CHARACTER, WITHOUT ADMIXTURE OF SUBSOIL MATERIAL OBTAINED FROM A WELL-DRAINED ARABLE SITE, FREE FROM ALL CLAY, LUMPS, COARSE SANDS, STONES, PLANTS, ROOTS, STICKS, AND OTHER FOREIGN MATERIAL GREATER THAN ONE INCH (1").
4. TOPSOIL SHALL NOT CONTAIN LESS THAN 2% OR MORE THAN 6% ORGANIC MATTER BY WEIGHT.
5. OBTAIN TOPSOIL ONLY FROM LOCAL SOURCES OR FROM AREAS HAVING SIMILAR SOIL CHARACTERISTICS TO THAT FOUND AT THE PROJECT SITE.
6. CONTRACTOR SHALL PROVIDE A SIX INCH (6") DEEP LAYER OF TOPSOIL IN ALL PLANTING AREAS. TOPSOIL SHALL BE SPREAD OVER A PREPARED SURFACE IN A UNIFORM LAYER TO ACHIEVE THE DESIRED COMPACTED THICKNESS. THE SPREADING OF TOPSOIL SHALL NOT BE CONDUCTED UNDER MUDDY OR FROZEN SOIL CONDITIONS.
7. UNLESS OTHERWISE NOTED IN THE CONTRACT, THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION OF TOPSOIL AND THE ESTABLISHMENT OF FINE-GRADING WITHIN THE DISTURBED AREA OF THE SITE.
8. LANDSCAPE CONTRACTOR SHALL VERIFY THAT THE SUB-GRADE ELEVATION MEETS THE FINISHED GRADE ELEVATION (LESS THE REQUIRED TOPSOIL) IN ACCORDANCE WITH THE APPROVED OR FINAL GRADING PLAN.
9. ALL LAWN AND PLANTING AREAS SHALL BE GRADED TO A SMOOTH, EVEN AND UNIFORM PLANE WITH NO ABRUPT CHANGE OF SURFACE AS DEPICTED WITHIN THE APPROVED OR FINAL CONSTRUCTION SET UNLESS OTHERWISE DIRECTED BY THE PROJECT LANDSCAPE DESIGNER OR MUNICIPAL OFFICIAL.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROPER SURFACE AND SUBSURFACE PLANT BED DRAINAGE PRIOR TO THE INSTALLATION OF PLANTINGS. IF POOR DRAINAGE CONDITIONS EXIST, CORRECTIVE ACTION SHALL BE TAKEN PRIOR TO INSTALLATION. ALL PLANTING AND LAWN AREAS SHALL BE GRADED AND MAINTAINED TO ALLOW A FREE FLOW OF SURFACE WATER.
11. DOUBLE SHREDDED HARDWOOD MULCH OR APPROVED EQUAL SHALL BE USED AS A THREE INCH (3") TOP DRESSING IN ALL SHRUB PLANTING BEDS AND AROUND ALL TREES PLANTED BY LANDSCAPE CONTRACTOR. GROUND COVER, PERENNIAL, AND ANNUAL PLANTING BEDS SHALL BE MULCHED WITH A TWO INCH (2") TOP DRESSING. SINGLE TREES OR SHRUBS SHALL BE MULCHED TO AVOID CONTACT WITH TRUNK OR PLANT STEM. MULCH SHALL BE OF SUFFICIENT CHARACTER AS NOT TO BE EASILY DISPLACED BY WIND OR WATER RUNOFF.
12. WHENEVER POSSIBLE, THE SOIL PREPARATION AREA SHALL BE CONNECTED FROM PLANTING TO PLANTING.
13. SOIL SHALL BE LOOSENED WITH A BACKHOE OR OTHER LARGE COARSE-TILING EQUIPMENT UNLESS THE SOIL IS FROZEN OR EXCESSIVELY WET. TILING THAT PRODUCES LARGE, COARSE CHUNKS OF SOIL IS PREFERABLE TO TILING THAT RESULTS IN FINE GRAINS UNIFORM IN TEXTURE. AFTER THE AREA IS LOOSENED IT SHALL NOT BE DRIVEN OVER BY ANY VEHICLE.
14. APPLY PRE-EMERGENT WEED CONTROL TO ALL PLANT BEDS PRIOR TO MULCHING. ENSURE COMPATIBILITY BETWEEN PRODUCT AND PLANT MATERIAL.
15. ALL PLANTING SOIL SHALL BE AMENDED WITH THE FOLLOWING:

MYCRO® TREE SAVER - A DRY GRANULAR MYCORRHIZAL FUNGI INOCULANT THAT IS MIXED IN THE BACKFILL WHEN PLANTING TREES AND SHRUBS. IT CONTAINS SPORES OF BOTH ECTOMYCORRHIZAL AND VA MYCORRHIZAL FUNGI (VAM), BENEFICIAL RHIZOSPHERE BACTERIA, TERRA-SORB SUPERABSORBENT HYDROGEL TO REDUCE WATER LEACHING, AND SELECTED ORGANIC MICROBIAL NUTRIENTS.

- DIRECTIONS FOR USE: USE 3-OZ PER EACH FOOT DIAMETER OF THE ROOT BALL, OR 3-OZ PER INCH CALIPER. MIX INTO THE BACKFILL WHEN TRANSPLANTING TREES AND SHRUBS. MIX PRODUCT IN A RING-SHAPED VOLUME OF SOIL AROUND THE UPPER PORTION OF THE ROOT BALL, EXTENDING FROM THE SOIL SURFACE TO A DEPTH OF ABOUT 8 INCHES, AND EXTENDING OUT FROM THE ROOT BALL ABOUT 8 INCHES INTO THE BACKFILL APPLY WATER TO SOIL SATURATION.
- MYCOR® TREE SAVER® IS EFFECTIVE FOR ALL TREE AND SHRUB SPECIES EXCEPT RHODODENDRONS, AZALEAS, AND MOUNTAIN LAUREL, WHICH REQUIRE ERICOID MYCORRHIZAE.
- SOIL PH: THE FUNGI IN THIS PRODUCT WERE CHOSEN BASED ON THEIR ABILITY TO SURVIVE AND COLONIZE PLANT ROOTS IN A PH RANGE OF 3 TO 9.
- FUNGICIDES: THE USE OF CERTAIN FUNGICIDES CAN HAVE A DETRIMENTAL EFFECT ON THE INOCULATION PROGRAM. SOIL APPLICATION OF ANY FUNGICIDE IS NOT RECOMMENDED FOR TWO WEEKS AFTER APPLICATION.
- OTHER PESTICIDES: HERBICIDES AND INSECTICIDES DO NOT NORMALLY INTERFERE WITH MYCORRHIZAL FUNGAL DEVELOPMENT, BUT MAY INHIBIT THE GROWTH OF SOME TREE AND SHRUB SPECIES IF NOT USED PROPERLY.

HEALTHY START MACRO TABS 12-8-8

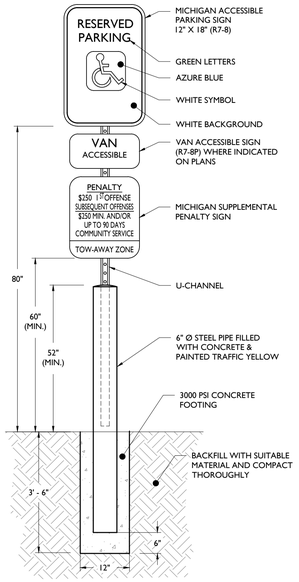
- FERTILIZER TABLETS ARE PLACED IN THE UPPER 4 INCHES OF BACKFILL SOIL WHEN PLANTING TREES AND SHRUBS.
- TABLETS ARE FORMULATED FOR LONG-TERM RELEASE BY SLOW BIODEGRADATION, AND LAST UP TO 2 YEARS AFTER PLANTING. TABLETS CONTAIN 12-8-8 NPK FERTILIZER, AS WELL AS A MINIMUM OF SEVEN PERCENT (7%) HUMIC ACID BY WEIGHT, MICROBIAL NUTRIENTS DERIVED FROM SEA KELP, PROTEIN BYPRODUCTS, AND YUCCA SCHIDIGERA, AND A COMPLEMENT OF BENEFICIAL RHIZOSPHERE BACTERIA. THE STANDARD 21 GRAM TABLET IS SPECIFIED HERE. DIRECTIONS FOR USE: FOR PLANTING BALLED & BURLAPPED (B&B) TREES AND SHRUBS, MEASURE THE THICKNESS OF THE TRUNK, AND USE ABOUT 1 TABLET (21-G) PER HALF-INCH. PLACE THE TABLETS DIRECTLY NEXT TO THE ROOT BALL EVENLY DISTRIBUTED AROUND ITS PERIMETER, AT A DEPTH OF ABOUT 4 INCHES.

PLANT QUALITY AND HANDLING NOTES:

1. ALL PLANT MATERIAL SHALL CONFORM TO THE AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1-2004) OR LATEST REVISION AS PUBLISHED BY THE AMERICAN NURSERY AND LANDSCAPE ASSOCIATION.
2. IN ALL CASES, BOTANICAL NAMES LISTED WITHIN THE APPROVED OR FINAL PLANT LIST SHALL TAKE PRECEDENCE OVER COMMON NAMES.
3. ALL PLANTS SHALL BE OF SELECTED SPECIMEN QUALITY, EXCEPTIONALLY HEAVY, TIGHTLY KNIT, SO TRAINED OR FAVORED IN THEIR DEVELOPMENT AND APPEARANCE AS TO BE SUPERIOR IN FORM, NUMBER OF BRANCHES, COMPACTNESS AND SYMMETRY. ALL PLANTS SHALL HAVE A NORMAL HABIT OR SOUND, HEALTHY, VIGOROUS PLANTS WITH WELL DEVELOPED ROOT SYSTEM. PLANTS SHALL BE FREE OF DISEASE, INSECT PESTS, EGGS OR LARVAE.
4. PLANTS SHALL NOT BE PRUNED BEFORE DELIVERY. TREES WITH ABRASION OF THE BARK, SUNSCALDS, DISFIGURING KNOTS OR FRESH CUTS OF LIMBS OVER ONE AND ONE-FOURTH INCHES (1-1/4") WHICH HAVE NOT COMPLETELY CALLOUSED SHALL BE REJECTED.
5. ALL PLANTS SHALL BE TYPICAL OF THEIR SPECIES OR VARIETY AND SHALL HAVE A NORMAL HABIT OF GROWTH AND BE LEGIBLY TAGGED WITH THE PROPER NAME AND SIZE.
6. THE ROOT SYSTEM OF EACH PLANT SHALL BE WELL PROVIDED WITH FIBROUS ROOTS. ALL PARTS SHALL BE SOUND, HEALTHY, VIGOROUS, WELL-BRANCHED AND DENSELY FOLIATED WHEN IN LEAF.
7. ALL PLANTS DESIGNATED BALL AND BURLAP (B&B) MUST BE MOVED WITH THE ROOT SYSTEM AS SOLID UNITS WITH BALLS OF EARTH FIRMLY WRAPPED WITH BURLAP. THE DIAMETER AND DEPTH OF THE BALLS OF EARTH MUST BE SUFFICIENT TO ENCOMPASS THE FIBROUS ROOT FEEDING SYSTEMS NECESSARY FOR THE HEALTHY DEVELOPMENT OF THE PLANT. NO PLANT SHALL BE ACCEPTED WHEN THE BALL OF EARTH SURROUNDING ITS ROOTS HAS BEEN BADLY CRACKED OR BROKEN PREPARATORY TO OR DURING THE PROCESS OF PLANTING. THE BALLS SHALL REMAIN INTACT DURING ALL OPERATIONS. ALL PLANTS THAT CANNOT BE PLANTED AT ONCE MUST BE HEELED-IN BY SETTING IN THE GROUND AND COVERING THE BALLS WITH SOIL OR MULCH AND THEN WATERING. HEMP BURLAP AND TWINE IS PREFERABLE TO TREATED. IF TREATED BURLAP IS USED, ALL TWINE IS TO BE CUT FROM AROUND THE TRUNK AND ALL BURLAP IS TO BE REMOVED.
8. PLANTS TRANSPORTED TO THE PROJECT IN OPEN VEHICLES SHALL BE COVERED WITH TARPS OR OTHER SUITABLE COVERS SECURELY FASTENED TO THE BODY OF THE VEHICLE TO PREVENT INJURY TO THE PLANTS. CLOSED VEHICLES SHALL BE ADEQUATELY VENTILATED TO PREVENT OVERHEATING OF THE PLANTS. EVIDENCE OF INADEQUATE PROTECTION FOLLOWING DIGGING, CARELESSNESS WHILE IN TRANSIT, OR STORAGE SHALL BE CAUSE FOR REJECTION OF PLANT MATERIAL. ALL PLANTS SHALL BE KEPT MOIST, FRESH, AND PROTECTED. SUCH PROTECTION SHALL ENCOMPASS THE ENTIRE PERIOD DURING WHICH THE PLANTS ARE IN TRANSIT, BEING HANDLED, OR ARE IN TEMPORARY STORAGE.
9. ALL PLANT MATERIAL SHALL BE INSTALLED IN ACCORDANCE WITH THE CORRESPONDING LANDSCAPE PLAN AND PLANTING DETAILS.
10. LANDSCAPE CONTRACTOR SHALL MAKE BEST EFFORT TO INSTALL PLANTINGS ON THE SAME DAY AS DELIVERY. IF PLANTS ARE NOT PLANTED IMMEDIATELY ON SITE, PROPER CARE SHALL BE TAKEN TO PLACE THE PLANTINGS IN PARTIAL SHADE WHEN POSSIBLE. THE ROOT BALL SHALL BE KEPT MOIST AT ALL TIMES AND COVERED WITH MOISTENED MULCH OR ADDED WOODCHIPS. PROPER IRRIGATION SHALL BE SUPPLIED SO AS TO NOT ALLOW THE ROOT BALL TO DRY OUT. PLANTINGS SHALL BE UNTIED AND PROPER SPACING SHALL BE ALLOTTED FOR AIR CIRCULATION AND TO PREVENT DISEASE, WILTING, AND LEAF LOSS. PLANTS THAT REMAIN UNPLANTED FOR A PERIOD OF TIME GREATER THAN THREE (3) DAYS SHALL BE HEALED IN WITH TOPSOIL OR MULCH AND WATERED AS REQUIRED TO PRESERVE ROOT MOISTURE.
11. NO PLANT MATERIAL SHALL BE PLANTED IN MUDDY OR FROZEN SOIL.
12. PLANTS WITH INJURED ROOTS OR BRANCHES SHALL BE PRUNED PRIOR TO PLANTING UTILIZING CLEAN, SHARP TOOLS. ONLY DISEASED OR INJURED PLANTS SHALL BE REMOVED.
13. IF ROCK OR OTHER UNDERGROUND OBSTRUCTION IS ENCOUNTERED, THE LANDSCAPE DESIGNER RESERVES THE RIGHT TO RELOCATE OR ENLARGE PLANTING PITS OR DELETE PLANT MATERIAL FROM THE CONTRACT.
14. IF PLANTS ARE PROPOSED WITHIN SIGHT TRIANGLES, TREES SHALL BE LIMBED AND MAINTAINED TO A HEIGHT OF EIGHT FEET (8') ABOVE GRADE, AND SHRUBS, GROUND COVER, PERENNIALS, AND ANNUALS SHALL BE MAINTAINED TO A HEIGHT NOT TO EXCEED TWO FEET (2') ABOVE GRADE UNLESS OTHERWISE NOTED OR SPECIFIED BY THE GOVERNING MUNICIPALITY OR AGENCY.
15. INSTALLATION SHALL OCCUR DURING THE FOLLOWING SEASONS:
    PLANTS (MARCH 15 - DECEMBER 15)
    LAWNS (MARCH 15 - JUNE 15 OR SEPTEMBER 1 - DECEMBER 1)
16. THE FOLLOWING TREES ARE SUSCEPTIBLE TO TRANSPLANT SHOCK AND SHALL NOT BE PLANTED DURING THE FALL SEASON (STARTING SEPTEMBER 15):

ABIES CONCOLOR	CORNUS VARIETIES	OSTRYA VIRGINIANA
ACER BUERGERIANUM	CRATAEGUS VARIETIES	PINUS NIGRA
ACER FREEMANII	CUPRESSOCYPARIS LEYLANDII	PLATANUS VARIETIES
ACER RUBRUM	FAGUS VARIETIES	POPULUS VARIETIES
ACER SACCHARINUM	HALESIA VARIETIES	PRUNUS VARIETIES
BETULA VARIETIES	ILEX X FOSTERII	PYRUS VARIETIES
CARPINUS VARIETIES	ILEX NELLIE STEVENS	QUERCUS VARIETIES (NOT Q. PALUSTRIS)
CEDRUS DEODARA	ILEX OPACA	SALIX WEEPING VARIETIES
CELTIS VARIETIES	JUNIPERUS VIRGINIANA	SORBUS VARIETIES
CERCIDIPHYLLUM VARIETIES	KOELREUTERIA PANICULATA	TAXODIUM VARIETIES
CERCIS CANADENSIS	LIQUIDAMBAR VARIETIES	TAXUX B REPANDENS
CORNUS VARIETIES	LIRIODENDRON VARIETIES	TILIA TOMENTOSA VARIETIES
CRATAEGUS VARIETIES	MALUS IN LEAF	ULMUS PARVIFOLIA VARIETIES
	NYSSA SYLVATICA	ZELKOVA VARIETIES

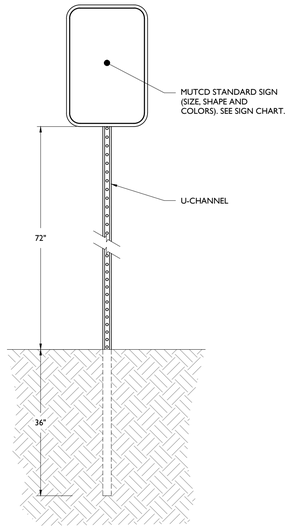
17. IF A PROPOSED PLANT IS UNATTAINABLE OR ON THE FALL DIGGING HAZARD LIST, AN EQUIVALENT SPECIES OF THE SAME SIZE MAY BE REQUESTED FOR SUBSTITUTION OF THE ORIGINAL PLANT. ALL SUBSTITUTIONS SHALL BE APPROVED BY THE PROJECT LANDSCAPE DESIGNER OR MUNICIP



ACCESSIBLE PARKING SIGN WITH BOLLARD DETAIL

NOT TO SCALE

1



SIGN POST DETAIL

NOT TO SCALE

2

M.U.T.C.D. NUMBER	TEXT	COLOR		SIZE OF SIGN (WIDTH X HEIGHT)	TYPE OF MOUNT
		LEGEND	BACKGROUND		
STOP SIGN (R1-1)	STOP	RED	WHITE	36"x36"	GROUND

NOTE:
1. ALL SIGNS SHALL BE IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), EXCEPT AS NOTED.
2. ALL SIGNS SHALL BE MOUNTED AS TO NOT OBSTRUCT THE SHAPE OF "STOP" (R1-1) AND "YIELD" (R1-2) SIGNS.

SIGN DATA TABLE

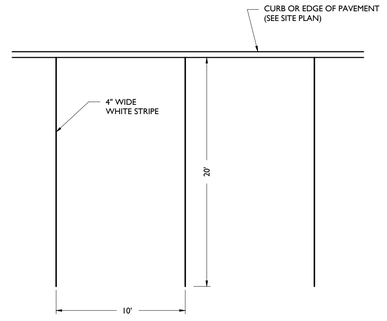
NOT TO SCALE

3

PAVEMENT STRIPING & MARKINGS NOTES:

1. ALL SIGNING AND STRIPING IN EXISTING CONDITION IN CONFLICT WITH THE PROPOSED DESIGN PLAN SHALL BE REMOVED.
2. ALL PROPOSED SIGNING AND STRIPING SHALL CONFORM TO THE CURRENT MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION.
3. PAVEMENT STRIPING AND MARKINGS SHALL BE INSTALLED IN CONFORMANCE WITH ALL APPLICABLE LOCAL, COUNTY AND STATE REQUIREMENTS.
4. UNLESS OTHERWISE SPECIFIED, ALL STRIPING AND MARKINGS IN THE PUBLIC RIGHT-OF-WAY SHALL BE OF THERMOPLASTIC PAINT OR PREFORMED THERMOPLASTIC MARKINGS.
5. UNLESS OTHERWISE SPECIFIED, ON SITE PARKING STALL STRIPING, FIRE LANE STRIPING AND DIRECTIONAL ARROWS SHALL BE EPOXY PAINT. ON SITE STOP BARS, "DO NOT ENTER" BARS, AND ASSOCIATED LETTERING SHALL BE THERMOPLASTIC PAINT OR PREFORMED THERMOPLASTIC MARKINGS.

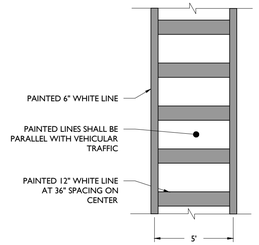
4



PARKING STALL MARKINGS

NOT TO SCALE

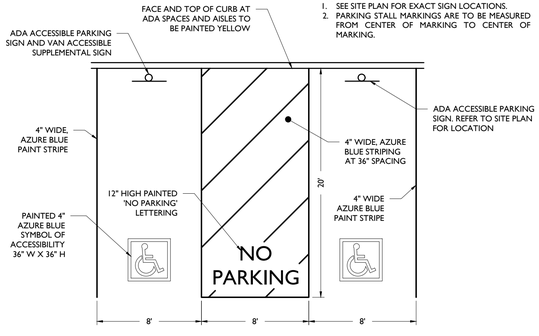
5



CROSSWALK DETAIL

NOT TO SCALE

6

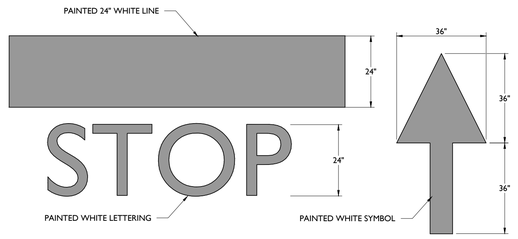


NOTES:
1. SEE SITE PLAN FOR EXACT SIGN LOCATIONS.
2. PARKING STALL MARKINGS ARE TO BE MEASURED FROM CENTER OF MARKING TO CENTER OF MARKING.

ACCESSIBLE PARKING STALL MARKINGS

NOT TO SCALE

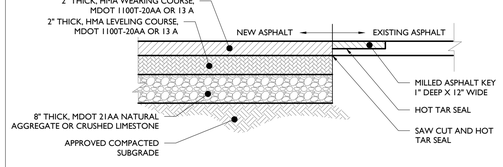
7



STOP BAR & ARROW DETAILS

NOT TO SCALE

8

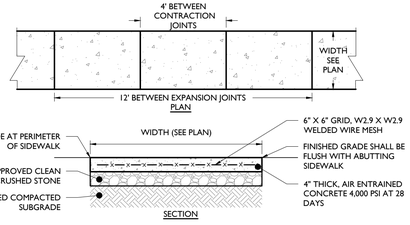


FULL DEPTH ASPHALT PAVEMENT DETAIL

NOT TO SCALE

NOTE:
HMA MIX AND DENSE GRADED AGGREGATE SHALL CONFORM TO STATE DEPARTMENT OF TRANSPORTATION SPECIFICATIONS.

9

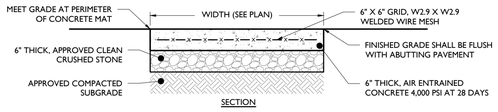


REINFORCED CONCRETE WALKWAY DETAIL

NOT TO SCALE

NOTES:
1. MAXIMUM CROSS SLOPE SHALL BE ¼" PER FOOT.
2. ½" EXPANSION JOINTS SHALL BE PROVIDED AT 12' INTERVALS WITH PRE-MOLDED, BITUMINOUS JOINT FILLER, RECESSED ¼" FROM THE SURFACE.
3. 1" DEEP BY ½" WIDE, TOOLED CONTRACTION JOINTS SHALL BE PROVIDED AT 4' INTERVALS.
4. EXPANSION JOIN SHALL BE PROVIDED WHERE ADJACENT TO A BUILDING.

10

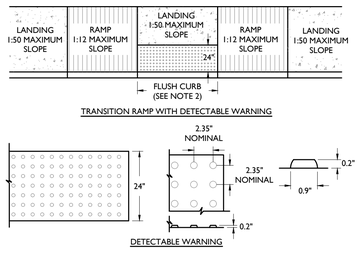


REINFORCED 6" CONCRETE MAT

NOT TO SCALE

NOTES:
1. ½" EXPANSION JOINTS WITH WATER SEAL SHALL BE PROVIDED AT 12' INTERVALS WITH PRE-MOLDED, BITUMINOUS JOINT FILLER, RECESSED ¼" FROM THE SURFACE. LONGITUDINAL REBAR TO BE CUT AT EXPANSION JOINTS.
2. 1" DEEP BY ½" WIDE, TOOLED CONTRACTION JOINTS SHALL BE PROVIDED AT MID-POINT BETWEEN EXPANSION JOINTS OR 6' INTERVALS MAX.
3. CONCRETE SHALL RECEIVE BROOM FINISH.
4. ALL EXPOSED CORNERS TO HAVE 12" CHAMFER.

11

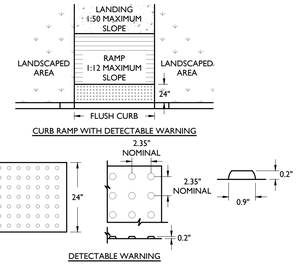


TRANSITION RAMP DETAIL

NOT TO SCALE

NOTES:
1. CROSS SLOPE ON RAMP SHALL NOT EXCEED 2%
2. A FLUSH CURB SHALL HAVE A MINIMUM WIDTH OF 36". SEE PLAN FOR EXACT WIDTH.
3. DOMES SHALL BE ALIGNED ON A SQUARE GRID IN THE PREDOMINANT DIRECTION OF TRAVEL TO PERMIT WHEELS TO ROLL BETWEEN DOMES.
4. VISUAL CONTRAST: THERE SHALL BE A MINIMUM OF 70% CONTRAST IN LIGHT REFLECTANCE BETWEEN THE DETECTABLE WARNING AND AN ADJOINING SURFACE.
5. DETECTABLE WARNING STRIP REQUIRED WHERE RAMP DIRECTS PEDESTRIAN TRAFFIC TOWARDS VEHICLE TRAVEL WAY. WARNING STRIP SHALL BE CAST-IN-PLACE.
6. RAMP SHALL HAVE A MAXIMUM RISE OF 6" WITHOUT A HANDRAIL

12



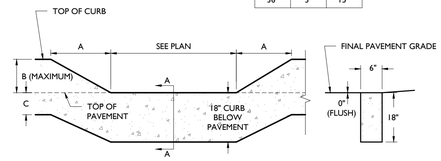
CURB RAMP DETAIL

NOT TO SCALE

NOTES:
1. CROSS SLOPE ON RAMP SHALL NOT EXCEED 2%
2. A FLUSH CURB SHALL HAVE A MINIMUM WIDTH OF 36". SEE PLAN FOR EXACT WIDTH.
3. DOMES SHALL BE ALIGNED ON A SQUARE GRID IN THE PREDOMINANT DIRECTION OF TRAVEL TO PERMIT WHEELS TO ROLL BETWEEN DOMES.
4. VISUAL CONTRAST: THERE SHALL BE A MINIMUM OF 70% CONTRAST IN LIGHT REFLECTANCE BETWEEN THE DETECTABLE WARNING AND AN ADJOINING SURFACE.
5. DETECTABLE WARNING STRIP REQUIRED WHERE RAMP DIRECTS PEDESTRIAN TRAFFIC TOWARDS VEHICLE TRAVEL WAY. WARNING STRIP SHALL BE CAST-IN-PLACE.
6. RAMP SHALL HAVE A MAXIMUM RISE OF 6" WITHOUT A HANDRAIL

13

FLUSH CURB DIMENSIONS		
A	B	C
72"	6"	12"
60"	5"	13"
48"	4"	14"
36"	3"	15"



FLUSH CURB DETAIL

NOT TO SCALE

14

ISSUE	DATE	BY	DESCRIPTION
1	04/27/2022	MPH	CITY SITE PLAN REVIEW

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SITE DEVELOPMENT PLANS

Schostak BROTHERS & COMPANY

WONDERLAND FLATS
PROPOSED RESIDENTIAL DEVELOPMENT

PARCEL IDS: 137-99-0008-010 & 137-99-0004-002
CITY OF LIVONIA
WAYNE COUNTY, MICHIGAN

STATE OF MICHIGAN — JONATHAN FRED COOKSEY — ENGINEER — LICENSED PROFESSIONAL ENGINEER

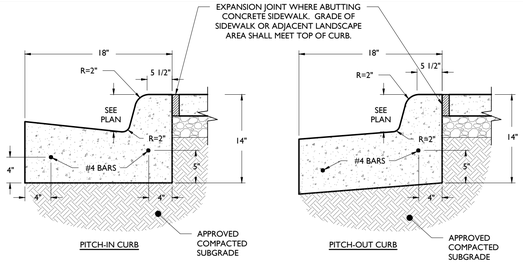
STONEFIELD engineering & design

SCALE: AS SHOWN | PROJECT ID: M-19052.01

TITLE: CONSTRUCTION DETAILS

DRAWING: C-12

V:\M\2019\M-19052.01 (SCHOSTAK BROTHERS-MIDDLEBELT ROAD AND PLYMOUTH ROAD, LIVONIA, MI)\ADD\PDT\DET-11 (13 X 36"T).DWG

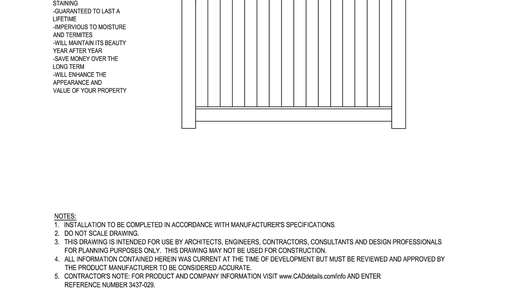


CONCRETE CURB AND GUTTER DETAIL

NOT TO SCALE

NOTES:
1. CONCRETE SHALL BE 3500 PSI AT 28 DAYS, AIR-ENTRAINED.
2. TRANSVERSE EXPANSION JOINTS SHALL BE PROVIDED AT 20 FOOT INTERVALS WITH PRE-MOLDED, BITUMINOUS JOINT FILLER, RECESSED ½" FROM SURFACE.
3. HALF DEPTH CONTRACTION JOINTS SHALL BE PROVIDED AT 10 FOOT INTERVALS.
4. 14" CURB DEPTH SHALL BE MAINTAINED AT DEPRESSED OR FLUSH CURBED AREAS.

1

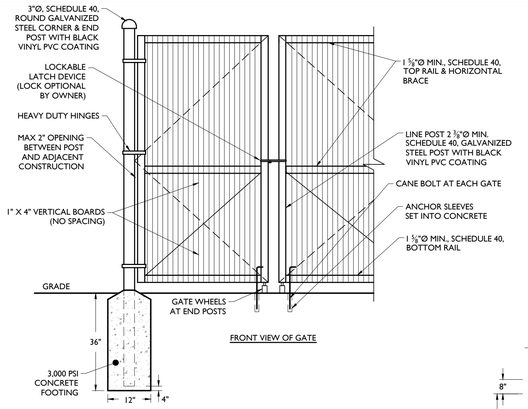


CHAIN LINK FENCE (DOG PARK)

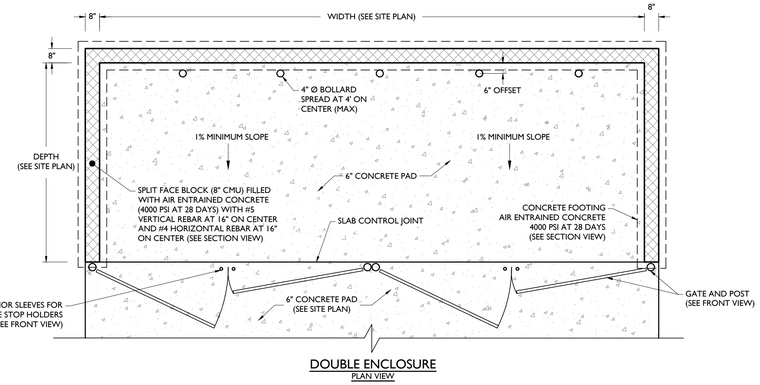
NOT TO SCALE

NOTES:
1. CONTRACTOR TO PROVIDE ALL HARDWARE NECESSARY FOR FENCE CONSTRUCTION AND OPERATION, PER SITE DESIGN. INSTALLATION SHALL COMPLY WITH MANUFACTURER'S REQUIREMENTS.
2. FENCE DETAIL ONLY APPLIES TO FENCE WITHOUT PRIVACY SLATS.
3. FENCE TO BE INSTALLED FOLLOWING SITE GRADING.
4. FENCE TO BE INSTALLED ONE FOOT WITHIN PROPERTY LINE WHERE SHOWN ON PROPERTY LINE ON SITE PLAN.
5. VIBRATE OR TAMP BACKFILL FOR CONSOLIDATION SURROUNDING FENCE POSTS.

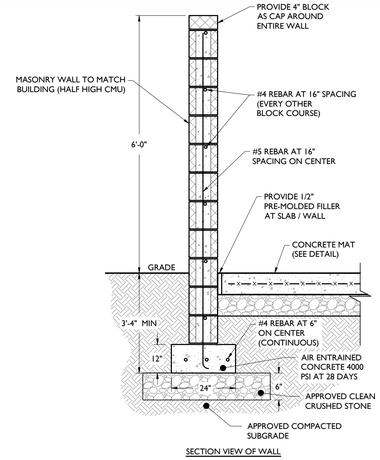
2



FRONT VIEW OF GATE



DOUBLE ENCLOSURE
PLAN VIEW



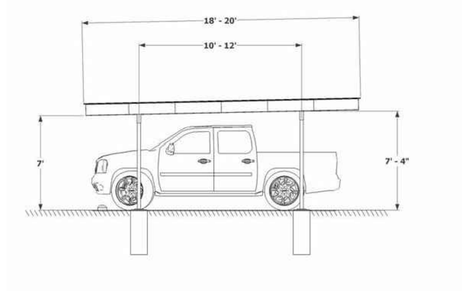
SECTION VIEW OF WALL

NOTE:
BLOCK COLOR TO MATCH BUILDING OR AS SPECIFIED BY OWNER

TRASH / RECYCLE ENCLOSURE DETAIL

NOT TO SCALE

3



CAR PORT DETAIL

NOT TO SCALE

4

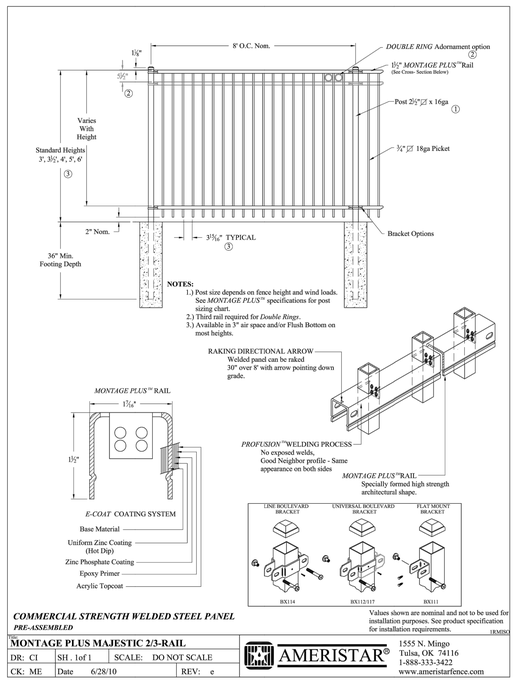
VINYL FEATURES:
-MAINTENANCE FREE
-WILL NOT PEAL, FLAKE, SPLINTER OR ROT - EVER
-REQUIRES NO PAINTING OR STAINING
-GUARANTEED TO LAST A LIFETIME
-IMPERVIOUS TO MOISTURE AND TERMITES
-WILL MAINTAIN ITS BEAUTY YEAR AFTER YEAR
-SAVE MONEY OVER THE LONG TERM
-WILL ENHANCE THE APPEARANCE AND VALUE OF YOUR PROPERTY

NOTES:
1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
2. DO NOT SCALE DRAWING.
3. THIS DRAWING IS INTENDED FOR USE BY ARCHITECTS, ENGINEERS, CONTRACTORS, CONSULTANTS AND DESIGN PROFESSIONALS FOR PLANNING PURPOSES ONLY. THIS DRAWING MAY NOT BE USED FOR CONSTRUCTION.
4. ALL INFORMATION CONTAINED HEREIN WAS CURRENT AT THE TIME OF DEVELOPMENT BUT MUST BE REVIEWED AND APPROVED BY THE PRODUCT MANUFACTURER TO BE CONSIDERED ACCURATE.
5. CONTRACTOR'S NOTE: FOR PRODUCT AND COMPANY INFORMATION VISIT www.CADdetails.com/info AND ENTER REFERENCE NUMBER 3437-029.

PrivacyLink® VINYL FENCING

VINYL FENCE DETAIL

NOT TO SCALE



COMMERCIAL STRENGTH WELDED STEEL PANEL
PRE-ASSEMBLED

Values shown are nominal and not to be used for installation purposes. See product specification for installation requirements. 1RMISO

MONTAGE PLUS MAJESTIC 2/3-RAIL			
DR: CI	SH . 1of 1	SCALE:	DO NOT SCALE
CK: ME	Date 6/28/10		REV: e

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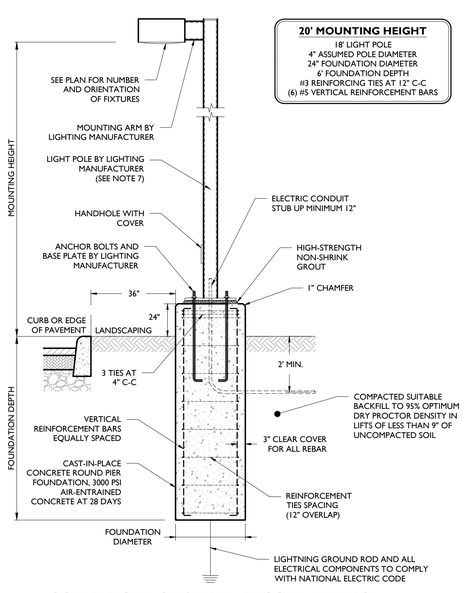


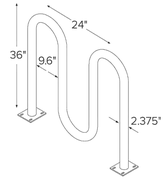
LIGHT POLE INSTALLATION DETAIL

NOT TO SCALE

NOTES:
1. MINIMUM SOIL BEARING PRESSURE OF 1500 PSF, SOIL FRICTION ANGLE OF 30 DEGREES, AND SOIL DRY UNIT WEIGHT OF 120 PCF SHALL BE CONFIRMED IN THE FIELD BY A QUALIFIED PROFESSIONAL.
2. CAST-IN-PLACE CONCRETE SHALL BE CONSOLIDATED USING VIBRATOR.
3. ALL REBAR TO BE NEW GRADE 60 STEEL.
4. PRE-CAST PIERS ACCEPTABLE UPON WRITTEN APPROVAL OF SHOP DRAWING BY ENGINEER.
5. CONCRETE TO BE INSTALLED A MINIMUM OF 7 DAYS PRIOR TO INSTALLING LIGHT POLE. POURED CONCRETE MIX REQUIRED TO OBTAIN 80% OF DESIGN STRENGTH PRIOR TO INSTALLING LIGHT POLE.
6. CONCRETE SHALL HAVE A MAXIMUM SLUMP OF 4" (WITHIN 1" TOLERANCE).
7. POLE SHALL BE RATED FOR 10 MPH HIGHER THAN MAXIMUM WIND SPEED 33FT ABOVE GROUND FOR THE AREA BASED ON ANSI/ASCE 7-93.
8. POUR TO BE TERMINATED AT A FORM.
9. WORK SHALL CONFORM TO ACI BEST PRACTICES FOR APPROPRIATE TEMPERATURE AND WEATHER CONDITIONS.
10. CONTRACTOR TO TEMPORARILY SUPPORT ADJACENT SOIL AND STRUCTURES DURING EXCAVATION IF REQUIRED.

6

ROLLING RACK
Submittal Sheet



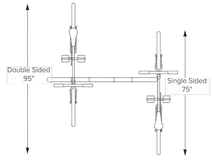
CAPACITY
RR2H: 5 Bikes
RR3H: 7 Bikes
RR4H: 9 Bikes
RR5H: 11 Bikes

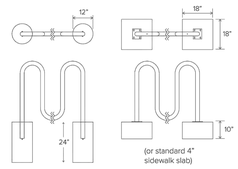
MATERIALS
2.375" OD Schedule 40 Steel Pipe

FINISHES
- ☐ **Galvanized** An after fabrication hot dipped galvanized finish is our standard option.
- ☐ **Powder Coat** Our powder coat finish assures a high level of adhesion and durability by following these steps: 1. Sandblast 2. Epoxy primer electrostatically applied 3. Final thick TGIC polyester powder coat
- ☐ **Stainless** Stainless Steel: 304 grade stainless steel material finished in either a high polished shine or a satin finish.

RR2H - 38" Parks 5 Bikes
RR3H - 63" Parks 7 Bikes
RR4H - 87" Parks 9 Bikes
RR5H - 111" Parks 11 Bikes

MOUNT OPTIONS
- ☐ **In-ground** In ground mount is embedded into concrete base. Specify in ground mount for this option.
- ☐ **Surface** Foot Mount has two 5"x6"x.25" feet with four anchors per foot. Specify foot mount for this option.





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BIKE RACK DETAIL

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7

ISSUE	DATE	BY	DESCRIPTION
1	04/27/2022	MPH	CITY SITE PLAN REVIEW

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SITE DEVELOPMENT PLANS

Schostak BROTHERS & COMPANY

WONDERLAND FLATS
PROPOSED RESIDENTIAL DEVELOPMENT

PARCEL IDS: 137-99-0008-010 & 137-99-0004-002
CITY OF LIVONIA
WAYNE COUNTY, MICHIGAN

STATE OF MICHIGAN — JONATHAN REID COOKSEY — ENGINEER — LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE: AS SHOWN | PROJECT ID: M-19052.01

TITLE: **CONSTRUCTION DETAILS**

DRAWING: **C-13**

V:\PROJ\M-19052.01\CAD\TAX BROTHERS-MIDDLEBELT ROAD AND PLYMOUTH ROAD, LIVONIA, MI\CAD\DETDEP.11.03.13.DWG

SU-30 - Single Unit Truck	
Overall Length	30.000ft
Overall Width	8.000ft
Overall Body Height	13.500ft
Min Body Ground Clearance	1.367ft
Track Width	8.000ft
Lock-to-lock time	5.00s
Max Steering Angle (Virtual)	31.80°

ISSUE	DATE	BY	DESCRIPTION
1	04/27/2022	MPH	CITY SITE PLAN REVIEW

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CITY OF LIVONIA
WAYNE COUNTY, MICHIGAN

STATE OF MICHIGAN
JONATHAN REID COOKSEY
ENGINEER
No. 6201068106
LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

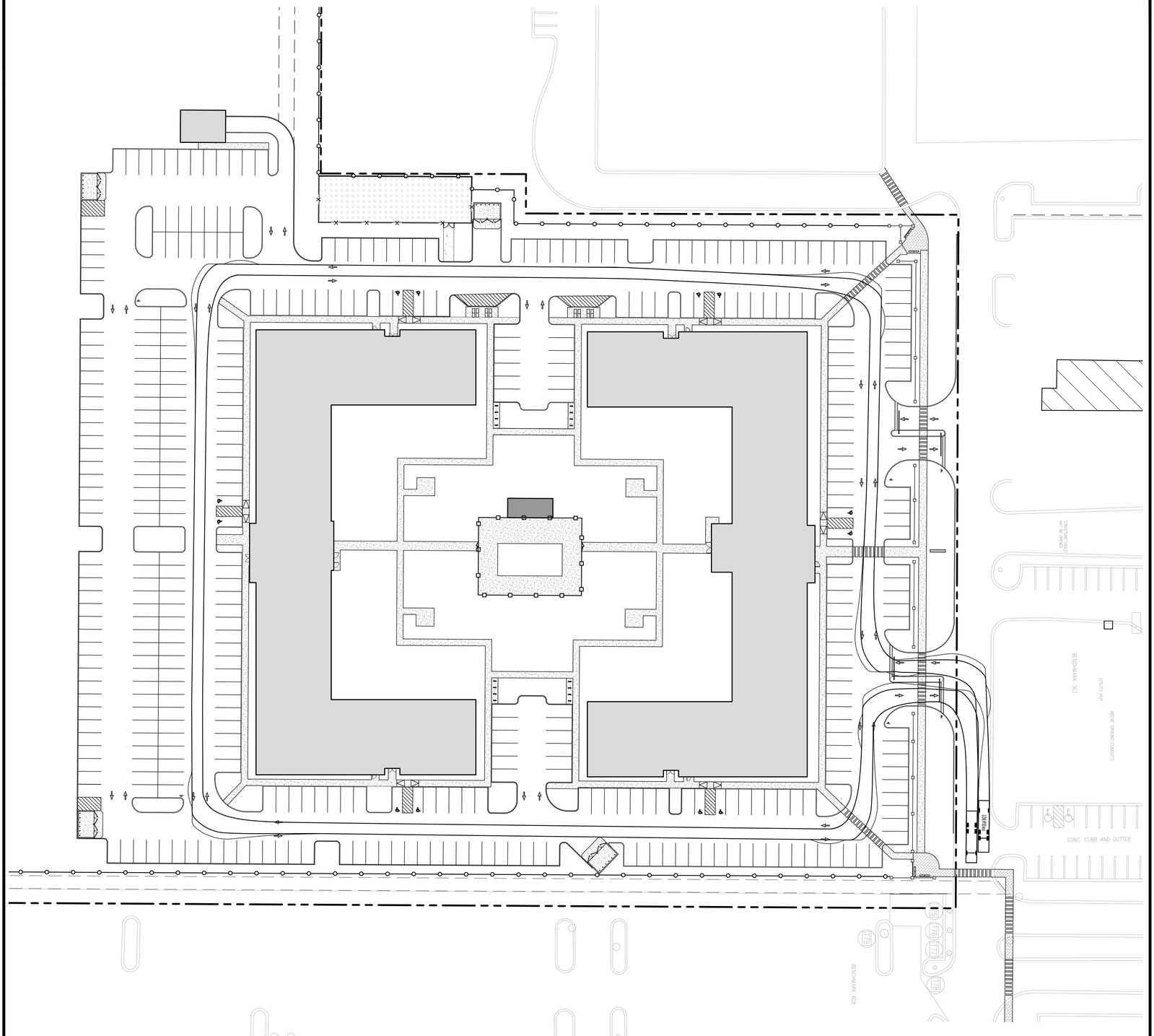
SCALE: 1" = 40' | PROJECT ID: M-19052.01

TITLE:
TRUCK EXHIBIT (MOVING TRUCK)

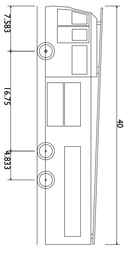
DRAWING:
EX-1

V:\19052.M\M_19052.01 SCHOSTAK BROTHERS-MIDDLEBELT ROAD AND PLYMOUTH ROAD, LIVONIA, MI\CAD\PROP\TDP-1-4-17 TRUCK.DWG

V:\19201\PVS-19052.01-SCHOSTAK BROTHERS-MIDDLEBELT ROAD AND PLYMOUTH ROAD, LIVONIA, MI\CADD\PLOTS\DP-14-17 TRUCK.DWG



E-ONE HP100 Aerial
Overall Length 40.000ft
Overall Width 8.333ft
Overall Body Height 11.000ft
Min Body Ground Clearance 1.393ft
Track Width 8.333ft
Lock-to-lock time 6.00s
Max Wheel Angle 45.00°



GRAPHIC SCALE IN FEET
1" = 40'
40'
0'
40'
80'

SITE DEVELOPMENT PLANS

schostak BROTHERS & COMPANY

WONDERLAND FLATS
PROPOSED RESIDENTIAL DEVELOPMENT

PARCEL IDS: 137-99-0008-010 & 137-99-0004-002
CITY OF LIVONIA
WAYNE COUNTY, MICHIGAN

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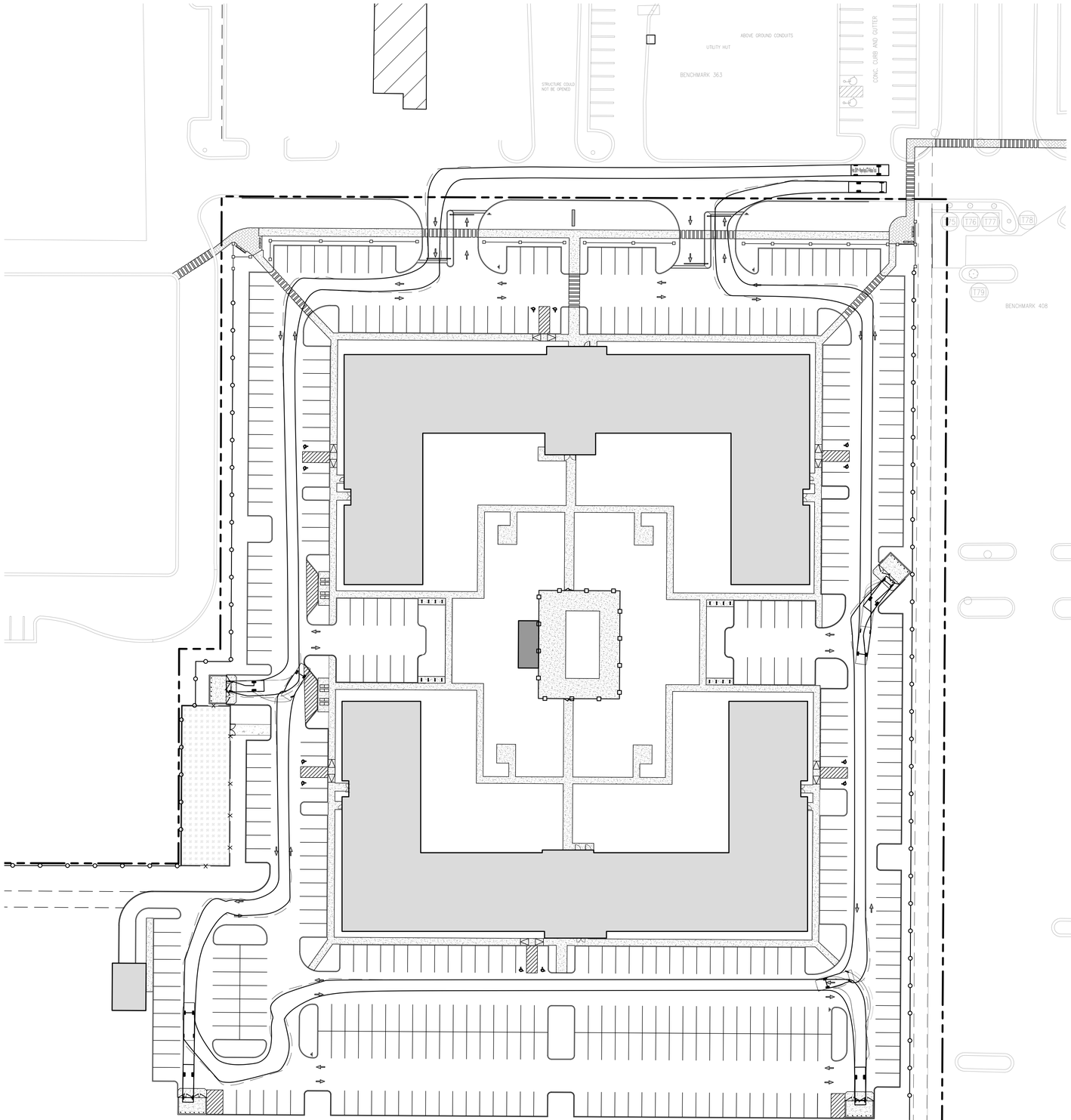
1	04/27/2022	MPH	CITY SITE PLAN REVIEW

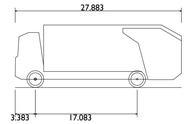
STONEFIELD engineering & design

SCALE: 1" = 40'
PROJECT ID: M-19052.01

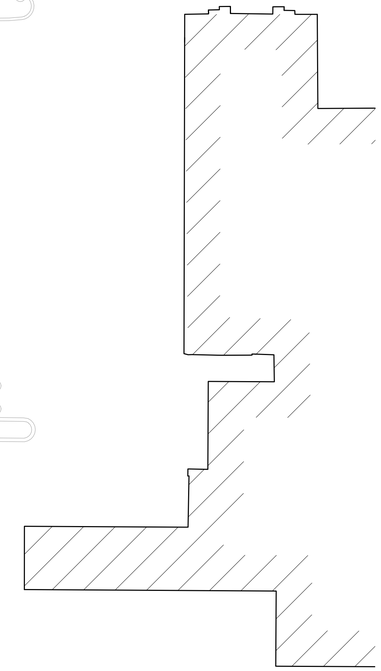
TITLE: TRUCK EXHIBIT (FIRE TRUCK)

DRAWING: EX-2





Hino 338 M + Wayne Royal GT14 Refuse Truck	
Overall Length	27.883ft
Overall Width	8.042ft
Overall Body Height	10.488ft
Min Body Ground Clearance	1.318ft
Track Width	8.042ft
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	27.400ft



40' 0' 40' 80'

GRAPHIC SCALE IN FEET
1" = 40'

ISSUE	DATE	BY	DESCRIPTION
1	04/27/2022	MPH	CITY SITE PLAN REVIEW

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SITE DEVELOPMENT PLANS

Schostak BROTHERS & COMPANY

WONDERLAND FLATS
PROPOSED RESIDENTIAL DEVELOPMENT

PARCEL IDS: 137-99-0008-010 & 137-99-0004-002
CITY OF LIVONIA
WAYNE COUNTY, MICHIGAN

STATE OF MICHIGAN
JONATHAN REID COOKSEY
ENGINEER
No. 6201068706
LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE: 1" = 40' | PROJECT ID: M-19052.01

TITLE:
TRUCK EXHIBIT
(TRASH TRUCK)

DRAWING:
EX-3

V:\19052.M\M_19052.01 SCHOSTAK BROTHERS-MIDDLEBELT ROAD AND PLYMOUTH ROAD, LIVONIA, MI\CAD\PDF\SDP-14-17 TRUCK.DWG

FLOOD ZONE INFORMATION

SUBJECT PROPERTY FALLS IN ZONE "X", MINIMAL FLOODING, AS SHOWN IN FEMA MAP 26163C0227E, DATED 02/02/2012.

NOTES:

NO EVIDENCE OF RECENT EARTH MOVING WORK ON SITE.

I AM NOT AWARE OF ANY PROPOSED CHANGES IN STREET RIGHT OF WAY LINES.

UTILITY STATEMENT

THE LOCATIONS AND ELEVATIONS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS DRAWING ARE ONLY APPROXIMATE. NO GUARANTEE IS EITHER EXPRESSED OR IMPLIED AS TO THE COMPLETENESS OR ACCURACY THEREOF. THE CONTRACTOR SHALL BE EXCLUSIVELY RESPONSIBLE FOR DETERMINING THE EXACT UTILITY LOCATIONS AND ELEVATIONS PRIOR TO THE START OF CONSTRUCTION.

LEGEND

BUILDING
STORM — ST
SANITARY — SA
WATERMAIN — WM
GAS
UND. TELEPHONE — T
UND. ELECTRICAL — E
TRAVERSE LINE & TRAVERSE POINT
BENCH MARK SYMBOL
DEAD TREE
DECIDUOUS TREE
DECIDUOUS SHRUB
CONIFERIOUS TREE
CONIFERIOUS SHRUB
STUMP
SQ. & RD. CATCH BASINS & INLETS IN PAVEMENT
STORM MANHOLE & PIPE END
UNSPECIFIED MH.
RISER & DOWN SPOUT
PUMP STATION
FIRE HYDRANT
GATE & VALVE, & WELL
CISTERN & WELL
WATER STOP BOX & SPRINKLER HEAD
WATER TOWER BASE & METER PIT
UTILITY POLE
LIGHT POLE
GUY WIRE ANCHOR
UNDERGROUND MARKER
RISER
GAS BOX & BLOW OFF
BUILD. CORNER & 1st FLOOR ELEV.
℄ OF DITCH &TOE OF SLOPE
TOP OF BANK & RIDGE
TOP OF BERM &TOE OF BERM
EDGE OF WATER & WATER SURFACE
HEADWALL & RETAINING WALL
SIGNS & SIGN POST
LOCAL LOW POINT & LOCAL HIGH POINT
COLUMN OR PIER

BENCHMARK

BENCHMARK No. 408
N. END TOP LAMP POLE BASE
ELEVATION 639.62 NAVD 88 DATUM

BENCHMARK No. 409
CHISELED SQUARE W. TOP OF CONC. LAMP POLE BASE
ELEVATION 641.24 NAVD 88 DATUM

BENCHMARK No. 415
ARROW ON FIRE HYDRANT
ELEVATION 638.59 NAVD 88 DATUM

N

0' 25' 50' 100'
SCALE: 1"=50'

NE CORNER OF SECTION 35, T1S, R9E, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN. L. 27004, P. 587, W.C.R.

N89°49'46"W 1439.16'
S00°10'14"W 60.00'
S00°10'14"W 411.54'
N89°57'47"W 34.00'
S00°19'25"W 779.21'
S00°18'53"E 1318.07'
S.89°46'36"E. 537.00'
N.00°10'14"E. 335.09'
S.89°49'46"E. 30.48'
N.00°10'14"E. 158.97'
S.89°49'46"E 148.20'
N.00°10'14"E. 284.57'
N89°44'39"W 713.60'
N89°51'00"W 2200.01'

BENCHMARK No. 415
BENCHMARK No. 408
BENCHMARK No. 409
BENCHMARK No. 450
POINT OF BEGINNING

20' WIDE WATER MAIN EASEMENT L.14112, P.576
ACCESS EASEMENT AND PERMANENT ACCESS DRIVE L. 45505, P. 375 L. 46492, P. 914
12' WATER MAIN EASEMENT L.14112, P.576
ABANDONED 10' GAS EASEMENT L.13843, P.598
30' WIDE SANITARY, STORM, WATER MAIN EASEMENT L.14112, P.576
6' WIDE GAS EASEMENT L.13843, P.598
DTE OVERHEAD ESMT L.48070, P.708
PARKING EASEMENT L.23507, P.725
6' WIDE TELEPHONE EASEMENT L.17364, P.746
DEVONSHIRE PARK L.76 P.54
10' WIDE WALL EASEMENT L.24145, P.812 & 826
10' WIDE WALL EASEMENT L.24145, P.826 & 840
10' WIDE WALL EASEMENT L.24145, P.840 & 856
10' WIDE WALL EASEMENT L.24145, P.856 & 880
10' WIDE WALL EASEMENT L.24145, P.880 & 904
10' WIDE WALL EASEMENT L.24145, P.812 & 830
10' WIDE WALL EASEMENT L.24145, P.824 & 838
10' WIDE WALL EASEMENT L.24145, P.838 & 852
10' WIDE WALL EASEMENT L.24145, P.904 & 912

HENRY RUFF ROAD
DORIS AVENUE
OPORTO AVENUE

ASPHALT
CONCRETE PARKING
TRASH ENCLOSURE
NO CURB/GUTTER PAN ONLY
LANDSCAPE BERM
DETENTION POND
FENCE LINE
OVERHEAD LINES
GATE
EDGE OF WATER
TOP OF RIDGE
CHAIN LINK FENCE
MH LOCATION PER RECORDS, COULD NOT LOCATE
CRUSHED STONE
APPROXIMATE LOCATION OF UNDERGROUND GAS LINE PER AVAILABLE RECORDS
LOCATION OF SOIL BORE (TYP)
SOIL BORE (TYP)
BOTH STRUCTURES ARE FILLED WITH WATER/DIRT/GRAVEL COULD NOT DETERMINE INVERTS.
COULD NOT DETERMINE INVERTS FILLED W/ DEBRIS
EDGE OF PAVEMENT FALLS WEST OF PROPERTY LINE
TOE OF SLOPE
TOP OF BERM
Cast-iron Monitoring Well 637.61
Water Surface 629.97
Water Surface 630.02
Water Surface 639.74
Water Surface 639.82

SITE
PLYMOUTH ROAD
NEWBURGH RD
FARMINGTON RD
JOY RD

HRC
HUBBELL, ROTH & CLARK, INC
CONSULTING ENGINEERS SINCE 1915
555 HULET DRIVE
BLOOMFIELD HILLS, MICH.
P.O. BOX 824
48303 - 0824
PHONE: (248) 454-6300
FAX (1st. Floor): (248) 454-6312
FAX (2nd. Floor): (248) 454-6359
WEB SITE: http: // www.hrcengr.com

DATE	ADDITIONS AND/OR REVISIONS
DESIGNED	
DRAWN	B.PIGGOTT
CHECKED	G.CHALICE
APPROVED	G.CHALICE

CITY OF LIVONIA

WONDERLAND MALL

ALTA/NSPS
LAND TITLE SURVEY

HRC JOB NO.	SCALE
20190258	1"=50'
DATE: April 2022	SHEET NO. 1 OF 2

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Piggott, Robert

4/22/2022 2:30 PM

HRC_OLW.ctb

SANITARY STRUCTURE DATA	
Structure Name	Structure Details
49	RIM=637.64 INV IN=623.37 SW 12" FROM 10809 INV IN=623.14 W 12" FROM INV OUT=623.14 E 18" TO 10672
5441	RIM=637.46 INV IN=625.40 NE 12" FROM INV OUT=624.75 E 12" TO 10816
10672	RIM=637.68 INV IN=623.08 W 18" FROM 49 INV OUT=623.07 E 18" TO
10809	RIM=638.10 INV IN=624.26 W 12" FROM 10956 INV OUT=624.22 NE 12" TO 49
10816	RIM=638.27 INV IN=624.69 W 12" FROM 5441 INV OUT=624.65 SE 12" TO 10956
10956	RIM=637.50 INV IN=623.66 NW 12" FROM 10816 INV OUT=623.59 E 12" TO 10809
11007	RIM=637.47
20029	RIM=639.69 INV IN=629.74 W 12" FROM INV OUT=629.72 E 12" TO

WATER STRUCTURE DATA	
Structure Name	Structure Details
5437	RIM=638.19 T/P IN=632.26 W 12" DI FROM T/P OUT=632.26 E 12" DI TO
5475	RIM=636.90 T/P IN=629.90 N 12" DI FROM T/P OUT=629.90 S 12" DI TO
10810	RIM=638.31 T/P IN=631.95 W 12" DI FROM T/P OUT=631.95 E 12" DI TO
11064	RIM=636.76 T/P IN=630.21 W 12" DI FROM T/P OUT=630.21 E 12" DI TO
11072	RIM=636.60 T/P IN=630.60 W 12" DI FROM T/P OUT=630.60 N 12" DI TO

STORM STRUCTURE DATA	
Structure Name	Structure Details
71	RIM=635.73 INV OUT=631.61 N 12" RCP TO 20309
5026	RIM=636.34 INV OUT=631.70 E 12" RCP TO 10871
5029	RIM=636.88 INV IN=632.38 E 12" RCP TO 10817 INV OUT=632.03 NW 12" RCP
5054	RIM=635.87 INV OUT=632.72 SW 12" RCP TO 5020
5384	RIM=637.91 INV IN=628.22 E 24" RCP FROM INV OUT=628.11 W 24" RCP TO
5440	RIM=638.07 INV IN=631.61 N 15" RCP FROM INV IN=631.44 W 12" RCP FROM INV OUT=631.36 S 15" RCP TO 10908
5575	RIM=637.14 (FILLED WITH WATER & DIRT)
5576	RIM=636.82 (FILLED WITH WATER & DIRT)
5689	RIM=640.77 (FILLED WITH DEBRIS)
5721	RIM=634.88 INV OUT=632.11 S 12"
6124	RIM=634.85 INV IN=626.91 N 48" CONC FROM 11068 INV OUT=626.91 S 48" CONC TO
10692	RIM=635.71 INV OUT=632.19 E 12" RCP TO 10691
10708	RIM=635.67 INV IN=632.21 W 12" RCP FROM 10709 INV OUT=631.91 E 12" RCP TO 10596
10709	RIM=635.59 INV OUT=632.46 E 12" RCP TO 10708
10747	RIM=635.72 INV OUT=632.60 S 12" RCP TO 10770
10770	RIM=637.75 INV IN=633.40 N 12" RCP FROM 10747 INV OUT=633.33 E 12" RCP TO 10598
10800	RIM=638.59 INV IN=630.87 NE 36" RCP FROM INV OUT=630.74 SW 48" RCP TO 11015
10814	RIM=638.42 INV IN=631.85 N 18" RCP FROM 10817 INV IN=631.66 W 48" RCP FROM INV IN=631.46 E 48" RCP FROM INV OUT=631.85 S 18" RCP TO 10952
10817	RIM=638.44 INV IN=631.96 N 18" RCP FROM 10831 INV IN=632.84 W 12" RCP FROM 5029 INV OUT=631.94 S 18" RCP TO 10814
10831	RIM=637.18 INV IN=631.62 N 18" RCP FROM 10850 INV IN=631.62 W 12" RCP FROM 10871 INV IN=632.63 E 12" RCP FROM INV OUT=631.41 S 18" RCP TO 10817
10850	RIM=637.63 INV IN=631.47 N 18" RCP FROM 10851 INV IN=631.47 W 12" RCP FROM 10868 INV IN=632.26 E 12" RCP FROM INV OUT=631.33 S 18" RCP TO 10831
10851	RIM=637.81 INV IN=631.97 W 12" RCP FROM 5020 INV IN=631.84 NE 12" RCP FROM 10861 INV OUT=631.77 S 18" RCP TO 10850
10859	RIM=636.73 INV OUT=632.76 W 12" RCP TO 10861
10861	RIM=637.36 INV IN=632.30 E 12" RCP FROM 10859 INV OUT=632.26 SW 12" RCP TO 10851
10868	RIM=635.93 INV IN=631.97 W 12" RCP FROM 5019 INV OUT=631.71 E 12" RCP TO 10850
10871	RIM=636.31 INV IN=631.82 W 12" RCP FROM 5026 INV OUT=632.01 E 12" RCP TO 10831
10908	RIM=635.93 INV IN=630.79 N 15" RCP FROM 5440 INV IN=0.00 W 33" RCP FROM 11067 INV OUT=628.21 E 48" RCP TO 10931

STORM STRUCTURE DATA	
Structure Name	Structure Details
11068	RIM=637.11 INV IN=628.53 S 48" RCP FROM INV OUT=628.49 N 48" RCP TO
11069	RIM=637.99 INV IN=632.73 S 12" RCP FROM 11070 INV OUT=632.71 N 12" RCP TO 11067
11070	RIM=638.11 INV OUT=633.11 N 12" RCP TO 11069
20028	RIM=644.28 INV IN=630.73 S 12" CONC FROM 20305 INV OUT=627.73 W CONC FROM 20309 INV IN=627.83 E
20034	RIM=634.73 INV IN=628.87 N 21" RCP FROM 20062 INV OUT=628.83 E 24" RCP TO
20062	RIM=635.90 INV IN=631.25 N 15" RCP FROM 20078 INV OUT=631.00 S 21" RCP TO 20034
20078	RIM=635.98 INV OUT=631.56 S 15" RCP TO 20062
20113	RIM=635.90 INV OUT=631.72 E 12" RCP TO
20136	RIM=636.26 INV OUT=630.76 NW 12" RCP TO
20295	RIM=636.03 INV OUT=632.08 N 12" RCP TO
20296	RIM=641.20 INV IN=622.92 W 24" RCP FROM 20319 INV OUT=622.70 E 24" RCP TO 20300
20300	RIM=641.85 INV IN=622.13 W 24" RCP FROM 20296 INV IN=622.33 N 24" RCP FROM INV OUT=622.25 E 24" RCP TO 20303
20303	RIM=642.35 INV IN=621.91 W 24" RCP FROM 20300 INV OUT=621.79 E 24" RCP TO
20305	RIM=635.46 INV OUT=631.26 N 12" RCP TO
20309	RIM=645.02 INV IN=627.81 E 48" RCP FROM INV IN=631.10 S 12" RCP FROM 71 INV OUT=627.98 W 48" RCP TO 20313
20313	RIM=646.87 INV IN=627.85 E 48" RCP FROM 20309 INV OUT=627.75 W 48" RCP TO 20315
20315	RIM=647.23 INV IN=627.36 E 48" RCP FROM 20313 INV IN=628.11 W 48" RCP FROM
20319	RIM=644.93 INV IN=623.50 W 24" RCP FROM 20327 INV OUT=623.43 E 24" RCP TO 20296
20327	RIM=632.57 INV IN=625.15 NW 12" RCP FROM 20328 INV OUT=623.75 E 24" RCP TO 20319
20328	RIM=632.82 INV OUT=627.24 SE 12" RCP TO 20327
20463	RIM=630.68 T/P=627.48
10924	RIM=635.71 INV IN=631.41 NW 12" RCP FROM INV OUT=629.35 S 12" RCP TO 10931
10931	RIM=635.77 INV IN=629.07 N 12" RCP FROM 10924 INV IN=629.01 W 48" RCP FROM 10908 INV OUT=629.01 E 48" RCP TO 10952
10952	RIM=636.93 INV IN=630.17 N 18" RCP FROM 10814 INV IN=629.43 W 48" RCP FROM 10931 INV OUT=629.43 E 48" RCP TO 10996
10996	RIM=636.01 INV IN=628.53 W 48" RCP FROM 10952 INV OUT=628.53 E 48" RCP TO 11015
11015	RIM=637.37 INV IN=629.82 W 48" RCP FROM 10996 INV IN=0.00 NE 48" RCP FROM 10800 INV OUT=629.82 E 48" RCP TO
11067	RIM=638.35 INV IN=633.73 SW 12" RCP FROM INV IN=628.74 NW 33" RCP FROM INV IN=632.54 S 12" RCP FROM 11069 INV OUT=628.75 E 33" RCP TO 10908

PROPERTY DESCRIPTION

Part of the Northeast ¼ of Section 35, Township 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as:
Commencing at the Northeast Corner of said Section 35; thence North 89 degrees 49 minutes 46 seconds West 1439.16 feet along the north line of said Section and centerline of Plymouth Road (120 feet wide); thence South 00 degrees 10 minutes 14 seconds West 60.00 feet to the South line of Plymouth Road; thence continuing South 00 degrees 10 minutes 14 seconds West 411.54 feet ; thence North 89 degrees 57 minutes 47 seconds West 34.00 feet to the POINT OF BEGINNING; thence South 00 degrees 19 minutes 25 seconds West 779.21 feet; thence North 89 degrees 44 minutes 39 seconds West 713.60 feet; thence North 00 degrees 10 minutes 14 seconds East 284.57 feet; thence South 89 degrees 49 minutes 46 seconds East 148.20 feet; thence North 00 degrees 10 minutes 14 seconds East 158.97 feet; thence South 89 degrees 49 minutes 46 seconds East 30.48 feet; thence North 00 degrees 10 minutes 14 seconds East 335.09 feet; thence South 89 degrees 46 minutes 36 seconds East 537.00 feet to the POINT OF BEGINNING. Containing 473,257.9 SF and/or 10.86 acres.

EXCEPTIONS

(11) Water Easement in favor of Board of County Road Commissioners of the County of Wayne and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 6221, page 394, Register #E614552. (CANNOT DETERMINE LOCATION DUE TO POOR UNREADABLE DOCUMENT)

(12) Underground Permit in favor of Michigan Bell Telephone Company and the Covenants, Conditions and Restrictions contained in Instrument recorded in Liber 10350, page 682, Register #D444586, as to Parcel IV. (CANNOT DETERMINE LOCATION DUE TO POOR UNREADABLE DOCUMENT)

(13) Agreement for Right of Way in favor of Consumers Power Company and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 13843, page 598, Register #E394605. (CANNOT DETERMINE LOCATION DUE TO POOR UNREADABLE DOCUMENT)

(14) Terms and Conditions contained in Easement as disclosed by instrument recorded in Liber 14112, page 572, Register #E480956, Liber 14112, page 576, Register #E480957, and in Liber 14112, page 581, Register #E480958. (AS SHOWN ON SURVEY)

(15) Release of Right-of-Way in favor of County of Wayne and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 14186, page 497, Register #E506328, as to Parcels I, II and IV. (SHOWN ON SURVEY)

(16) Terms and Conditions contained in Warranty Deed as disclosed by instrument recorded in Liber 16839, page 70, Register #F334920, as to Parcel IV. (NOT PLOTTABLE)

(17) Terms and Conditions contained in Easement Right of Way as disclosed by instrument recorded in Liber 17364, page 746, Register #F493791, as to Parcel III. (SHOWN ON SURVEY)

(18) Easement in favor of Consumers Power Company and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 19200, page 933, Register #G32769, as to Parcel II. (SHOWN ON SURVEY)

(19) Right of Way in favor of Michigan Bell Telephone Company and the Covenants, Conditions and Restrictions contained in Instrument recorded in Liber 21399, page 129, Register #G663495. (SHOWN ON SURVEY)

(20) Right of Way in favor of Michigan Bell Telephone Company and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 21399, page 130, Register #G663496 and Modification of Right of Way recorded in Liber 21645, page 636, Register #G736037. (SHOWN ON SURVEY)

(21) Grant of Easement in favor of The Detroit Edison Company and the Covenants, Conditions and Restrictions contained in Instrument recorded in Liber 22458, page 91. (SHOWN ON SURVEY)

(22) Terms and Conditions contained in Easement Agreement as disclosed by instrument recorded in Liber 23507, page 725. (SHOWN ON SURVEY)

(23) Terms and Conditions contained in Wall Easement Agreement as disclosed by instrument recorded in Liber 24145, page 804, Liber 24145, page 812, Liber 24145, page 816, Liber 24145, page 820, Liber 24145, page 824, Liber 24145, page 828, Liber 24145, page 832, Liber 24145, page 836, Liber 24145, page 840, Liber 24145, page 844, Liber 24145, page 848, Liber 24145, page 852, Liber 24145, page 856, Liber 24145, page 860, Liber 24145, page 864, Liber 24145, page 868, Liber 24145, page 872, and in Liber 24145, page 876. (AS SHOWN ON SURVEY)

(24) Highway Easement Release for signal pole in favor of Michigan Department of Transportation and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 24610, page 483, as to Parcel II. (SHOWN ON SURVEY)

(25) Terms and Conditions contained in Beautification Easement Agreement as disclosed by instrument recorded in Liber 34069, page 321, and in Liber 34069, page 339. (SHOWN ON SURVEY)

(26) Terms and Conditions contained in Easement as disclosed by instrument recorded in Liber 35211, page 153, as to Parcel IV. (SHOWN ON SURVEY)

(27) Easements, Terms and Conditions contained in Easement as disclosed by instrument recorded in Liber 45464, page 1201, as to Parcels I and III. (NOT PLOTTABLE)

(28) Terms and Conditions contained in Grant of Easement as disclosed by instrument recorded in Liber 45464, page 275, as to Parcel I and III. (NOT PLOTTABLE)

(29) Terms and Conditions contained in Operation and Easement Agreement as disclosed by instrument recorded in Liber 45505, page 375, and in First Amendment to Operation and Easement Agreement as disclosed by instrument recorded in Liber 46492, page 914. (SHOWN ON SURVEY)

(30) Terms and Conditions contained in Declaration of Covenants, Conditions, Restrictions, and Easements as disclosed by instrument recorded in Liber 46878, page 103, as to Parcel IV. (SHOWN ON SURVEY)

(31) Detroit Edison Underground Easement (Right of Way) In favor of The Detroit Edison Company and the Covenants, Conditions and Restrictions contained in Instrument recorded in Liber 48070, page 708, as to Parcel IV. (SHOWN ON SURVEY)

(36) Survey by Hubbell, Roth and Clark, Inc., dated February 27, 2003, Job No. 20030115;, discloses the following:
- a. Theater is built over 10 foot gas main, which has been abandoned. (N/A)
- b. Party Wall between the enclosed mall and the Target Store. (N/A)
- c. Power lines overhead at various locations.
- d. Asphalt paving over the easement areas, gas mains, water, sewer, telephone and electrical lines.
- e. Building designated as the Montgomery Wards Building encroaches onto the Easement Parcel at various points. (N/A)
- f. Building designated as Ward's Automotive Center is built over the easement for sanitary sewer recorded in Liber 14112, page 572, Wayne County Records

NOTE: (THE FOLLOWING WAS SHOWN ON HRC JOB No. 20090336.04, WITH A REVISION DATE OF 07/23/09.)

EASEMENTS SCHEDULED FOR TERMINATION PER DEVELOPER INFORMATION AND EASEMENT DRAWING OF HUBBELL, ROTH & CLARK DEPICTION DATED 02-09-06-, FINAL REVISION 03-02-06.
6' WIDE GAS EASEMENT, L.13843, P.598
10' WIDE GAS EASEMENT, L. 13843, P.598 (ABANDONED LINE)
12' WIDE STORM SEWER EASEMENT, L.14112, P.572
24' WIDE SANITARY, STORM, WATER MAIN EASEMENT, L.14112, P.572
30' WIDE SANITARY, STORM, WATER MAIN EASEMENT, L.14112, P.572
12' WIDE SANITARY SEWER EASEMENT, L.14112, P.572
12' WIDE WATER MAIN EASEMENT, L.14112, P.576
12' WIDE WATER MAIN EASEMENT, L.14112, P.576
20' WIDE WATER MAIN EASEMENT, L.14112, P.576
30' WIDE STORM SEWER AND WATER SYSTEM EASEMENT, L.14112, P.576
30' WIDE SANITARY, STORM, WATER MAIN EASEMENT, L.14112, P.576
30' WIDE SANITARY, STORM, WATER MAIN EASEMENT, L.14112, P.576
24' WIDE SANITARY SEWER AND WATER MAIN EASEMENT, L.14112, P.576
12' WIDE STORM SEWER EASEMENT, L.14112, P.576

SURVEYOR'S CERTIFICATION

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 5, 8, 9, 11, 13, 14, 16, 17, OF TABLE A THEREOF.

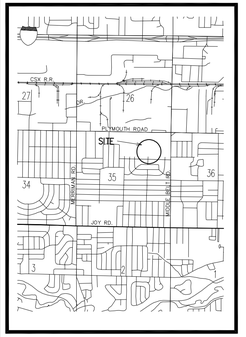
GARY M. CHALICE
PROFESSIONAL SURVEYOR No. 55939

schostak BROTHERS & COMPANY

HRC
HUBBELL, ROTH & CLARK, INC
CONSULTING ENGINEERS SINCE 1915
555 HULET DRIVE
BLOOMFIELD HILLS, MICH.
P.O. BOX 824
48303 - 0824
PHONE: (248) 454-6300
FAX (1st. Floor): (248) 454-6312
FAX (2nd. Floor): (248) 454-6359
WEB SITE: http: // www.hrcengr.com

DATE	ADDITIONS AND/OR REVISIONS

DESIGNED	
DRAWN	B.PIGGOTT
CHECKED	G.CHALICE
APPROVED	G.CHALICE



CITY OF LIVONIA

WONDERLAND MALL

ALTA/NSPS
LAND TITLE
SURVEY

HRC JOB NO. 20190258	SCALE 1"=50'
DATE April 2022	SHEET NO. 2 OF 2

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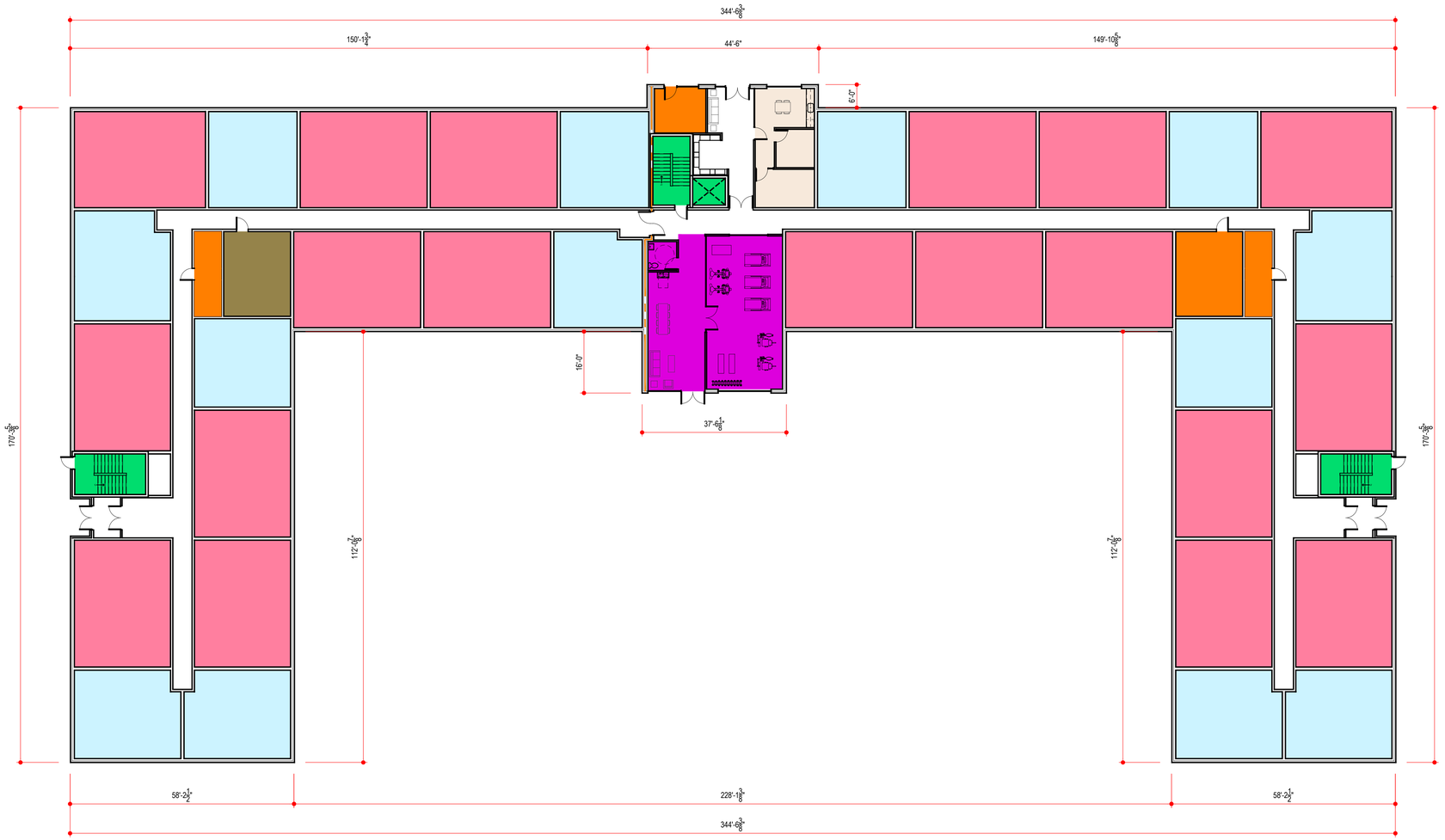
Piggott, Robert

UNIT MATRIX

	1ST FLOOR	2ND FLOOR	3RD FLOOR	TOTAL
ONE BED	13	13	13	39
TWO BED	19	21	21	61
TOTAL	32	34	34	100



1 Building A First Floor

SCALE: 1/16" = 1'

NORTH

VERTICAL CIRCULATION

ONE BED UNIT

COMMUNITY SPACES

MECHANICAL/MAINTENANCE

TWO BED UNIT

LEASING OFFICE

STORAGE

SPIRE | DESIGN GROUP
248.921.0794 MARK@SPIREDG.COM

Schostak BROTHERS & COMPANY

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---	---
---	---
---	---
---	---
SPA SUBMITTAL	4.22.22
REVISION/ISSUE	DATE

Wonderland Village
11320 Middlebelt Rd.
Livonia, MI 48150

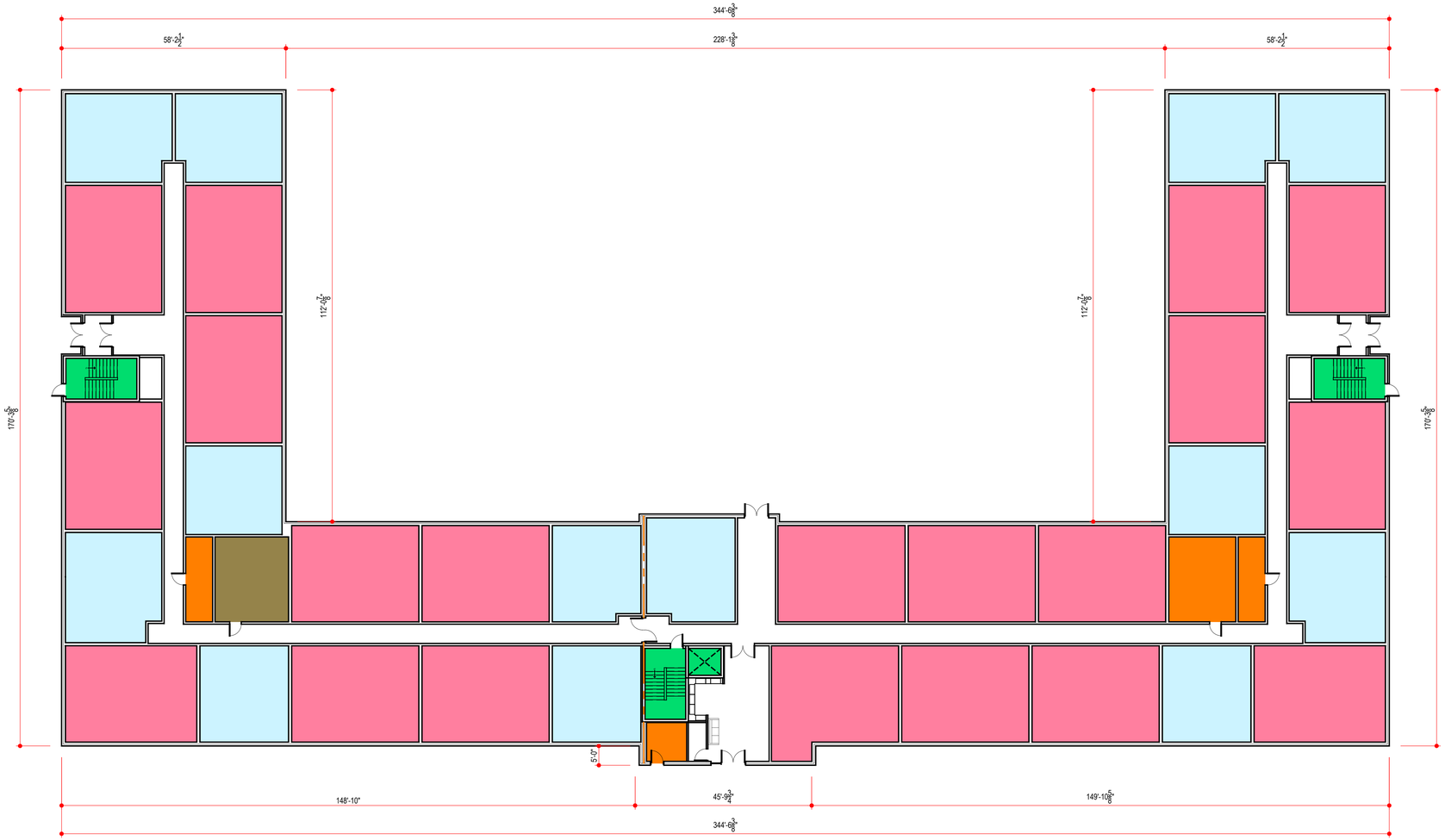
Building A First Floor

A101-A

020014

UNIT MATRIX

	1ST FLOOR	2ND FLOOR	3RD FLOOR	TOTAL
ONE BED	13	13	13	39
TWO BED	20	21	21	61
TOTAL	33	34	34	101



1 Building B First Floor
SCALE: 1/16" = 1'

NORTH

VERTICAL CIRCULATION
ONE BED UNIT
MECHANICAL
TWO BED UNIT
STORAGE

SPIRE | DESIGN GROUP
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Schostak BROTHERS & COMPANY

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SPA SUBMITTAL	4.22.22
REVISION/ISSUE	DATE

Wonderland Village
11320 Middlebelt Rd.
Livonia, MI 48150

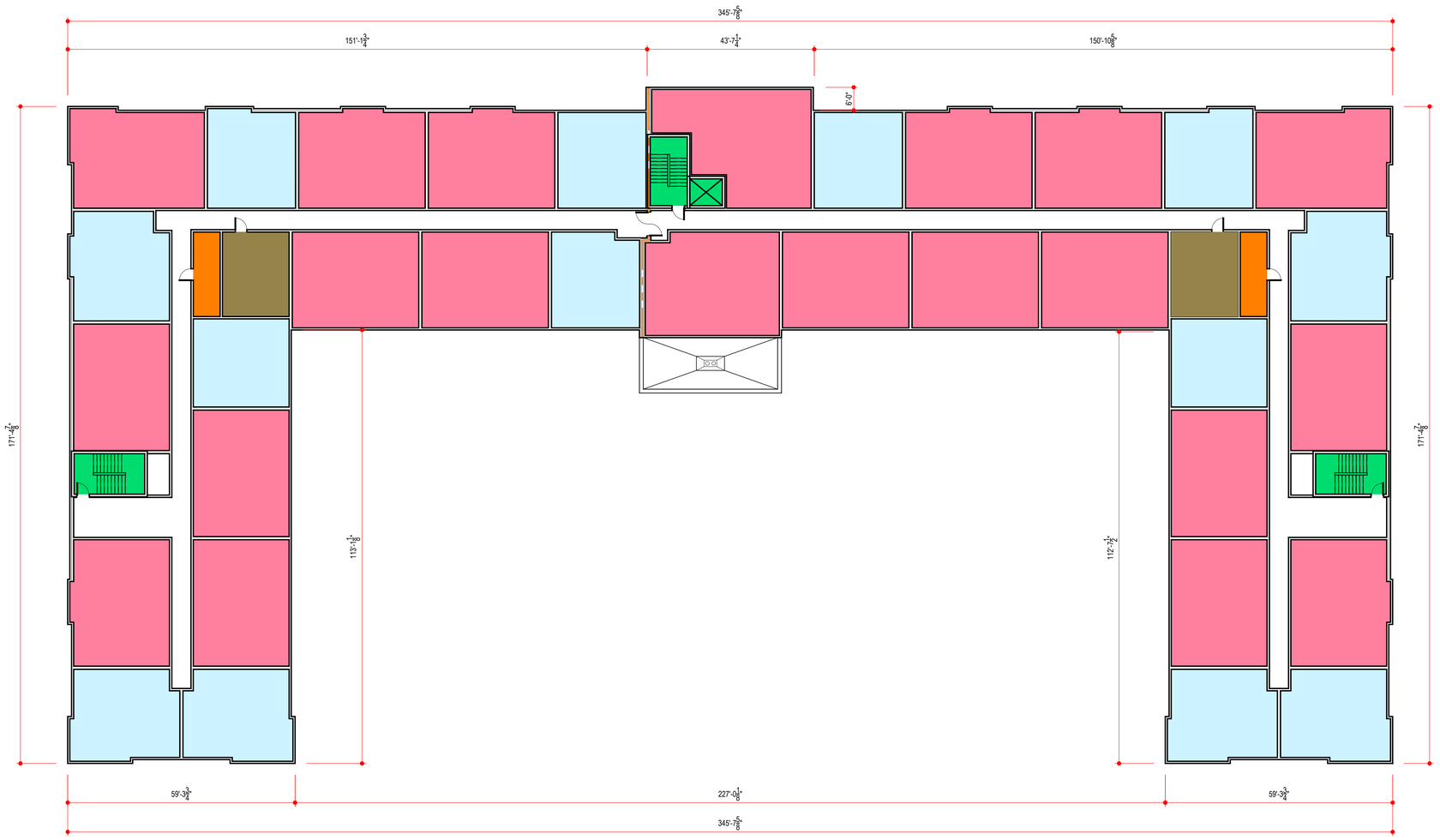
Building B First Floor

A101-B

020014

UNIT MATRIX

	1ST FLOOR	2ND FLOOR	3RD FLOOR	TOTAL
ONE BED	13	13	13	39
TWO BED	19	21	21	61
TOTAL	32	34	34	100



1 Building A Second Floor
SCALE: 1/16" = 1'

NORTH

VERTICAL CIRCULATION
ONE BED UNIT
MECHANICAL
TWO BED UNIT
STORAGE

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SPA SUBMITTAL	4.22.22

Wonderland Village
11320 Middlebelt Rd.
Livonia, MI 48150

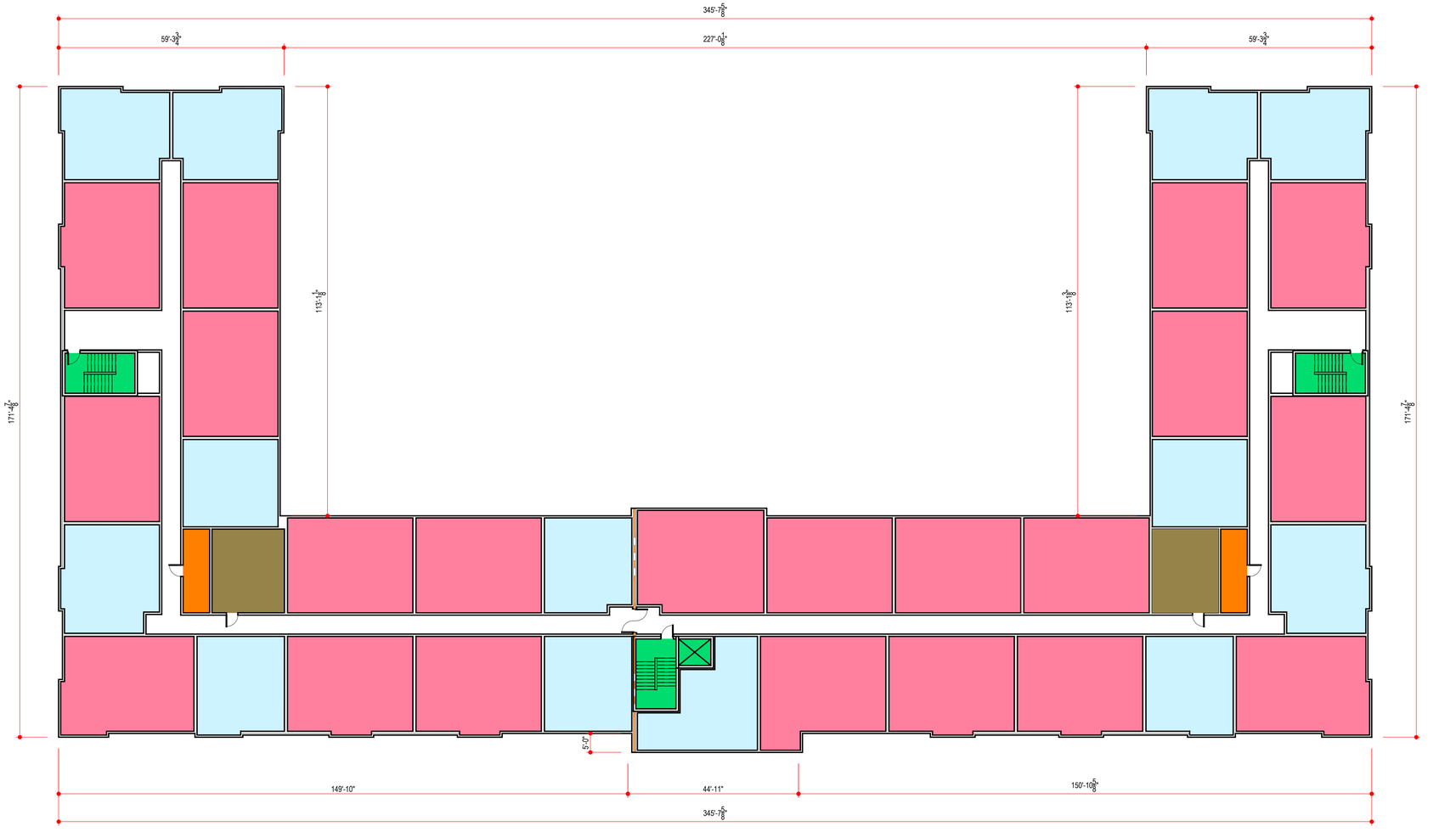
Building A Second Floor

A102-A

020014

UNIT MATRIX

	1ST FLOOR	2ND FLOOR	3RD FLOOR	TOTAL
ONE BED	13	13	13	39
TWO BED	20	21	21	61
TOTAL	33	34	34	101



1 Building B Second Floor
SCALE: 1/16" = 1'

NORTH

VERTICAL CIRCULATION
ONE BED UNIT
MECHANICAL
TWO BED UNIT
STORAGE

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Wonderland Village
11320 Middlebelt Rd.
Livonia, MI 48150

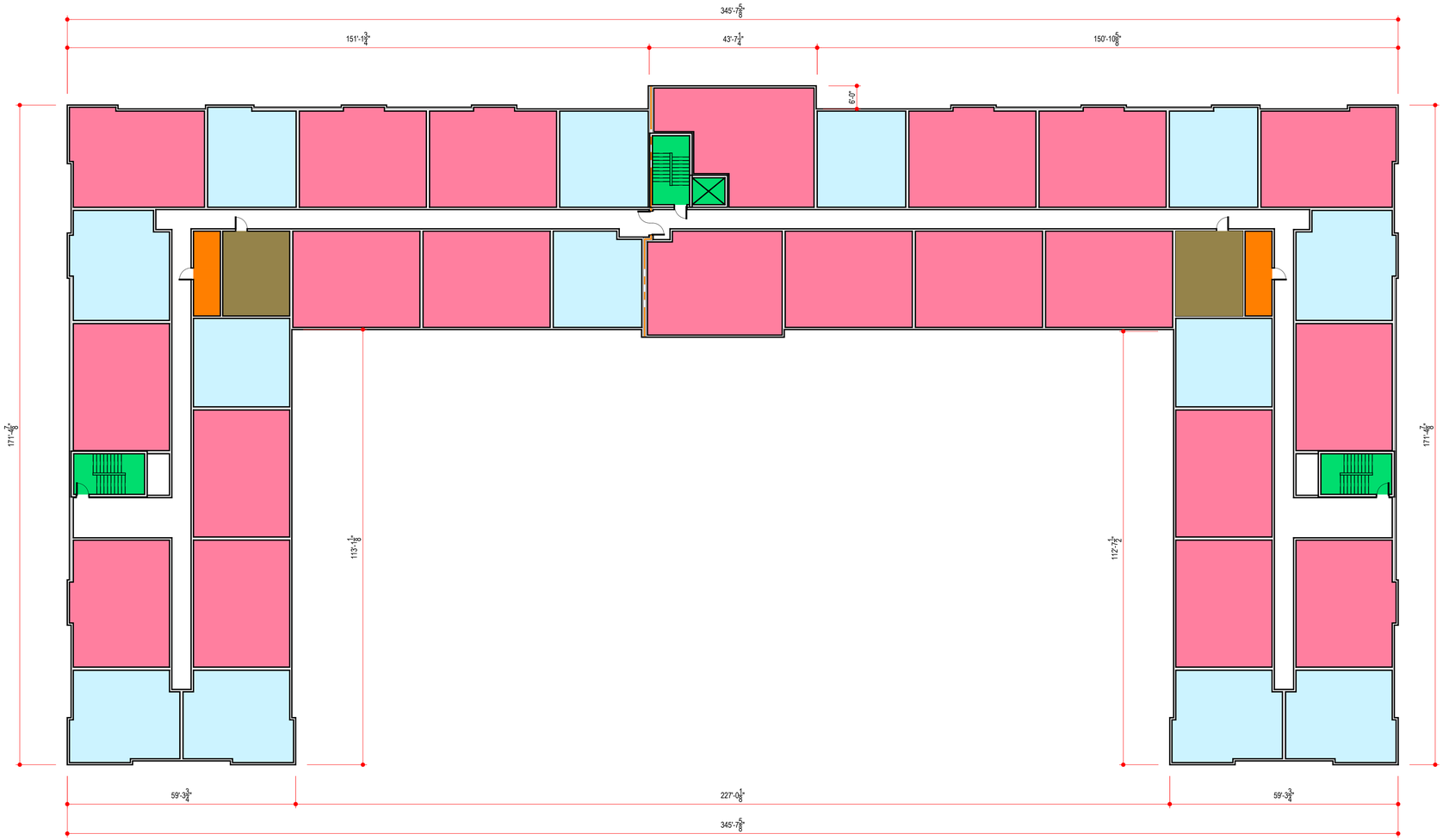
Building B Second Floor

A102-B

020014

UNIT MATRIX

	1ST FLOOR	2ND FLOOR	3RD FLOOR	TOTAL
ONE BED	13	13	13	39
TWO BED	19	21	21	61
TOTAL	32	34	34	100



1 Building A Third Floor

SCALE: 1/16" = 1'

NORTH

- VERTICAL CIRCULATION
- ONE BED UNIT
- MECHANICAL
- TWO BED UNIT
- STORAGE

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Wonderland Village
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Livonia, MI 48150

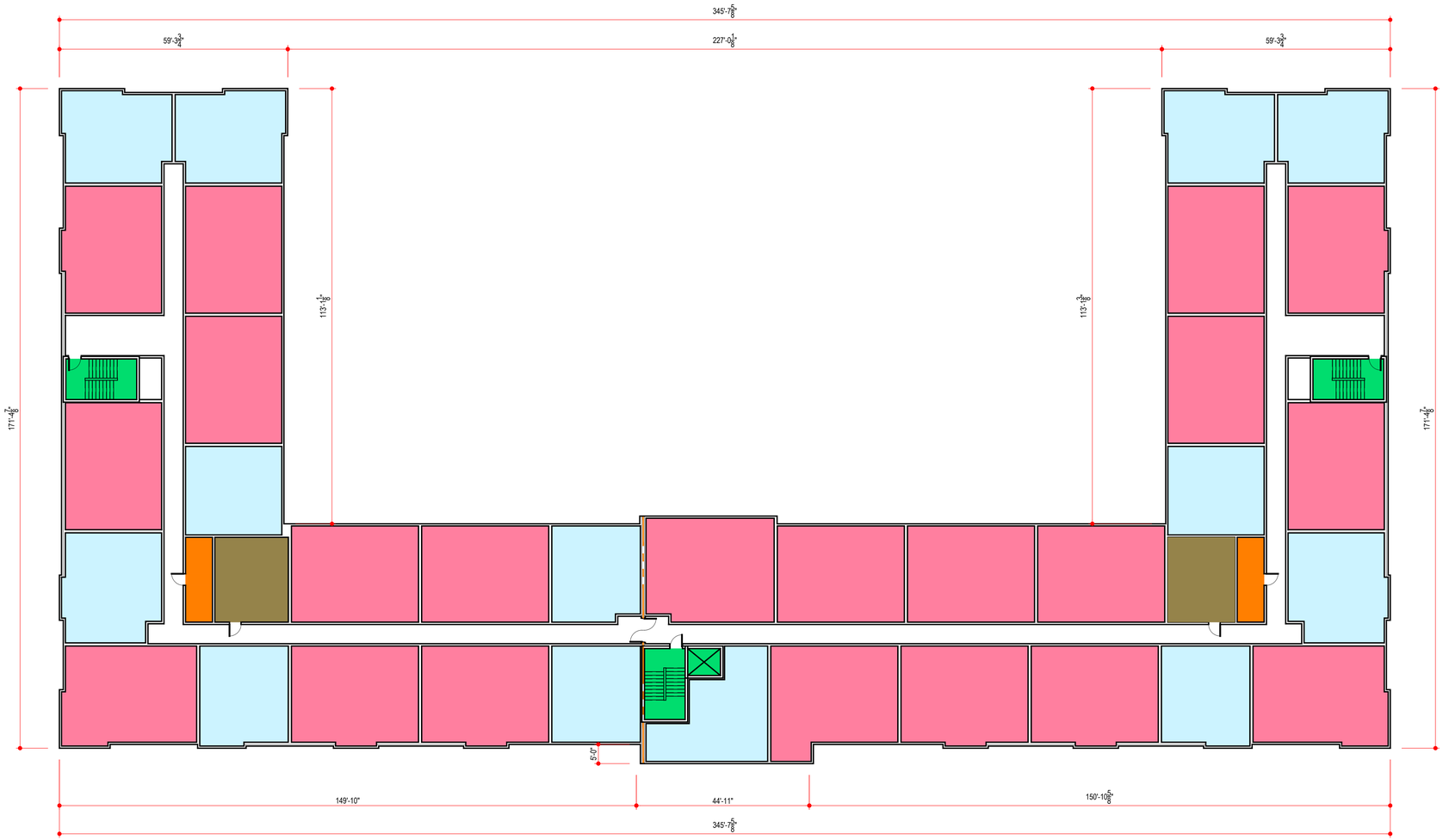
Building A Third Floor

A103-A

020014

UNIT MATRIX

	1ST FLOOR	2ND FLOOR	3RD FLOOR	TOTAL
ONE BED	13	13	13	39
TWO BED	20	21	21	61
TOTAL	33	34	34	101



1 Building B Third Floor

SCALE: 1/16" = 1'

NORTH

VERTICAL CIRCULATION

ONE BED UNIT

MECHANICAL

TWO BED UNIT

STORAGE

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Wonderland Village
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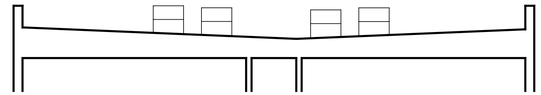
Building B Third Floor

A103-B

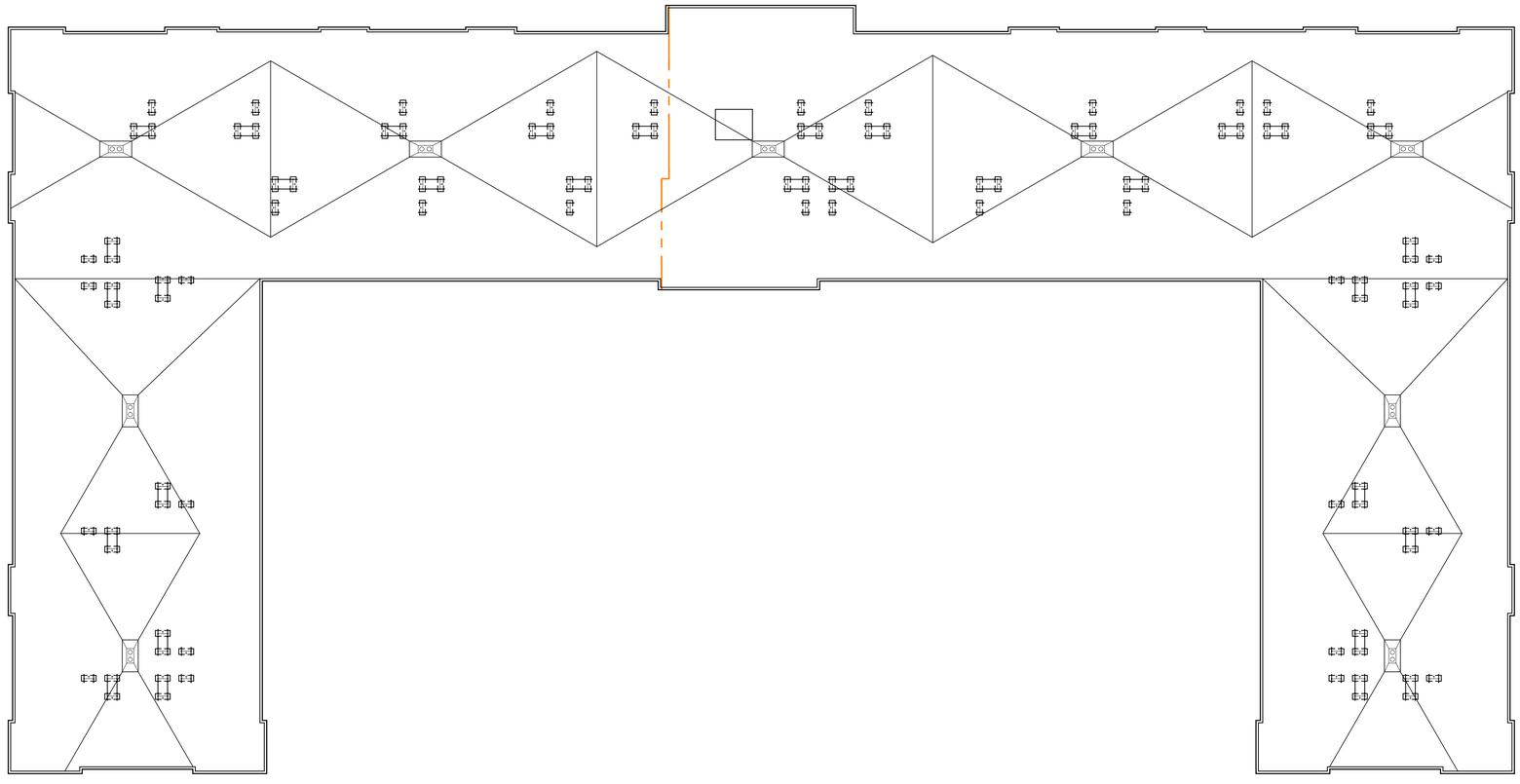
020014



NOTE: TOP OF MECHANICAL UNITS BELOW PARAPET

2 Mechanical Screen

SCALE: 1/8" = 1'



1 Building A Roof Plan

SCALE: 1/16" = 1'

NORTH

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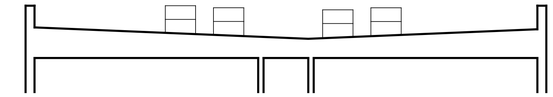
Building A Roof Plan

A104-A

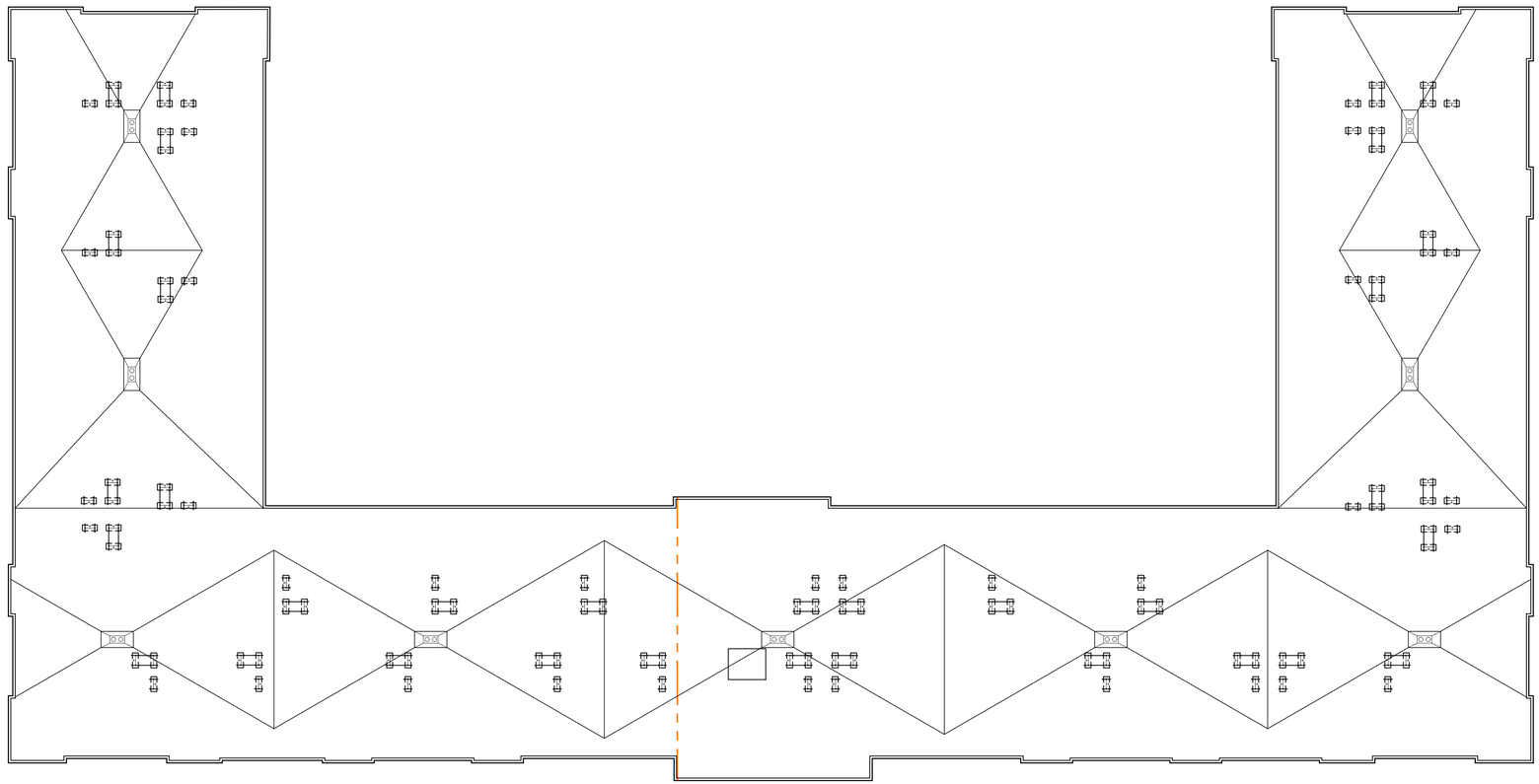
020014



NOTE: TOP OF MECHANICAL UNITS BELOW PARAPET

2 Mechanical Screen

SCALE: 1/8" = 1'



1 Building B Roof Plan

SCALE: 1/16" = 1'

NORTH

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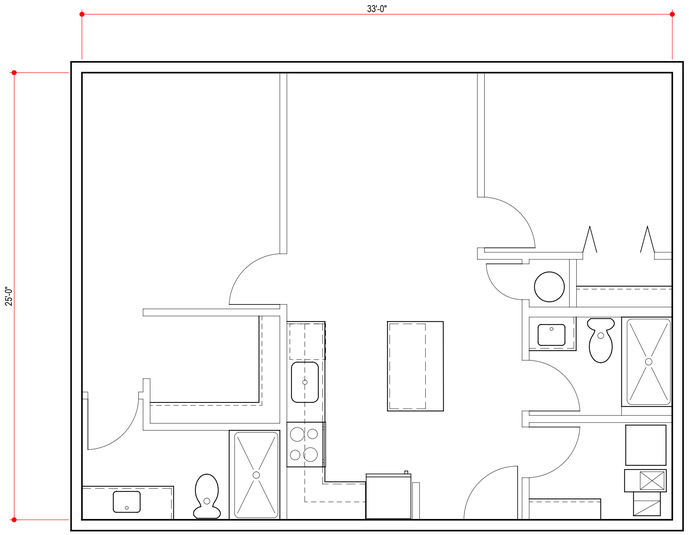
Building B Roof Plan

A104-B

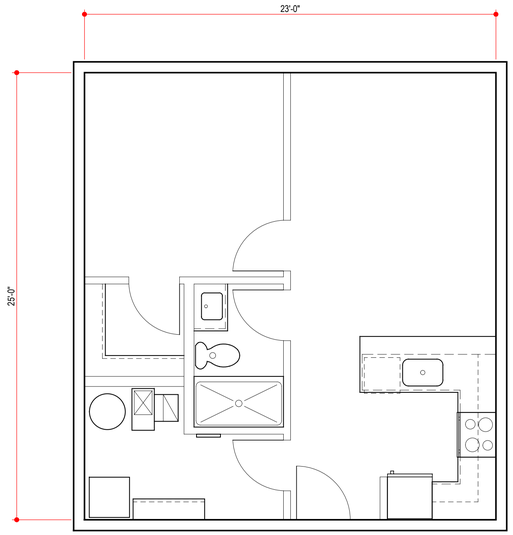
020014



AREA: 825 SQ FT

2 Typical Two Bed

SCALE: 1/4" = 1'



AREA: 575 SQ FT

1 Typical One Bed

SCALE: 1/4" = 1'

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Typical Units

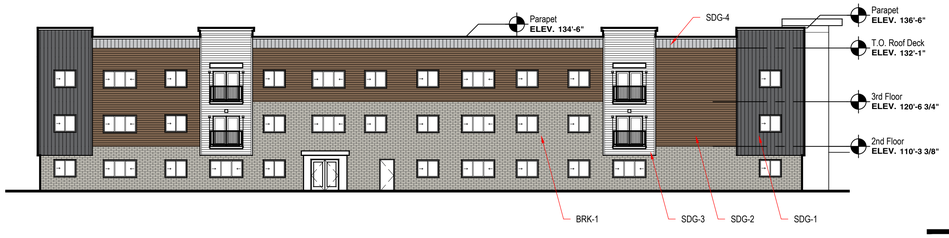
A105

020014



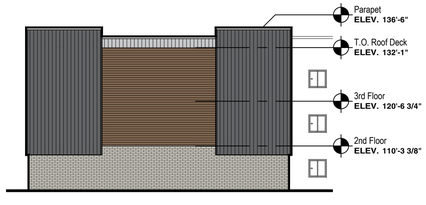
11 Building A East Courtyard Elevation

SCALE: 1/16" = 1'

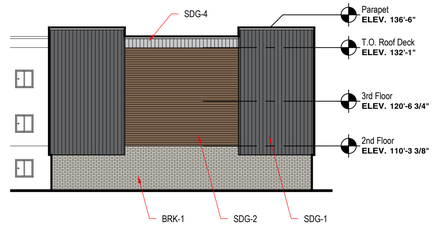


10 Building A East Elevation

SCALE: 1/16" = 1'







9 Building A South Elevation West Wing

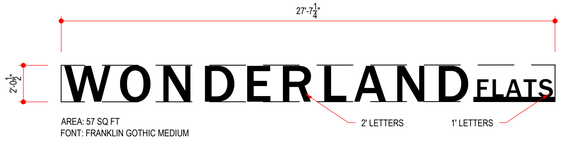
SCALE: 1/16" = 1'

8 Building A South Courtyard Elevation

SCALE: 1/16" = 1'

7 Building A South Elevation East Wing

SCALE: 1/16" = 1'



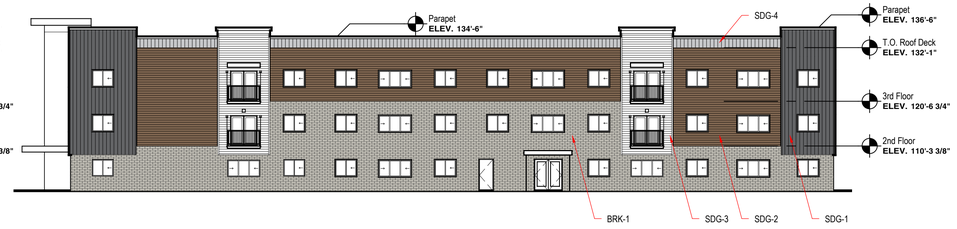
6 Building Sign

SCALE: 1/4" = 1'



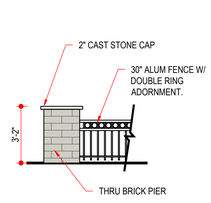
5 Building A West Courtyard Elevation

SCALE: 1/16" = 1'



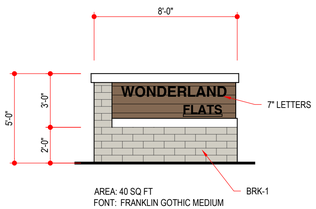
4 Building A West Elevation

SCALE: 1/16" = 1'



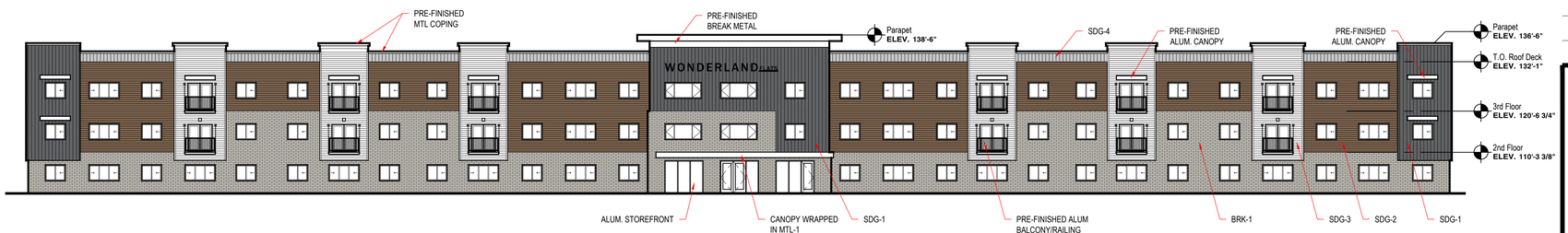
3 Decorative Fence Detail

SCALE: 1/4" = 1'



2 Monument Sign

SCALE: 1/4" = 1'



1 Building A North Elevation

SCALE: 1/16" = 1'

BRK-1 BRICK VENEER MFR: TBD SIZE: UTILITY	SDG-1 VINYL BOARD AND BATTEN MFR: CERTAINTEED SIZE: 7" COLOR: SLATE	SDG-2 VINYL SIDING MFR: CERTAINTEED SIZE: DOUBLE 4" COLOR: RUSTIC BLEND	SDG-3 VINYL SIDING MFR: CERTAINTEED SIZE: DOUBLE 4" COLOR: COLONIAL WHITE	SDG-4 VINYL BOARD AND BATTEN MFR: CERTAINTEED SIZE: 7" COLOR: STERLING GRAY

*MANUFACTURER AND COLORS MAY BE ADJUSTED AT TIME OF CONSTRUCTION BASED ON PRODUCT AVAILABILITY

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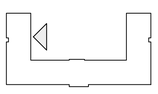
Livonia, MI 48150

Building A Elevations

A201-A

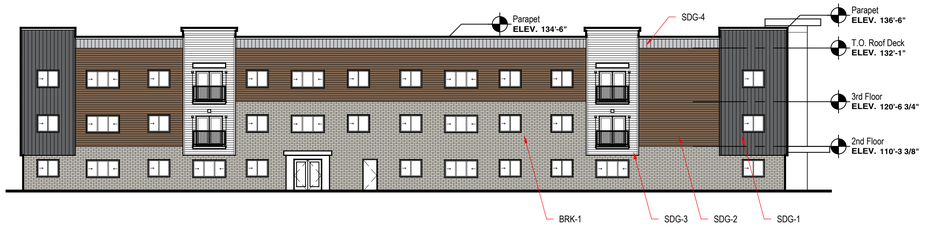
020014

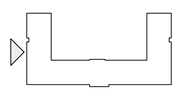




8 Building B West Courtyard Elevation

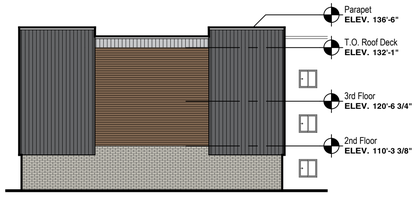
SCALE: 1/16" = 1'



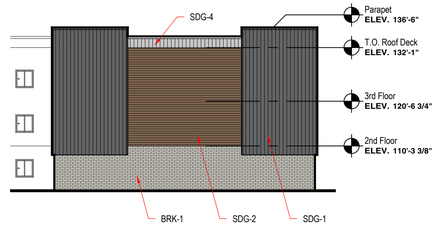


7 Building B West Elevation

SCALE: 1/16" = 1'

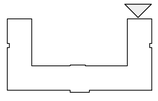


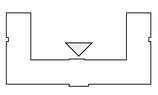




6 Building B North Elevation East Wing

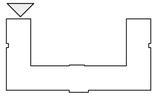
SCALE: 1/16" = 1'





5 Building B North Courtyard Elevation

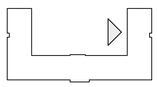
SCALE: 1/16" = 1'



4 Building B North Elevation West Wing

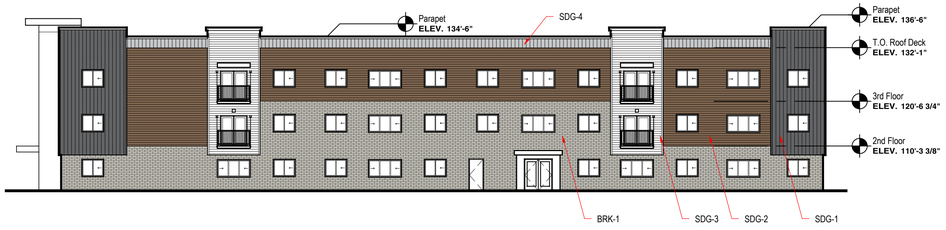
SCALE: 1/16" = 1'





3 Building B East Courtyard Elevation

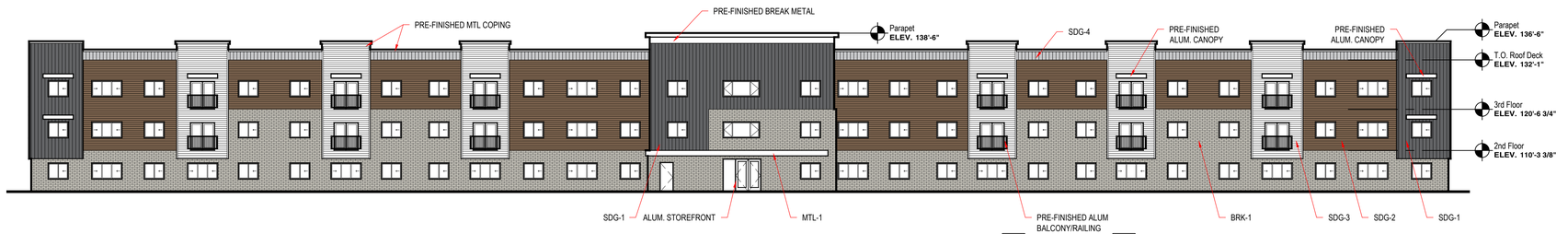
SCALE: 1/16" = 1'

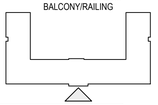




2 Building B East Elevation

SCALE: 1/16" = 1'





1 Building B South Elevation

SCALE: 1/16" = 1'

BRK-1
BRICK VENEER
MFR: TBD
SIZE: UTILITY

SDG-1
VINYL BOARD AND BATTEN
MFR: CERTAINTEED
SIZE: 7"
COLOR: SLATE

SDG-2
VINYL SIDING
MFR: CERTAINTEED
SIZE: DOUBLE 4"
COLOR: RUSTIC BLEND

SDG-3
VINYL SIDING
MFR: CERTAINTEED
SIZE: DOUBLE 4"
COLOR: COLONIAL WHITE

SDG-4
VINYL BOARD AND BATTEN
MFR: CERTAINTEED
SIZE: 7"
COLOR: STERLING GRAY

*MANUFACTURER AND COLORS MAY BE ADJUSTED AT TIME OF CONSTRUCTION BASED ON PRODUCT AVAILABILITY

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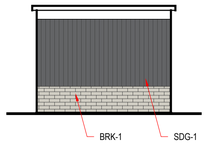
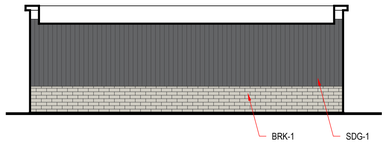
Building B Elevations

A201-B

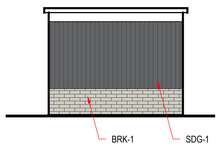
020014



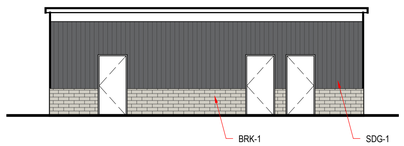
10 Pool House South Elevation
SCALE: 1/8" = 1'



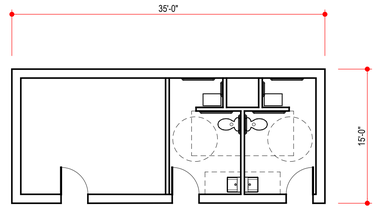
9 Pool House West Elevation
SCALE: 1/8" = 1'



8 Pool House North Elevation
SCALE: 1/8" = 1'

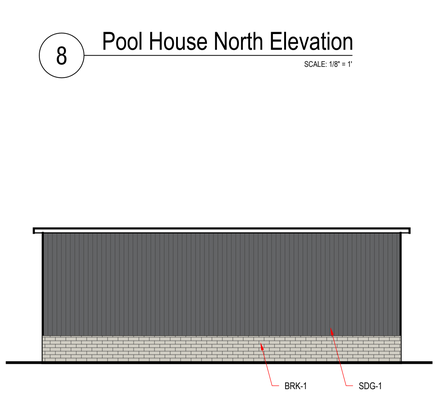


7 Pool House East Elevation
SCALE: 1/8" = 1'

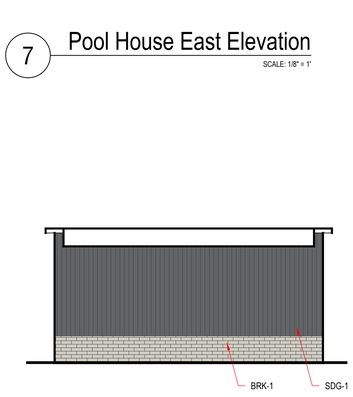


6 Pool House Floor Plan
SCALE: 1/8" = 1'

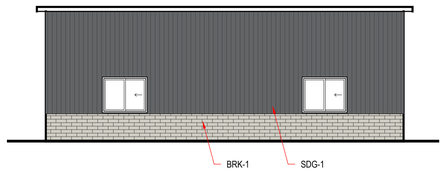
NORTH



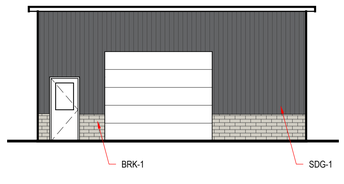
5 Maintenance Garage West Elevation
SCALE: 1/8" = 1'



4 Maintenance Garage South Elevation
SCALE: 1/8" = 1'



3 Maintenance Garage East Elevation
SCALE: 1/8" = 1'



2 Maintenance Garage North Elevation
SCALE: 1/8" = 1'

1 Maintenance Garage Floor Plan
SCALE: 1/8" = 1'

NORTH

BRK-1 BRICK VENEER MFR: TBD SIZE: UTILITY	SDG-1 VINYL BOARD AND BATTEN MFR: CERTAINTEED SIZE: 7" COLOR: SLATE

*MANUFACTURER AND COLORS MAY BE ADJUSTED AT TIME OF CONSTRUCTION BASED ON PRODUCT AVAILABILITY

SPIRE DESIGN GROUP
248.921.0794 MARK@SPIREDG.COM

Schostak BROTHERS & COMPANY

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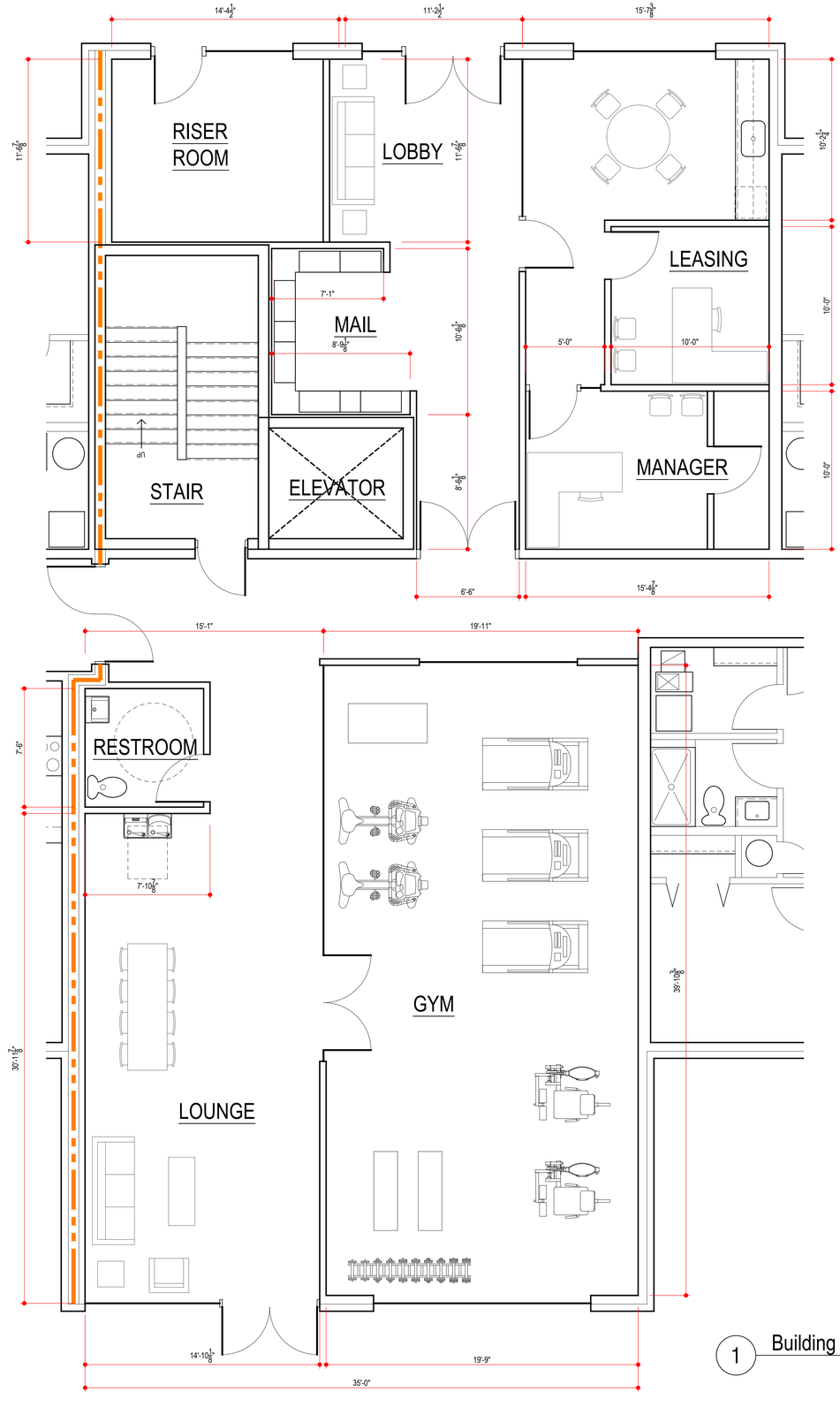
---	---
SPA SUBMITTAL	4.22.22
REVISION/ISSUE	DATE

Wonderland Village
11320 Middlebelt Rd.
Livonia, MI 48150

Accessory Buildings

A111

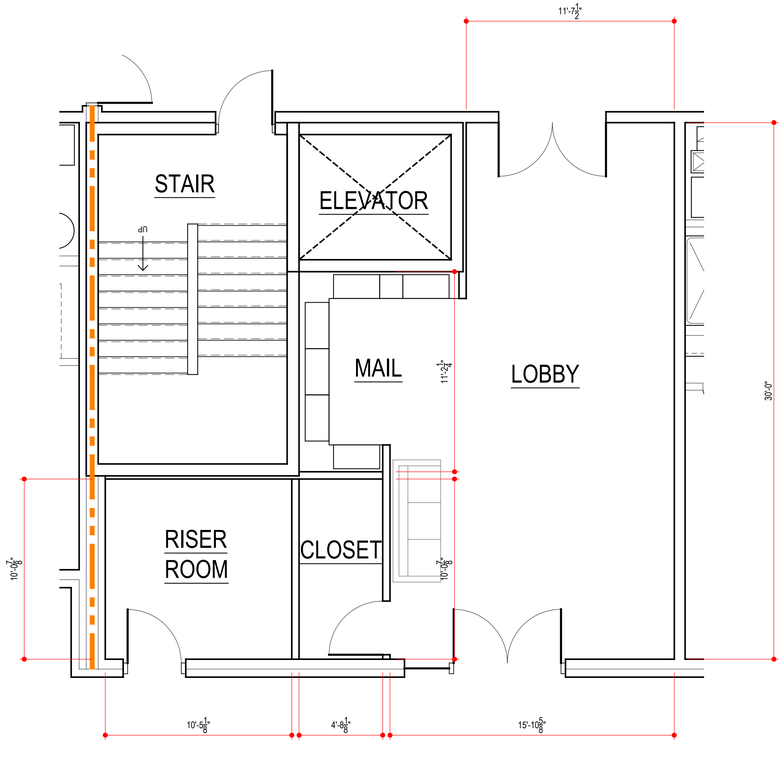
020014



1 Building A Lobby

SCALE: 1/4" = 1'

NORTH



2 Building B Lobby

SCALE: 1/4" = 1'

NORTH

SPIRE | DESIGN GROUP
248.921.0794 MARK@SPIREDG.COM

Schostak BROTHERS & COMPANY

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SPA SUBMITTAL	4.22.22
REVISION/ISSUE	DATE

Wonderland Village
11320 Middlebelt Rd.
Livonia, MI 48150

Lobby Detail

A401

020014

EXHIBIT 8



WONDERLAND FLATS

LIVONIA, MI

APRIL 22, 2022

OWNER: MIDDLEBELT PLYMOUTH VENTURE LLC

DEVELOPER:

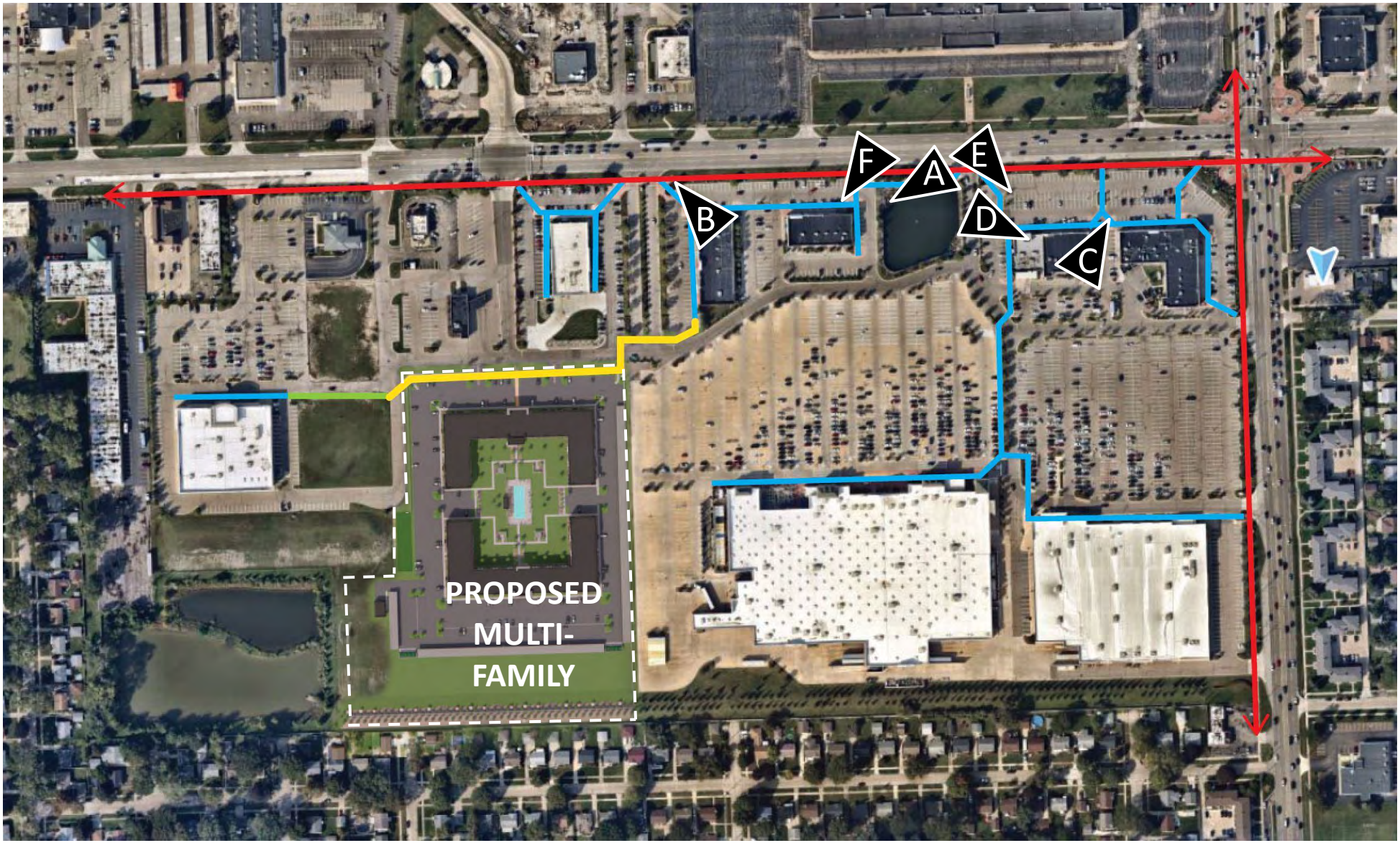
Schostak BROTHERS & COMPANY

ARCHITECT:

SDG
SPIRE DESIGN GROUP

CIVIL ENGINEER &
LANDSCAPE ARCHITECT:

STONEFIELD
engineering & design

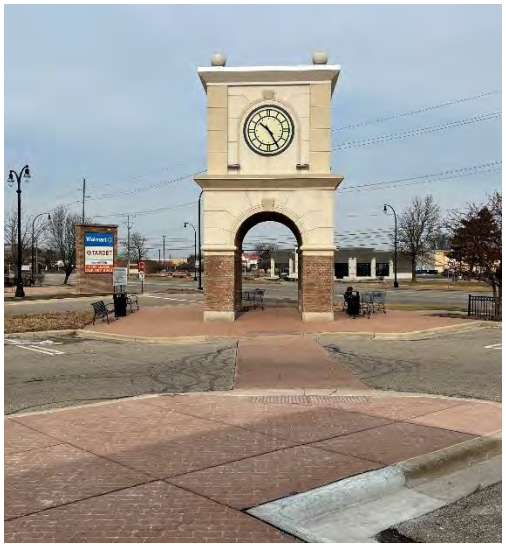


EXISTING ROAD PEDESTRIAN PATH
EXISTING DEVELOPMENT PEDESTRIAN PATH
PROPOSED PEDESTRIAN PATH
FUTURE PEDESTRIAN PATH

MIXED USE PEDESTRIAN CIRCULATION



A



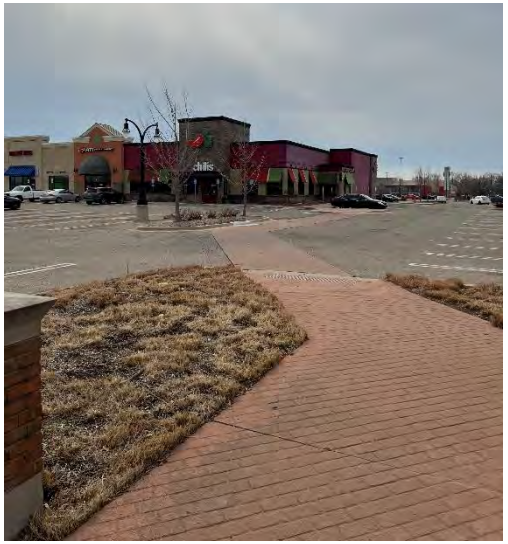
B



C



D

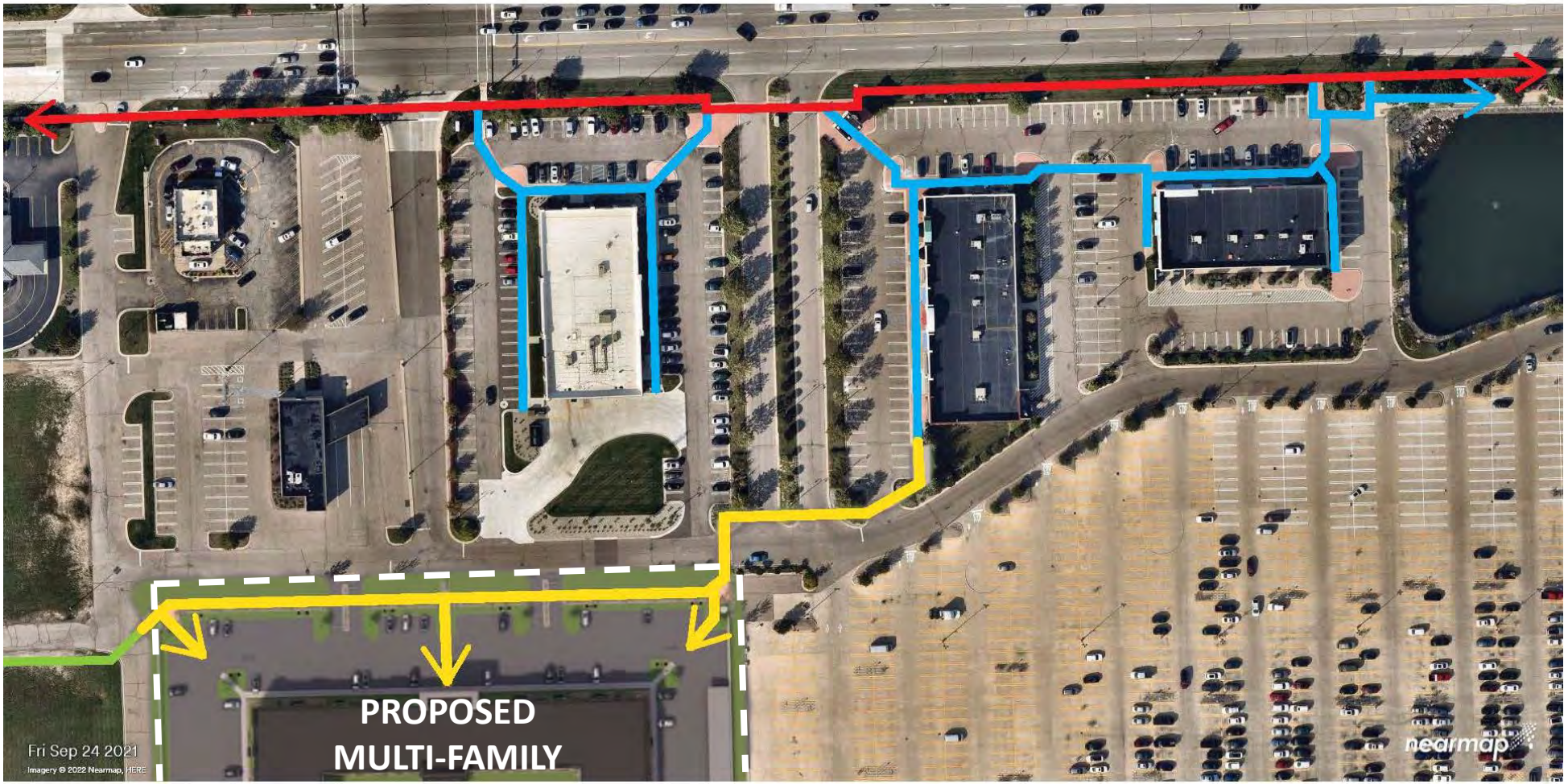


E



F

EXISTING MIXED USE PATH CONNECTIVITY AND SITTING AREAS



EXISTING ROAD PEDESTRIAN PATH
EXISTING DEVELOPMENT PEDESTRIAN PATH
PROPOSED PEDESTRIAN PATH
FUTURE PEDESTRIAN PATH

PROPOSED MULTI-FAMILY PEDESTRIAN CONNECTIVITY TO RETAIL MIXED USE



PROPOSED VEHICULAR SECURITY GATE



PERSPECTIVE OF MIXED USE PROPOSED PEDESTRIAN CONNECTION



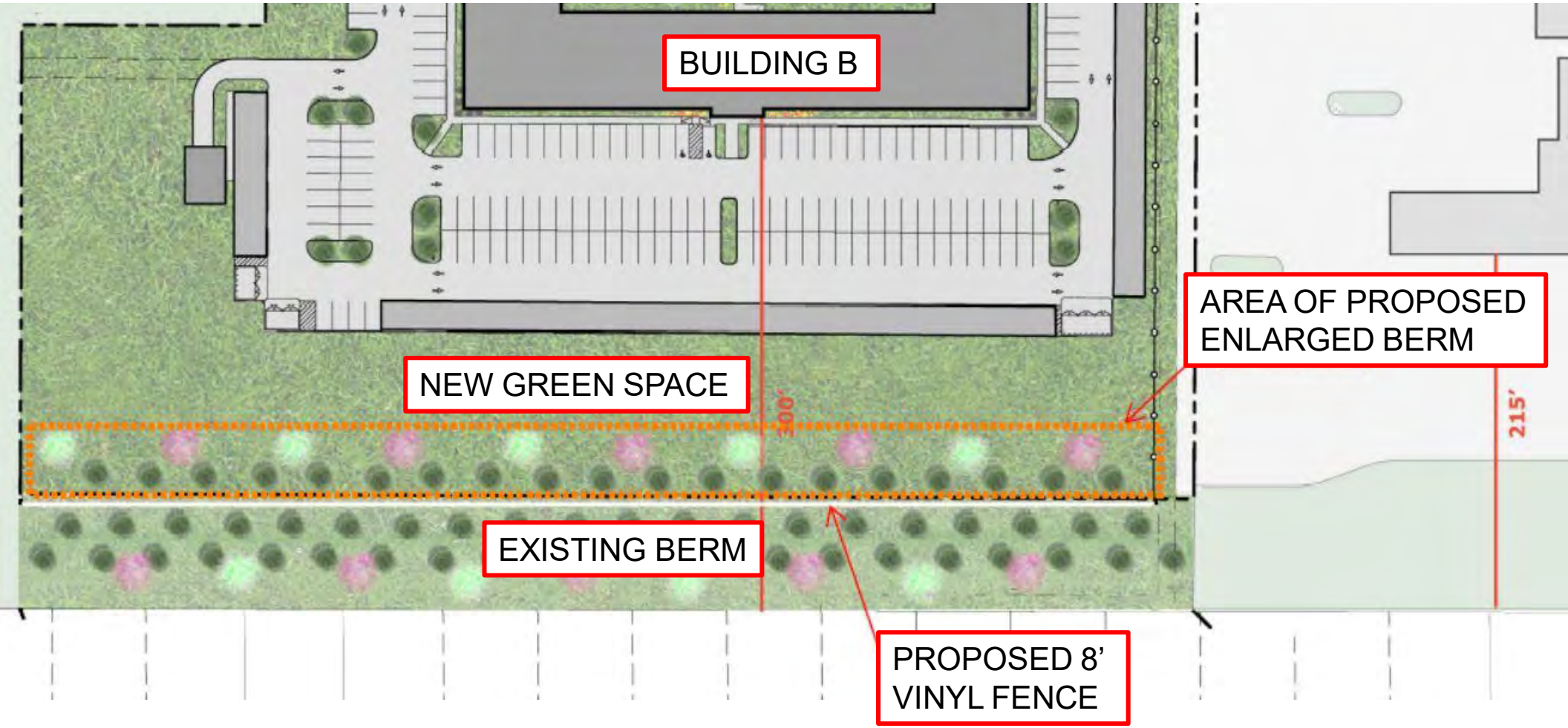
PERSPECTIVE OF MIXED USE PROPOSED PEDESTRIAN CONNECTION



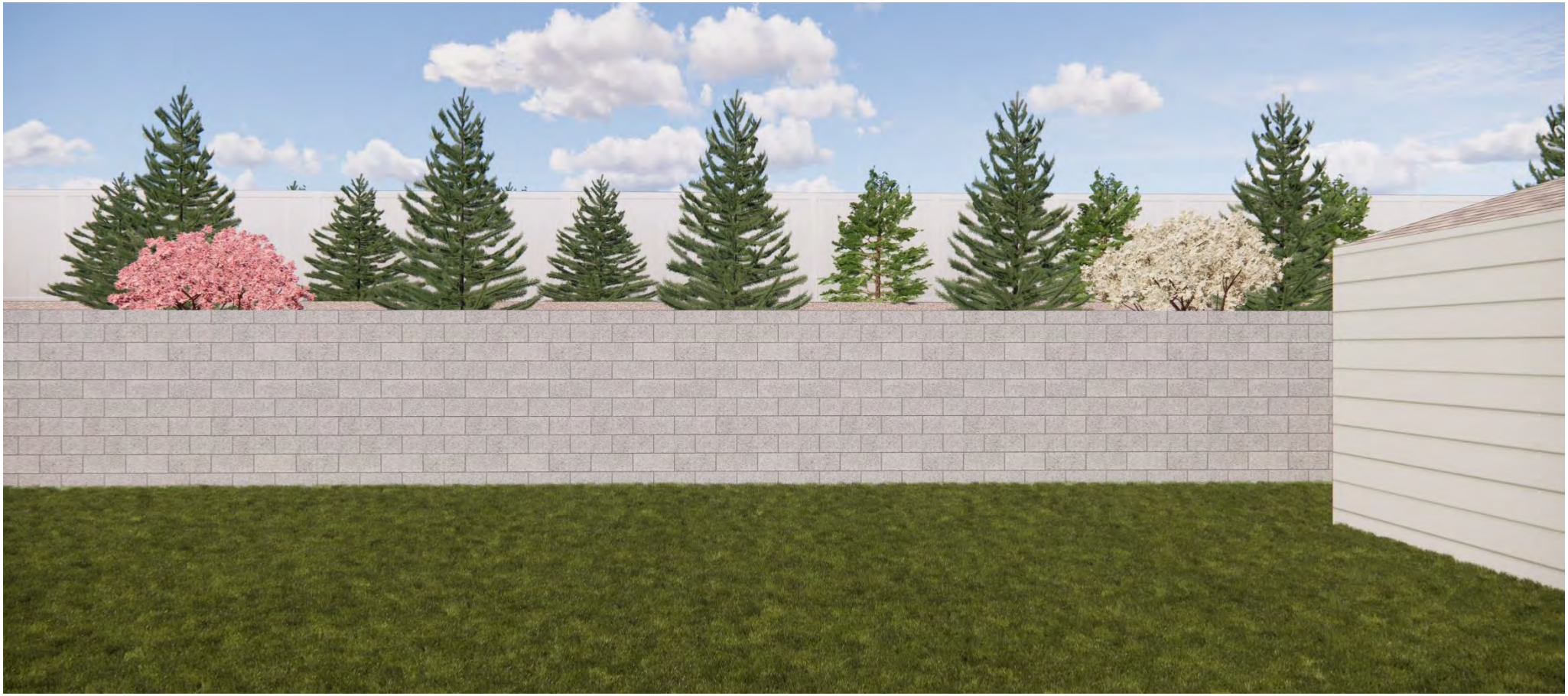
PERSPECTIVE OF MIXED USE PROPOSED PEDESTRIAN CONNECTION



PERSPECTIVE OF MIXED USE PROPOSED PEDESTRIAN CONNECTION



REAR BERM ENHANCEMENT





VIEW FROM BACKYARD OF SINGLE-FAMILY HOUSES



VIEW FROM THIRD FLOOR OF APARTMENTS



PERSPECTIVE VIEW OF BUILDING A – FROM PLYMOUTH RD



PERSPECTIVE VIEW OF BUILDING A – FROM PLYMOUTH RD



PERSPECTIVE VIEW OF BUILDING B – FROM SINGLE FAMILY



AERIAL VIEW



COURTYARD AERIAL VIEW



COURTYARD NIGHT VIEW



COURTYARD POOL PERSPECTIVE



COURTYARD PERSPECTIVE



PACKAGE PICK UP SITE AMENITY

EXHIBIT 9

fishbeck
Engineers | Architects | Scientists | Constructors

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Grand Rapids, Michigan 49546

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Wonderland Residential Development

Traffic Impact Study - DRAFT

Prepared For:
Schostak Brothers & Company Inc.
Livonia, MI

May 27, 2022
Project No. 220740

Review Draft

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Appendix 3 – Background LOS Output Reports
Appendix 4 – Trip Generation Calculations
Appendix 5 – Future LOS Output Reports

List of Abbreviations/Acronyms

AADT	Average Annual Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
AWSC	All-Way Stop Control
City	City of Livonia
DU	Dwelling Units
EB	Eastbound
ETCDG	(MDOT) Electronic Traffic Control Device Guidelines
HCM	Highway Capacity Manual
ITE	Institute of Transportation Engineers
LCT	Livonia Community Transit
MDOT	Michigan Department of Transportation
MMUTCD	Michigan Manual on Uniform Traffic Control Devices
MPH	Miles per Hour
NB	Northbound
NEMA	National Electrical Manufacturing Association
LOS	Level of Service
LUC	Land Use Code
SB	Southbound
SEMCOG	Southeast Michigan Council of Governments
SF	Square Foot
TDMS	Transportation Data Management System
TIS	Traffic Impact Study
TMC	Turning Movement Count
TWLTL	Two-Way Left Turn Lane
WB	Westbound
WCDPS	Wayne County Department of Public Services
SMART	Suburban Mobility Authority for Regional Transportation
DDOT	Detroit Department of Transportation

References

The Highway Capacity Manual, 6th Edition. (2016). Washington, DC: Transportation Research Board (TRB).
The Highway Capacity Manual: 2000. (2000). Washington, DC: Transportation Reserach Board (TRB).
Trip Generation Handbook, 3rd Edition. (2017). Washington DC: Institute of Transportation Engineers (ITE).
Trip Generation Manual, 11th Edition. (2021). Washington DC: Institute of Transportation Engineers (ITE).

Executive Summary

Fishbeck has completed a TIS related to a proposed residential development located along the south side of Plymouth Road, west of Middlebelt Road in the City of Livonia (City), Wayne County, Michigan. The existing site is south of Bank of America and BioLife Plasma Services and is currently vacant. The development will be completed and assumed to be open and fully operational in 2024.

The site will share access within the existing commercial development. The primary access point is on Plymouth Road at Tech Center Drive.

Vehicular, pedestrian, and cyclist TMCs were collected at the study intersection on Thursday, April 28, 2022 during the weekday a.m. (7 a.m. to 9 a.m.) and p.m. (4 p.m. to 6 p.m.) peak periods of the roadway network. There is one known project in the site vicinity that would add additional traffic volumes or alter traffic patterns within the study network. The following developments were included:

- Livonia Shoppes/Chick-fil-A

Site-generated traffic was forecast using the information and methodologies specified in the latest version of Trip Generation (Trip Generation Manual, 11th Edition, 2021),. The existing traffic volumes, site layout, and engineering judgement were used to develop a trip distribution model for the a.m. and p.m. peak hours for the new traffic that will be generated by the proposed development. Additionally, directions of origin, surrounding residential densities, and commuting patterns were considered.

Capacity analyses were conducted for existing, background, and total future conditions based on HCM 6th Edition (The Highway Capacity Manual, 6th Edition, 2016) methodologies using Synchro traffic analysis software. Synchro network models were also simulated using SimTraffic to evaluate network operations including intersection queueing.

Based on the findings of the HCM operational analyses and site traffic generation, there are no recommended existing, background, and future improvements to the study intersections to mitigate traffic impacts.

The opinions, findings, and conclusions expressed in this TIS are those of Fishbeck and not necessarily those of the Owner/Applicant, MDOT, WCDPS, or the City of Livonia.

Prepared By:
Jeffery Morden, PE, PTOE
Fishbeck

Fishbeck Project Manager
Brandon Hayes, PE, P. Eng, PTOE
Fishbeck

1.0 Introduction

1.1 Project Overview

On behalf of Schostak Brothers & Company Inc., Fishbeck has conducted a TIS related to a proposed residential development located along the south side of Plymouth Road, west of Middlebelt Road in the City of Livonia (City), Wayne County, Michigan. The existing site is south of Bank of America and BioLife Plasma Services and is currently vacant. The development will be completed and assumed to be open and fully operational in 2024.

The site will have shared access within the commercial development. The primary access point is on Plymouth Road at Tech Center Drive.

The project location and study intersections are indicated in Figure 1.

Figure 1 – Project Location and Study Network



1.2 Study Methodology

The objectives of this TIS were to determine what impacts, if any, the proposed project will have on adjacent roadway traffic operations, and to develop recommendations for any improvements necessary to mitigate the project impacts on the studied intersections. Study analyses were completed relative to typical weekday a.m. and p.m. peak periods.

This study was conducted according to the methodologies and guidance published by ITE, AASHTO, MDOT, WCDPS, and the City of Livonia.

1.3 Intersection Characteristics

Based on the type and size of the proposed development and the likely area of influence for the site trips, traffic operations were analyzed for the following intersections:

1. Plymouth Road & Middlebelt Road (signalized)
2. Plymouth Road & Tech Center Drive/Commercial Driveway (signalized; shared site access point)
3. Middlebelt Road & Commercial Driveway (signalized; shared site access point)

The existing intersection lane configurations, traffic controls, and posted speed limits are indicated in Figure 2.

Figure 2 – Existing Lane Configurations

1.4 Roadway Characteristics

The characteristics of the study area roadways and signalized intersections are described in Table 1 and Table 2 below. These data points were referenced from the SEMCOG Traffic Volumes and Road Jurisdiction online maps.

Table 1 – Roadway Characteristics

Roadway	Jurisdiction	Speed Limit (MPH)	Number of Lanes	Roadway Classification	Direction	AADT (vpd)
Plymouth Road	MDOT	40	5	Other Principal Arterial	2-way	21,300, west of Middlebelt Road
					2-way	19,400, east of Middlebelt Road
Middlebelt Road	WCDPS	40	6, north of Plymouth Road	Other Principal Arterial	2-way	18,800, north of Plymouth Road
			5, south of Plymouth Road		2-way	21,400, south of Plymouth Road

Table 2 – Signal Characteristics

Intersection	Jurisdiction	Left Turn Phasing			
		NB	SB	EB	WB
Plymouth Road & Middlebelt Road	MDOT	Permitted & Protected	Permitted & Protected	Permitted & Protected	Permitted & Protected
Plymouth Road & Tech Center Drive/Commercial Driveway	MDOT	Permitted	Permitted	Permitted	Permitted
Middlebelt Road & Commercial Driveway	WCDPS	Permitted	Permitted	Permitted	Permitted

1.5 Existing Traffic Volumes

Vehicular, pedestrian, and cyclist TMCs were collected at the following study intersection during the weekday a.m. (7 to 9 a.m.) and p.m. (4 to 6 p.m.) peak periods of the road network on Thursday, April 28, 2022:

- Plymouth Road and Middlebelt Road
- Plymouth Road & Tech Center Drive/Commercial Driveway
- Middlebelt Road & Commercial Driveway

Due to the impact of COVID-19, current traffic volume data may not be representative of typical operations. Historical traffic data from the MDOT TDMS website were reviewed. Based on this review, there was no compelling evidence to apply an adjustment factor to the collected TMCs. Fishbeck also reviewed the traffic counts used in the Livonia Chick-fil-A study during the COVID adjustment analysis. The 2022 raw traffic counts were generally greater than the normalized 2021 traffic counts used in the Chick-fil-A study, indicating a full recovery of traffic volumes on the adjacent road network.

Traffic volume information can be found in Appendix 1, which include heavy vehicle and pedestrian crossing data. The existing traffic volumes used in this study are shown in Figure 3.

Figure 3 – Existing Traffic Volumes

1.6 Multimodal Characteristics

The primary transportation system user in the study area is vehicular traffic. Accordingly, this study focuses on the potential impacts to the vehicle transportation network. Conservatively in this respect, all users of the site are assumed to travel to/from the site by passenger vehicle; however, there are limited multimodal facilities in the vicinity of the project.

Livonia Community Transit (LCT) is the area transit agency with service for passengers coming into Livonia from Suburban Mobility Authority for Regional Transportation (SMART) and Detroit Department of Transportation (DODT) bus systems. Passengers are shuttled to and from SMART and DDOT to select Livonia bus stops. These are similar fixed route transit services. The proposed project in not expected to have any impact on the existing or planned transit or non-motorized facilities in the site vicinity.

There is currently sidewalk adjacent to the site. Sidewalk is located on both sides of Plymouth Road and Middlebelt Road.

At both intersections of Plymouth Road and Middlebelt Road and Plymouth Road and Tech Center Drive/Commercial Driveway, all legs of the intersection have pedestrian signals with pushbuttons crossing the east and west legs. There are sidewalk ramps on all quadrants of the intersection. There are no pedestrian signals at the intersection of Middlebelt Road and Commercial Driveway. There are sidewalk ramps crossing the west leg.

2.0 Existing Conditions Analysis

2.1 Traffic Operations Analysis Methodology

Synchro was used to perform HCM operational analyses during the a.m. and p.m. peak hours for all the intersections within this study. According to the most recent editions of the HCM (The Highway Capacity Manual, 6th Edition, 2016), LOS is a qualitative measure describing operational conditions of a traffic stream or intersection. LOS ranges from A to F, with LOS A representing desirable traffic operations characterized by low delay and LOS F representing extremely poor traffic operations characterized by excessive delays and long vehicle queues. LOS D is generally considered acceptable for most areas. Table 3 presents the HCM criteria for various LOS for unsignalized and signalized intersections.

Table 3 – LOS Criteria

LOS	Average Stopped Vehicle Delay (seconds)	
	Unsignalized	Signalized
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

2.3 Existing Conditions Traffic Analysis

Synchro models for the existing network were created based on the existing roadway configurations and traffic controls. Where applicable, data concerning the existing intersection and roadway lane configurations, geometry, and traffic control that were observed in the field were entered in the models. The traffic signal timing permit for the signalized intersections were provided by WCDPS for use in the models.

The resulting LOS and delay for the existing conditions are shown in Table 4.

Table 4 – LOS Analysis for Existing Conditions

Approach/Lane Group	LOS/Delay (s)	
	a.m. Peak Hour	p.m. Peak Hour
Plymouth Road & Middlebelt Road (Signalized)		
EB Plymouth Road	D 36.5	E 57.6
WB Plymouth Road	C 27.8	D 38.5
NB Middlebelt Road	D 51.0	D 51.1
SB Middlebelt Road	D 38.6	E 58.1
Overall	D 41.5	D 52.5
Plymouth Road & Tech Center Drive/Commercial Driveway (Signalized)		
EB Plymouth Road	A 1.9	A 4.6
WB Plymouth Road	A 2.2	A 0.5
NB Commercial Driveway	D 51.2	D 46.2
SB Tech Center Drive	D 50.3	D 46.5
Overall	A 4.2	A 8.3
Middlebelt Road & Commercial Driveway (Signalized)		
EB Commercial Driveway	D 43.5	D 43.4
NB Middlebelt Road	A 2.5	A 4.4
SB Middlebelt Road	A 1.7	A 3.4
Overall	A 2.9	A 5.7

Further analysis of the LOS results for existing conditions revealed that most movements, approaches, and intersections are expected to operate at an acceptable LOS D or better during both the a.m. and p.m. peak hours, with the following exceptions:

- Plymouth Road and Middlebelt Road
  - The EB approach/left turn movement operates at LOS E and LOS F, respectively, during the p.m. peak hour.
  - The WB left turn movement operates at LOS E during the p.m. peak hour.
  - The NB left turn movement operates at LOS E during the p.m. peak hour.
  - The SB approach/SB through movement operates at LOS E in the p.m. peak hour. The SB left turn movement operates at LOS E and LOS F during the a.m. and p.m. peak hour, respectively.

The eastbound and southbound approaches at Plymouth Road and Middlebelt Road present poor LOS/delay during the p.m. peak hour. Traffic signal timing favors Plymouth Road (east/west), while there is greater traffic volume on Middlebelt Road (north/south). Optimizing the traffic signal timing and cycle length could alleviate the delay. Updating the cycle length could trigger an optimization of the entire Plymouth Road corridor in order to resolve the issue while maintaining consistent and appropriate cycle lengths at all coordinated signalized intersections along the corridor.

SimTraffic simulations were also reviewed to observe network operations and vehicle queues. For existing conditions, study network operations are acceptable, without significant vehicle queues or spill-back from available storage lanes. 95th percentile queue lengths for the turning movements exceeded the provided storage length at the NB right turn lane during both peak hours. The EB left-turn lane exceeds a 500' storage length during the p.m. peak hour. This lane is a two-way left-turn lane (TWLTL) which vehicles can use up to the Plymouth Road and Tech Center Drive intersection. See Appendix 2 for the existing conditions LOS reports and queueing analysis reports.

3.0 Background Conditions Analysis

Historical traffic data on the MDOT TDMS website and previous studies within the City of Livonia were referenced in order to determine the applicable growth rate for the existing traffic volumes to the project build-out year in 2024. Based on this review, a background growth rate of 0.5% was utilized. In addition, one (1) background development was identified and included in the background traffic conditions. This background development has been approved and is currently under construction. The trip generation listed below is using the Trip Generation, 10th Edition, 2017. The results of the trip generation forecasts for the background developments are provided below in Table 5.

Table 5 – Trip Generation for Background Developments

Development	ITE Land Use	Land Use Code	Units		a.m. Peak Hour			p.m. Peak Hour			Weekday
					In	Out	Total	In	Out	Total	
Livonia Shoppes/Chick-fil-A	Shopping Center	820	50,388	sf	16	10	26	51	56	107	1,061
	Supermarket	850	40,417	sf	92	62	154	202	195	397	4,078
	Fast-Food Restaurant with Drive-Through Window	934	2,000	sf	41	40	81	34	32	66	944
	Chick-fil-A[1]	N/A	4,995	sf	51	54	105	143	137	280	-
	Total				200	166	366	430	420	850	6,083
	Internal Capture Reductions: 10% AM (9% In, 11% Out); 28% PM (28% In, 29% Out)				18	18	36	120	120	240	-
	Total External Trips				186	142	328	227	233	460	6,083
	Pass-By Rates, LUC 820: 34% PM				0	0	0	17	19	36	-
	Pass-By Rates, LUC 850: 36% PM				0	0	0	73	70	143	-
	Pass-By Rates, LUC 934: 49% AM; 50% PM				20	20	40	17	16	33	-
	Pass-By Rates, Chick-fil-A[2]: 40% AM; 40% PM				20	22	42	57	55	112	-
	Total New Trips				142	106	248	146	140	286	6,083

[1]Source: Driveway counts generated by multiplying driveway counts by AECOM at Chick-fil-A, South Bend, IN, Thursday, December 15, 2016 with a size of 4,730 SF by 106 percent to be proportional to the 4,995 SF proposed development.
[2]Pass-By rates are provided by AECOM from the Chick-fil-A in South Bend, IN.
Square feet (sf)

These trips were distributed through the road network as described in the Livonia Chick-fil-A TIS report prepared by ROWE Professional Services Company. The total background traffic volumes are shown in Figure 4.

Figure 4 – Background Traffic Volumes

3.1 Background Conditions Traffic Analysis

The resulting LOS and delay for the background conditions are shown in Table 6.

Table 6 – LOS Analysis for Background Conditions

Approach/Lane Group	LOS/Delay (s)	
	a.m. Peak Hour	p.m. Peak Hour
Plymouth Road & Middlebelt Road (Signalized)		
EB Plymouth Road	D 37.5	E 65.2
WB Plymouth Road	C 28.1	D 39.2
NB Middlebelt Road	E 60.4	E 56.5
SB Middlebelt Road	D 46.1	F 82.0
Overall	D 47.6	E 63.5
Plymouth Road & Tech Center Drive/Commercial Driveway (Signalized)		
EB Plymouth Road	A 1.9	A 4.7
WB Plymouth Road	A 2.3	A 0.5
NB Commercial Driveway	D 51.2	D 46.1
SB Tech Center Drive	D 50.3	D 46.5
Overall	A 4.2	A 8.2
Middlebelt Road & Commercial Driveway (Signalized)		
EB Commercial Driveway	D 43.5	D 43.5
NB Middlebelt Road	A 2.7	A 4.7
SB Middlebelt Road	A 1.7	A 3.5
Overall	A 3.0	A 5.9

Further analysis of the LOS results for background conditions revealed that most movements, approaches, and intersections are expected to continue to operate at an acceptable LOS D or better during both the a.m. and p.m. peak hours, with the following exceptions:

- Plymouth Road and Middlebelt Road
  - The EB approach/left turn movement operates at LOS E and LOS F, respectively, during the p.m. peak hour.
  - The WB left turn movement operates at LOS E during the p.m. peak hour.
  - The NB approach/through movement operates at LOS E and LOS F, respectively, during the a.m. peak hour. The NB approach/through and left turn movements operate at LOS E during the p.m. peak hour.
  - The SB approach/SB through movement operates at LOS F in the p.m. peak hour. The SB left turn movement operates at LOS F during the a.m. and p.m. peak hours.

SimTraffic simulations were also reviewed to observe network operations and vehicle queues. For background conditions, study network operations continue to be acceptable, without significant vehicle queues or spill-back from available storage lanes at most locations except the intersection of Plymouth Road and Middlebelt Road. During the p.m. peak hour, spill-back is shown for the EB and SB left turns. 95th percentile queue lengths for the EB and SB left turn turning movements exceed the provided storage length of 500 feet for the two-way left turn lanes (TWLTL) during the p.m. peak hour. The NB right turn lane 95th percentile queue length exceeds the provided storage length for both a.m. and p.m. peak hours. See Appendix 3 for the background conditions LOS reports and queueing analysis reports.

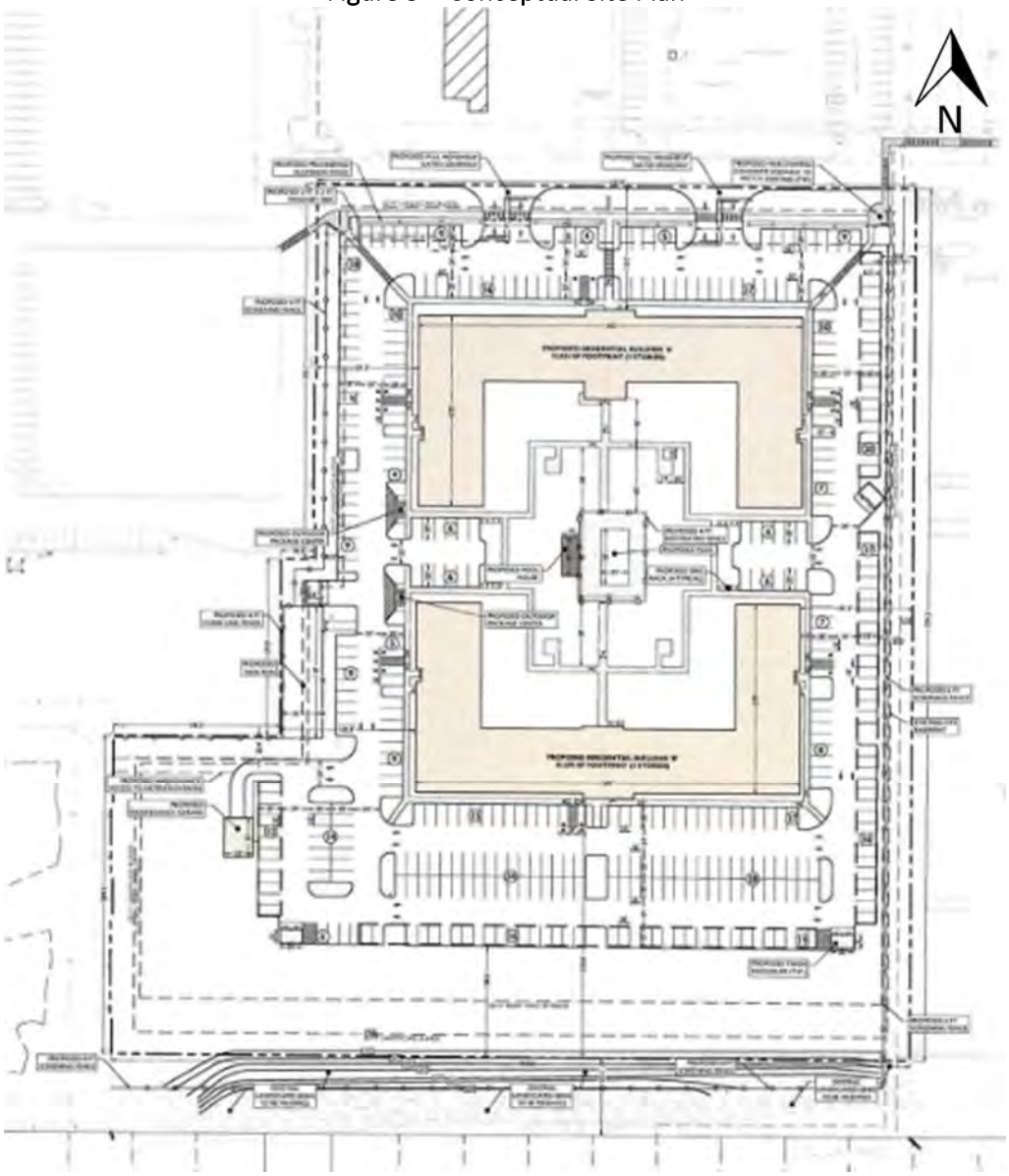
Poor LOS/delay and queueing at the Plymouth Road and Middlebelt Road intersection is due to timing favoring Plymouth Road (east/west), while there is more traffic volume on Middlebelt Road (north/south). A traffic signal optimization of both the cycle length and traffic signal splits could improve traffic operations. As previously

stated, updating the cycle length could trigger an optimization of the entire Plymouth Road corridor in order to resolve the issue while maintaining consistent and appropriate cycle lengths at all coordinated signalized intersections along the corridor.

4.0 Site Traffic Characteristics

A representation of the current conceptual site plan is provided in Figure 5 below.

Figure 5 – Conceptual Site Plan



4.1 Trip Generation

Using the information and methodologies specified in the latest version of Trip Generation (Trip Generation Manual, 11th Edition, 2021), Fishbeck forecast the weekday a.m. and p.m. peak hour trips associated with the proposed development.

In multi-use developments, not all the trips generated are from sources outside the boundaries of the development but are rather trips that are "internally captured" within the site, meaning that a vehicle may visit several components of a mixed-use development in a single trip. The methodology presented in the Trip Generation Handbook (Trip Generation Handbook, 3rd Edition, 2017) was followed to determine an appropriate internal capture rate for the proposed development. To be conservative, it is assumed all traffic forecasted by the development will use the external network. Therefore, no internal capture was used in the analysis, despite the possibility that a small number of trips from the residential development would originate from and be destined to locations within the mixed-used development.

Table 7 presents the resulting trip generation for the development. Refer to Appendix 4 for additional details related to the trip generation.

Table 7 – Trip Generation for Proposed Development

ITE Land Use	Land Use Code	Units	a.m. Peak Hour			p.m. Peak Hour			Weekday
			In	Out	Total	In	Out	Total	
Multifamily Housing (Low Rise)	220	201 DU	20	65	85	67	40	107	1,364

Dwelling Unit (DU)

4.2 Trip Distribution

The directions that site traffic will travel to and from were based upon existing traffic patterns during the a.m. and p.m. peak hours. The existing traffic patterns reflect the gravity between origins and destinations in the study area, and therefore an accurate indication of where the proposed trips would be coming from and going to. Error! Reference source not found.Table 8 – Trip provides the probable distribution based on the existing traffic patterns.

Table 8 – Trip Distribution

Direction	Via	New Trips			
		a.m. Peak Hour		p.m. Peak Hour	
		To	From	To	From
North	Middlebelt Road	44%	28%	32%	33%
	Tech Center Drive	4%	0%	1%	4%
South	Middlebelt Road	20%	41%	29%	25%
East	Plymouth Road	15%	18%	21%	19%
West	Plymouth Road	17%	13%	17%	19%

The trip distribution for the site is shown in Figure 6 below. These trips were added to the background volumes (Figure 4) to result in the future conditions volumes in Figure 7.

Figure 6 – Trip Generation Volumes

Figure 7 – Future Conditions Volumes

5.0 Future Conditions Analysis

5.1 Turn Lane Warrants

A typical TIS would include an evaluation in accordance with MDOT and WCDPS requirements to determine if left turn passing lanes or right turn deceleration lanes are required at the site driveways. At the existing driveway locations for the residential development, there are TWLTL and right turn storage lane already present. Therefore, turn lane warrant analysis was not required for this TIS.

5.2 Future Conditions Traffic Analysis

The resulting LOS and delay for the future conditions are shown in Table 9.

Table 9 – LOS Analysis for Future Conditions

Approach/Lane Group	LOS/Delay (s)	
	a.m. Peak Hour	p.m. Peak Hour
Plymouth Road & Middlebelt Road (Signalized)		
EB Plymouth Road	D 38.3	E 68.8
WB Plymouth Road	C 28.2	D 39.4
NB Middlebelt Road	E 63.4	E 57.8
SB Middlebelt Road	D 46.0	F 83.8
Overall	D 48.8	E 65.4
Plymouth Road & Tech Center Drive/Commercial Driveway (Signalized)		
EB Plymouth Road	A 2.2	A 5.2
WB Plymouth Road	A 2.5	A 0.6
NB Commercial Driveway	D 53.4	D 44.9
SB Tech Center Drive	D 51.0	D 45.9
Overall	A 6.9	A 8.8
Middlebelt Road & Commercial Driveway (Signalized)		
EB Commercial Driveway	D 42.5	D 44.2
NB Middlebelt Road	A 3.2	A 5.1
SB Middlebelt Road	A 2.1	A 3.5
Overall	A 4.0	A 6.3

Further analysis of the LOS results for future conditions revealed that most movements, approaches, and intersections are expected to continue to operate at an acceptable LOS D or better during both the a.m. and p.m. peak hours, with the following exceptions:

- Plymouth Road and Middlebelt Road
  - The EB approach/left turn movement operates at LOS E and LOS F, respectively, during the p.m. peak hour.
  - The WB left turn movement operates at LOS E during the p.m. peak hour.
  - The NB approach/through movement operates at LOS E and LOS F, respectively, during the a.m. peak hour. The NB approach/through and left turn movements operate at LOS E during the p.m. peak hour.
  - The SB approach/SB through movement operates at LOS F in the p.m. peak hour. The SB left turn movement operates at LOS F during the a.m. and p.m. peak hours.
- Plymouth Road and Tech Center Drive/Commercial Driveway
  - The NB shared through/right turn movement operates at LOS E during the a.m. peak hour.

Overall, from background to future conditions, LOS for the overall intersections and approaches did not experience a major increase with the addition of the forecasted site-generated vehicle traffic.

SimTraffic simulations were also reviewed to observe network operations and vehicle queues. For future conditions, study network operations continue to be acceptable, without significant vehicle queues or spill-back from available storage lanes at most locations except the intersection of Plymouth Road and Middlebelt Road. During the p.m. peak hour, spill-back is shown for the EB and SB left turns. 95th percentile queue lengths for EB and SB left turn movements exceed the provided storage length of 500 feet for the TWLTL during the p.m. peak hour. The NB right turn lane 95th percentile queue length exceeds the provided storage length for both a.m. and p.m. peak hours. During the p.m. peak hour, at the intersection of Plymouth Road and Tech Center Drive/Commercial Driveway, the SB left turn lane queue length exceeds the provided storage length by approximately 20 feet. Also, during the p.m. peak hour, at the intersection of Middlebelt Road and Commercial Driveway, the EB right turn lane queue length exceeds the provided storage length by approximately 40 feet. See Appendix 5 for the future conditions LOS reports and queueing analysis reports.

The 95th percentile queue lengths were reviewed at the development access driveways. At the intersection of Plymouth Road and Tech Center Drive/Commercial Driveway, the queue length for the NB approach are less than 65 feet (3 vehicles) and 110 feet (4 vehicles) during the a.m. and p.m. peak hours, respectively. At the intersection of Middlebelt Road and Commercial Driveway, the queue length for the EB approach are less than 65 feet (3 vehicles) and 95 feet (4 vehicles) during the a.m. and p.m. peak hours, respectively. If one of the access points in this study have long queues presented, there are minor driveways with access to both Plymouth Road and Middlebelt Road within the mixed-used development.

The forecasted trips from the proposed residential development has little effect on the intersection of Plymouth Road and Middlebelt Road traffic operations. Table 10 displays the comparison of the intersection of Plymouth Road and Middlebelt for the background and future conditions. The results indicate approximate delay increases of one (1) second and two (2) seconds at the intersection for the a.m. and p.m. peak hours, respectively.

Table 10 – Comparison of Background and Future Conditions at Plymouth Road and Middlebelt Road

Approach/Lane Group	Background Conditions		Future Conditions	
	LOS/Delay (s)		LOS/Delay (s)	
	a.m. Peak Hour	p.m. Peak Hour	a.m. Peak Hour	p.m. Peak Hour
Plymouth Road & Middlebelt Road (Signalized)				
EB Plymouth Road	D 37.5	E 65.2	D 38.3	E 68.8
WB Plymouth Road	C 28.1	D 39.2	C 28.2	D 39.4
NB Middlebelt Road	E 60.4	E 56.5	E 63.4	E 57.8
SB Middlebelt Road	D 46.1	F 82.0	D 46.0	F 83.8
Overall	D 47.6	E 63.5	D 48.8	E 65.4

As a result of the analysis indicated that the proposed development will have a negligible effect on traffic operations within the study network, there are no recommended mitigations for the future conditions.

6.0 Findings and Recommendations

The analyses conducted for this TIS indicate that the proposed development will not result in any significant impact to the adjacent road network. The proposed site access configuration is appropriate and will acceptably facilitate site ingress and egress. These conclusions are supported by the following key findings:

1. 95th percentile queue length exceeds the available storage length at several locations, including the NB right turn lane and EB and SB left turn lanes. However, these approaches each have a TWLTL and the queue spill-backs occur in the background and future conditions during the p.m. peak hour only.

2. Lane configurations and physical capacity are appropriate within the study area.
3. Neither existing nor planned transit or non-motorized facilities in the site vicinity will be impacted by the project.

Based on the findings of the HCM operational analyses and site traffic generation, there are no recommended existing, background, and future improvements to the study intersections to mitigate traffic impacts.

PLANNING COMMISSION

IAN WILSHAW, Chairman
GLEN W. LONG, JR., Vice Chairman
SAM CARAMAGNO, Secretary
DAVID BONGERO
ELIZABETH McCUE
CAROL A. SMILEY
PETER H. VENTURA

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LIVONIA, MICHIGAN 48154-3097
(734) 466-2290 Fax (734) 466-2108

MAUREEN MILLER BROSNAN
MAYOR

MARK TAORMINA
PLANNING & ECONOMIC DEVELOPMENT DIRECTOR

JACOB UHAZIE
PLANNING & ECONOMIC DEVELOPMENT COORDINATOR

SCOTT O. MILLER
PLANNER IV

June 8, 2022

Middlebelt Plymouth Venture, L.L.C.
Stephen Duczynski
17800 North Laurel Park Drive, Ste. 200C
Livonia, MI 48152

Re: Petition 2022-04-08-02 – Wonderland Flats

Dear Mr. Duczynski:

At the 1,188th Public Hearing and Regular Meeting held by the City Planning Commission on June 7, 2022, in the Livonia City Hall, the following resolution was adopted:

#06-34-2022 ***RESOLVED***, That City Planning Commission does hereby recommend to City Council that Petition 2022-04-08-02 submitted by Middlebelt Plymouth Venture L.L.C. requesting approval pursuant to Sections 3.08 and 6.04 of The Livonia Vision 21 Zoning Ordinance, as amended, to construct an apartment complex (Wonderland Flats), consisting of two (2) buildings and 201 units, on the properties at 29707 & 30273 Plymouth Road, located on the south side of Plymouth Road between Middlebelt Road and Milburn Avenue in the Northeast ¼ of Section 35, be denied, for the following reasons

1. That the petitioner has failed to affirmatively show that the proposed use is in compliance with all of the special and general waiver use standards and requirements as set forth in Sections 3.08, 6.04 and 13.13 of the Livonia Vision 21 Zoning Ordinance.

2. That too many issues remain unresolved, including increase traffic concerns, building architecture, signage, site layout, compatibility with the surrounding retail uses and the close proximity to the adjacent residential neighborhood.

June 7, 2022

3. That the site lacks the capacity to handle the intensity associated with a 201-unit apartment complex and would therefore be detrimental to and not in harmony with the character of the surrounding commercial center and adjacent neighborhood.

4. That the apartment complex would create significant adverse impacts on adjoining parcels, public services, and community planning efforts.

5. That the proposal conflicts with the spirit and intent of the Zoning Ordinance to promote and encourage a balanced and appropriate mix of uses, and

6. That the petitioner has failed to comply with all the concerns deemed necessary for the safety and welfare of the City and its residents.

A roll call vote on the foregoing resolution resulted in the following:

AYES:	Ventura, Smiley, McCue, Long, Wilshaw
NAYS:	Caramagno, Bongero
ABSENT:	None
ABSTAIN:	None

Mr. Wilshaw, Chairman, declared the motion is carried and the foregoing resolution adopted.

Pursuant to Section 13.13(10) of the Livonia Vision 21 Zoning Ordinance, as amended, you will have ten (10) business days to appeal the decision in writing to the Livonia City Clerk. The fee for an appeal is $400.00.

Very truly yours,

CITY PLANNING COMMISSION

Sam Caramagno, Secretary

CITY OF LIVONIA, MICHIGAN
APPLICATION FOR SITE PLAN REVIEW & APPROVAL

All petitions for Site Plan Approval shall be filed with the City Planning Commission, 33000 Civic Center Drive, Livonia, MI 48154-3097.

For filing fee see computation below

Date Filed: 4-29-22 Petition 2022-04-08-02

Site Address: Vacant parcel -see sidwell # (or 29707 & 30273 Plymouth Rd) Sidwell Portion 137-99-0008-010, & 137-99-0004-002

Requesting Approval to for a proposed NM2 multi-family residential development

Applicant: Stephen E. Duczynski Business/Company: Middlebelt Plymouth Venture LLC

Applicant's Address: 17800 North Laurel Park Drive #200C City: Livonia State: MI Zip Code: 48152

Applicant's Phone # (248) 357-6272 Applicant's Email duczynskis@schostak.com

Contact Person: Stephen E. Duczynski Business/Company: Middlebelt Plymouth Venture LLC

Contact's Address: 17800 North Laurel Park Drive #200 C City: Livonia State: MI Zip Code: 48152

Contact's Phone # (248) 357-6272 Contact's Email duczynskis@schostak.com

Please provide the following information:

1) **Site Plan** showing:
   - property dimensions, including road right-of-way & building setback lines
   - foot print of building(s), including dimensions & square footage
   - all easements, protective walls, sidewalks & existing trees
   - any significant topographic features (existing or proposed)
   - parking layout, including type of surface material, sizes of spaces & aisles
   - method used in calculating parking requirement
   - location of light standards servicing parking lot & cutout showing type & height
   - location of trash receptacle, including description of screening
   - location of signs (if proposed must submit separate sign application)
2) **Detailed Landscape Plan** including:
   - listing or labeling of all planted materials as to type and size
   - areas to be fully irrigated
   - percentage of landscaping provided (15% of total site required)
3) **Building Elevation Plan** depicting:
   - architectural quality
   - wall section & detail plan - exterior building materials must be labeled (i.e. brick, thin brick, E.F.S.)
   - all visible rooftop mechanical equipment and how they will be screened
4) **General Floor Plan** showing:
   - floor layout
   - entrances & exits
   - restaurants are required to illustrate seating arrangement & capacity
5) **One (1) set of reduced plans** (i.e. site, landscape, elevation, floor), **a maximum 11" x 17" in size, or digital file in a .pdf format either on CD or emailed to**: planning@livonia.gov
6) **Legal Description** of the property to be considered (Clearly Printed)
7) One (1) completed application form & **three (3)** sets of full-size drawings

RECEIVED APR 29 2022 CITY OF LIVONIA PLANNING COMMISSION

You are invited and encouraged to review your proposal with the Planning Department staff. Only one set of preliminary drawings will be necessary for this analysis.

FEE COMPUTATION **$600.00**

200,068 SF sq. ft. of new construction x $20.00 per 1,000 sq. ft. + $4,000.00

(**NOTE**: Round off to nearest 1,000)

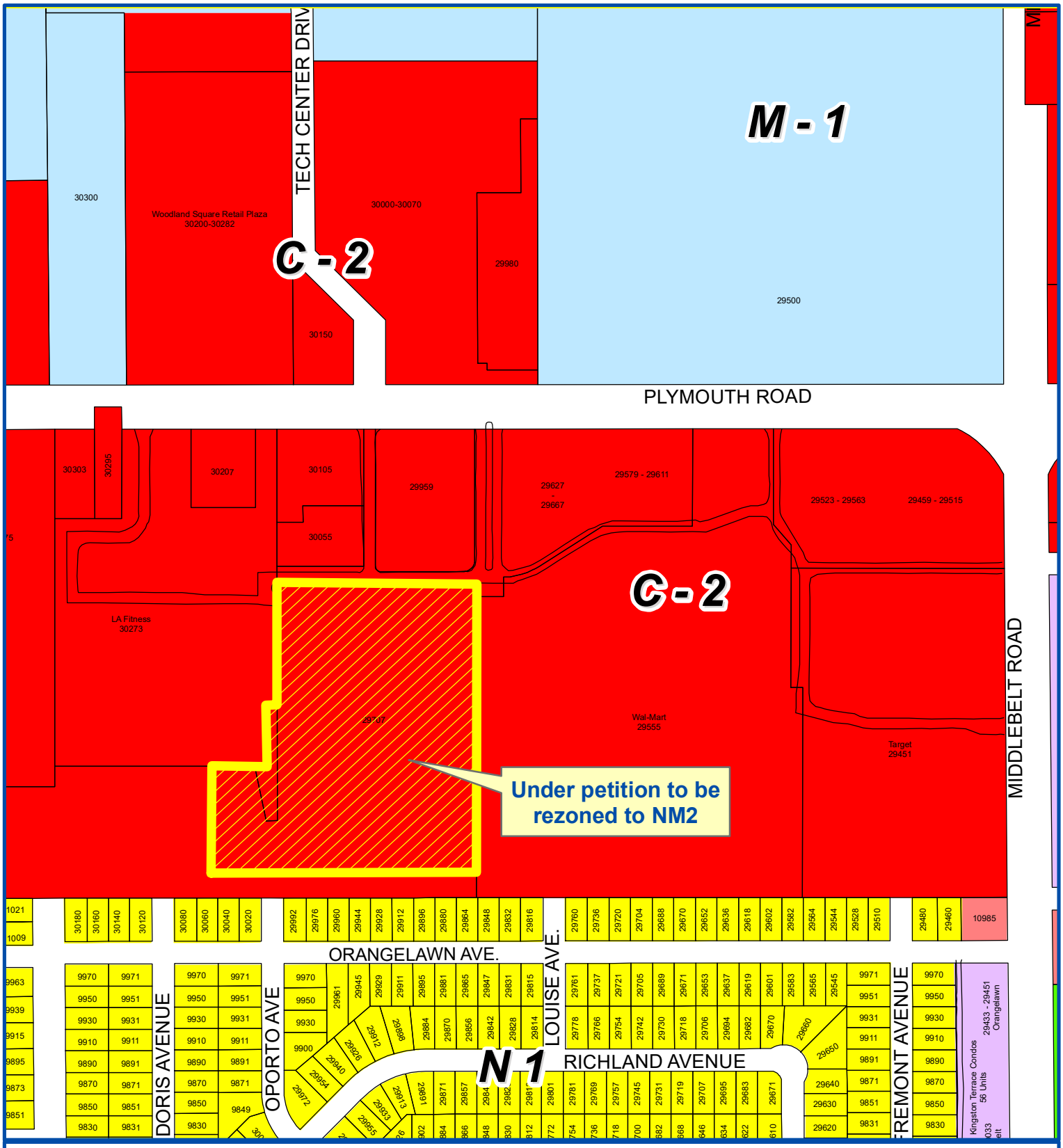
Total Amount Due $ $4,600.00

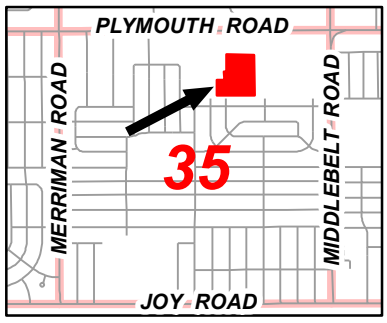
Owner of Property: Middlebelt Plymouth Venture LLC

Owner's Address: 17800 Laurel Park Drive, Suite 200C City: Livonia State: MI Zip Code: 48152

Owner's Phone # (248) 357-6272 Owner's Email duczynskis@schostak.com

Signature of Owner: Print Name: David W. Schostak





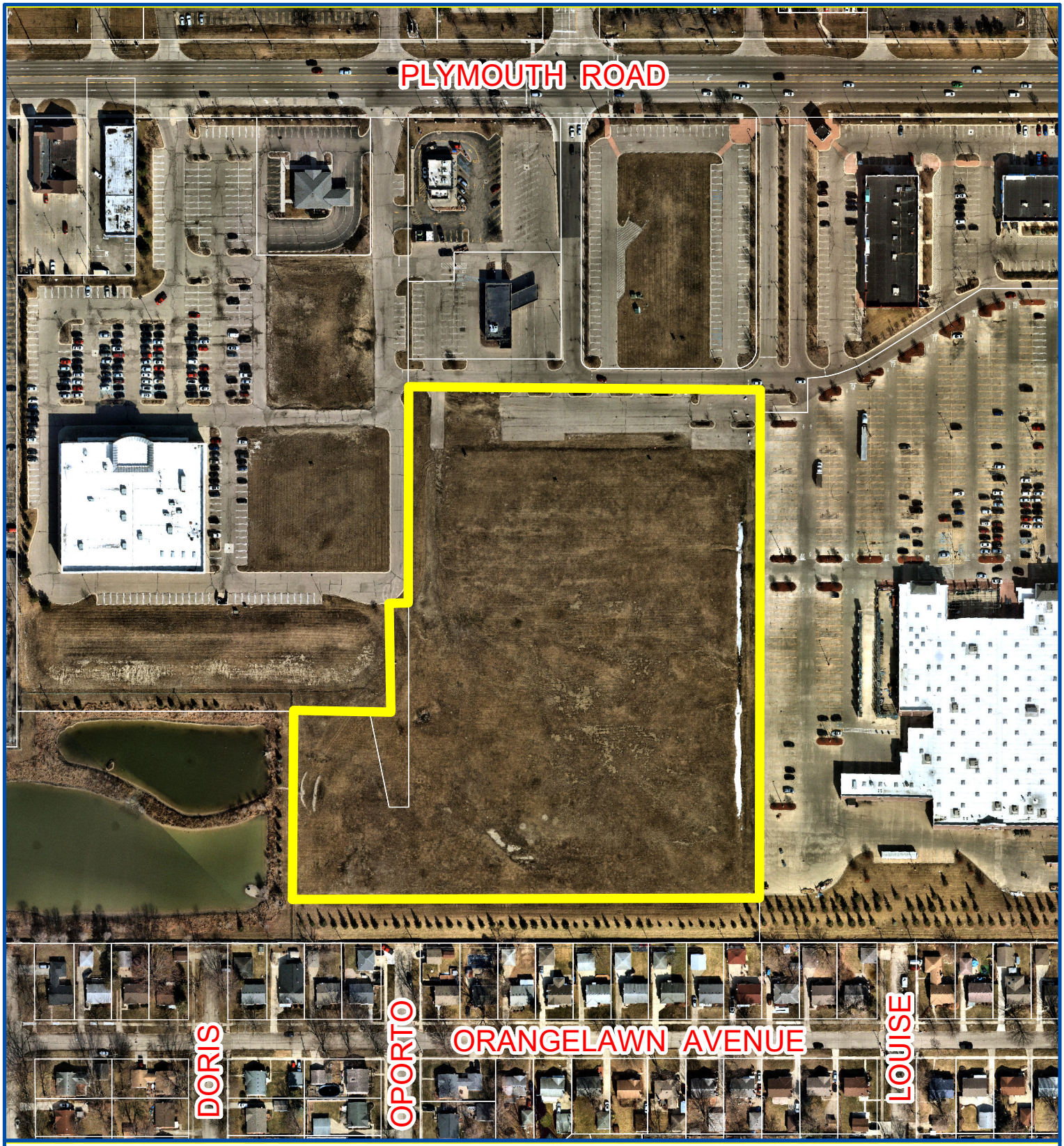
Address & Zoning Map

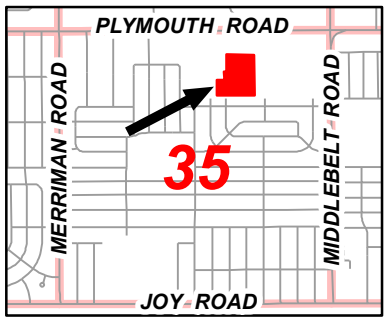
Petition 2022-04-08-02
Wonderland Flats
29707 & 30273 Plymouth Road
Construct Apartments

N

Not to Scale

City of Livonia
Planning Department





Aerial Map

Petition 2022-04-08-02
Wonderland Flats
29707 & 30273 Plymouth Road
Construct Apartments

N

Not to Scale

City of Livonia
Planning Department

PLANNING COMMISSION STAFF NOTES

MISCELLANEOUS

ITEM 2

Petition 2022-04-08-02 submitted by Middlebelt Plymouth Venture L.L.C. requesting approval pursuant to Sections 3.08 and 6.04 of The Livonia Vision 21 Zoning Ordinance, as amended, to construct an apartment complex (Wonderland Flats), consisting of two (2) buildings and 201 units, on the properties at 29707 & 30273 Plymouth Road, located on the south side of Plymouth Road between Middlebelt Road and Milburn Avenue in the Northeast ¼ of Section 35.

May 24, 2022: Study Meeting:

This petition involves a request to construct an apartment complex called Wonderland Flats on approximately 10.86 acres of vacant land located between the Walmart Supercenter and LA Fitness. The subject site is currently under consideration (Petition 2020-08-01-06) to be rezoned from C-2, General Business, to NM2, Neighborhood Multifamily. City Council gave First Reading to the rezoning on March 23, 2022. Second Reading and the Roll Call Vote, the final steps in the rezoning process, are on hold pending review of the site plan. Multiple dwellings and apartment houses are treated as permitted uses in the NM2 zoning district. NM2 zoning allow buildings up to four (4) stories in height.

The proposed site plan is substantially similar to the plan that was presented with the rezoning application. It shows two (2) apartment buildings, both of which are three (3) stories in height. The buildings would have similar ground floor areas (i.e., footprints) with the north building, identified as Building 'A', covering 33,854 square feet and the south building, Building 'B', measuring 33,292 square feet. Apartment Building 'A' has 100 one and two-bedroom units, and Building 'B' has 101 one and two-bedroom units. The proposed "C-shaped" buildings would mirror one another, creating a central courtyard and common area that measures approximately 227' x 310' (1.61 acres). Within this central common area, the plans show an in-ground swimming pool and pool house. Combined, the two (2) apartment buildings would contain 201 apartment units, which represents a density of approximately 18.5 dwelling units per acre. The combined total usable floor area of both buildings equals 160,054 square feet, constituting 33.8% of the total site area. Per the Ordinance, the maximum permitted usable floor area in percentage of lot area is 35%. All yard, bulk, height, and area requirements of the NM2 district would be met.

Both buildings would have central lobbies. The lobby diagram for Building 'A' (Sheet A401) shows a lounge, gym, restrooms, leasing and manager offices, staircase, riser room (mechanical room for fire/sprinkler controls), elevator, and mail room. Building 'B' lobby has a mail room, staircase, elevator, and riser room. Additional entrances/exits with staircases are shown at the east and west ends of both buildings, and each floor would include storage and mechanical rooms (see Sheets A101-A & B, A102-A & B, and A103-A & B). According to the general floor layouts and Unit Matrix charts shown on Sheets A101 thru A103, each floor would

contain a mix of one- and two-bedroom units. Altogether, the proposed total number one-bed units equals 78 (39%) and the number of two-bed units is 123 (61%).

Required setbacks are determined by building height. For three (3) story buildings, the minimum front and rear yard setbacks are fifty feet (50'), and the minimum required side yard setback is twenty-five feet (25') with a total of sixty (60) feet required for the total of both side yards. As proposed, this development would meet all required building setbacks.

Extending across the rear of both the commercial shopping complex and the site of the proposed multi-family development are a landscaped berm and masonry screen wall. Together, these features help form a visual barrier for the adjacent single-family homes to the south. The homes on the other side of the berm and wall are a part of the Bel-Aire Gardens Subdivision, zoned N1, Neighborhood. The distance between the existing screen wall and the closest apartment building would be 300.0 feet. Open space in the form of a turf lawn area measuring approximately 100 feet in length would be maintained between the bottom of the berm and the parking lot of the apartment complex. The berm would be widened on its north side to create more room at the top for an eight foot (8') high obscuring fence and additional trees (see Sheets C-4 and C-10).

Site access would be from two (2) driveways, both of which are at the north end of the apartment complex with connections to the main internal drive that runs across Wonderland Village, from LA Fitness to the east to Middlebelt Road to the west. Between the two (2) driveways serving the apartment complex is a signalized drive to Plymouth Road, located across from Tech Center Drive to the north.

Required parking for apartment buildings is computed based on a ratio of two (2) parking spaces for each unit with one (1) or two (2) bedrooms. With 201 units, the site requires **402 parking spaces** (201 x 2). The site plan shows **404 available parking spaces**. Carports are depicted along the east and south sides of the apartment complex. The Car Port Detail cut-out, depicted on Drawing C-13 only gives dimensions of the structures and does not provide any information as to building materials.

A total of four (4) dumpster enclosures would serve the two (2) apartment buildings. Two (2) are located on the east and west sides of the parking lots, generally positioned between the two (2) buildings. The other two (2) are in the southeast and southwest corners of the parking lot. The walls surrounding the containers would be six feet (6') in height and would be constructed out of masonry to match the buildings. The swing gates would be constructed out of vertical boards mounted on steel fencing.

Exterior site lighting for the parking surrounding the apartments would consist of ground-mounted light fixtures measuring twenty feet (20') in height. The Lighting

Plan, Drawing C-8, shows the different styles of lights that would be used throughout the complex, including the locations, a luminaries' schedule, and site photometric plan.

The Building Elevation Plans, Sheets A201-A & A201-B, illustrate the exterior of the buildings with basic information on the type and location of proposed building materials. On both buildings, the entire first floor and portions of the second floor would consist of a brick veneer (utility size). The remaining upper floors would be finished with four (4) different colors and two (2) different styles of vinyl siding. The colors include Rustic Blend, Colonial White, Slate and Sterling Gray. The types of vinyl siding include 4" horizontal and 7" board and batten (vertical). Minor offsets and projections appear uniformly across the façades where the materials and/or colors transition from one to another. These dimensional depths of the offsets are not provided, but—judging from the floor plans—appear to be minimal (i.e., 1 to 2 feet). 'Juliet'-style balconies are shown on some of the units facing the exterior of the complex, but not on any of the courtyard-facing elevations. Building height is 36.5 feet measured from the finished grade to the top edge of the highest parapet wall. The roof deck is shown at a height roughly 2'-5" to 4'-5" below the top of the parapets. The edge of the roof would contain a pre-finished metal coping. The pool house and maintenance garage would be constructed out of the same building materials.

The Landscape Plans, Drawings C-9 & C-10, indicate the type, quantities and size of plant materials. As previously mentioned, additional trees would be added to the enlarged berm that separates this site from the residential district to the south. A note should be added to the plan indicating that sod would be used on all areas identified as lawn. The plan specifies that the landscape areas will be irrigated by an automatic underground irrigation system.

The Stormwater Management Plan, Drawing C-6, indicates that all runoff from the impervious areas of the site would be collected and directed underground into the existing storm system and off-site detention pond which is located in the southwest corner of the Wonderland complex. The petitioner will need to provide drainage and storm water treatment details to the Engineering Department prior to obtaining permits for the proposed redevelopment.

For signage, residential multi-family developments are permitted one (1) wall sign at a maximum area of twenty (20) square feet and one (1) ground sign at twenty (20) square feet in area at a maximum height of five feet (5'). The elevation plans show a fifty-seven (57) square foot wall sign on the north elevation of Building 'A' and a forty (40) square feet ground sign. Signage as depicted would require a variance from the Zoning Board of Appeals.

During the rezoning process, the Petitioner presented drawings that showed the planned pedestrian connections between the proposed apartment complex and the existing Wonderland retail center. The plans show a network of sidewalks

within the apartment complex connecting to a proposed pedestrian path that would extend across the north end of the property. As part of the development, this path would be extended further east where it would connect to an existing pedestrian path on the west side of Retail G, which in turn links to a system of pedestrian paths that interconnect with the various other retail buildings, including the Walmart and Target stores, as well as the sidewalks along both Plymouth and Middlebelt Roads. The sidewalks for this development would mimic the existing sidewalks of the shopping center and would be five feet (5') wide and constructed out of either concrete or brick pavers.

To help provide screening, privacy and security, fencing would be installed around the perimeters of this development. Along the east boundary would be six foot (6') high vinyl privacy fencing, along the western edge would be four foot (4') high chain-link fencing and, as mentioned, along the top edge of berm that runs along the site's southern boundary would be eight foot (8') high vinyl privacy fencing. The front of the development would be defined by 2' x 2' masonry piers and aluminum ornamental fencing.

June 7, 2022: Regular Meeting:

At the May 24th Study Meeting, the Petitioner informed the Planning Commission that the rents at Wonderland Flats would range from approximately $1,200 - $1,350 for one-bedroom units and from $1,350 - $1,600 for the two-bedroom units. With a typical one-bed unit measuring 575 square feet and a typical two-bed unit measuring 825 square feet, the average rent per square foot would range from $2.08 - $2.35 for the one-bed units and $1.63 - $1.94 for the two-bed units. Of the seventeen (17) non-senior dedicated Livonia apartment complexes analyzed, the average size of a one-bed unit is approximately 774 square feet, and the average two-bed unit measures around 1,007 square feet. According to CoStar, Livonia's 2022 Q2 market effective rents per square foot by bedroom are currently $1.53 for one-bed units and $1.32 for two-bed units. Translated, one- and two-bed units in Livonia are currently averaging around $1,184 and $1,329 per month, respectively.

With the exception of Haggerty Center, which is a three-story project, all of the non-senior dedicated apartment complexes in Livonia are two (2) stories in height. In terms of unit count, the City's largest apartment developments are Franklin Square with 152 units, Plymouth Woods with 156 units, Woodridge with 176 units, Canterbury Park with 200 units, The LIV with 200 units, and Apple Ridge with 272 units. The total inventory of apartments in Livonia is currently around 1,900 units (not including senior independent living) with an occupancy rate of 98.2%. This equals the highest previously recorded rate back in 2000. CoStar's five-year forecasts show a slight decrease in the overall multi-family occupancy rate (96.5% in 2027), coupled with a steady increase in the market effective rents per unit by bedroom ($1,445 for one-bed units and $1,644 for two-bed units).

The Petitioner clarified at the Study Meeting that the plans show full-size balconies for the units on the exterior facing elevations of Building A, but that the units on the other sides of the building, including the courtyard, would not contain balconies. On Building B, the balconies shown are "Juliet"-style. A comparison with other Livonia apartment projects shows that substantially more brick is used on the exterior of the buildings. In addition, newer projects, such as Aletha and The Liv, incorporate fiber-cement and/or metal panels into the design as opposed to vinyl siding. Another concern is the lack of dimensional off-sets and articulations in the façades. It was also noted that the five foot (5') wide interior hallways seemed too narrow for buildings that are over 300 feet in length. At The Liv, the minimum interior hallway width is 6'-8" and widens to over ten feet (10') in multiple locations.

On June 2, 2022, a traffic study and a revised site plan was submitted. The new plan shows a repositioning of the dumpster enclosure along the west side of site reflecting the comments from the Study Meeting.

Approving Resolution: That this request to construct an apartment complex (Wonderland Flats) on the properties located at 29707 and 30273 Plymouth Road is approved, subject to City Council approval and the following conditions:

1. That the Site Plan identified as Drawing C-4, dated June 1, 2022, as revised, prepared by Stonefield Engineering & Design, is hereby approved and shall be adhered to.

2. All parking spaces, except the required barrier free parking, shall be doubled striped and shall be ten (10) feet in width, as required, and the number and location of the barrier free parking space(s) shall be provided at the direction of the Inspection Department.

3. That the Landscaping Plans, identified as Drawings C-9 and C-10, and the Landscaping Details plan, identified as Drawing C-11, all dated April 27, 2022, prepared by Stonefield Engineering & Design, are hereby approved and shall be adhered to.

4. That all disturbed lawn areas shall be sodded in lieu of hydroseeding.

5. That underground sprinklers are to be provided for all landscaped and sodded areas and all planted materials shall be installed to the satisfaction of the Inspection Department and thereafter permanently maintained in a healthy condition.

6. That the Building Elevations Plans, identified as A201-A, A201-B and A111, all dated April 22, 2022, prepared by Spire Design Group, are hereby approved and shall be adhered to, **except that a majority of the apartment units shall contain full balconies, and either masonry (brick or burnished block), metal panels or fiber-cement siding shall replace all areas shown having vinyl siding**.

7. That the three walls of the trash dumpster areas shall be constructed out of the same brick used in the construction of the buildings or in the event a poured wall is substituted, the wall's design, texture and color shall match that of the buildings. The enclosure gates shall be of solid panel steel construction or durable, long-lasting solid panel fiberglass.

8. That the location and/or orientation of the dumpster enclosure on the west side of the buildings shall be adjusted similar to the dumpster enclosure on the east side to improve access and safety.

9. That all light fixtures shall not exceed twenty feet (20') in height and shall be shielded to minimize glare trespassing on adjacent properties and roadways.

10. That the network of sidewalks within the apartment complex shall connect with the pedestrian sidewalks and pathways of the adjacent retail establishments.

11. That the Petitioner shall install a gate or other type of opening along east side of the complex to allow residents of Wonderland Flats to access the adjacent retail property.

12. That the issues as outlined in the correspondence dated May 17, 2022, from the Fire Marshal, including providing automatic sprinkler systems, fire alarm systems, on-site hydrants and a fire access road, shall be resolved to the satisfaction of the Department of Public Safety Livonia Fire & Rescue.

13. That only conforming signage is approved with this petition, and any additional signage shall be separately submitted for review and approval by the Zoning Board of Appeals.

14. That no LED light band or exposed neon shall be permitted on this site including, but not limited to, the building or around the windows.

15. That the specific plans referenced in this approving resolution shall be submitted to the Inspection Department at the time the building permits are applied for; and

16. Pursuant to Section 13.13 of the Livonia Vision 21 Zoning Ordinance, this approval is valid for a period of one year only from the date of approval by City Council, and unless a building permit is obtained, this approval shall be null and void at the expiration of said period.

Denying Resolution: That this request to construct an apartment complex (Wonderland Flats) on the properties at 29707 & 30273 Plymouth Road, is denied for the following reasons

1. That the petitioner has failed to affirmatively show that the proposed use is in compliance with all of the special and general waiver use standards and requirements as set forth in Sections 3.08, 6.04 and 13.13 of the Livonia Vision 21 Zoning Ordinance.

2. That too many issues remain unresolved, including increase traffic concerns, building architecture, signage, site layout, compatibility with the surrounding retail uses and the close proximity to the adjacent residential neighborhood.

3. That the site lacks the capacity to handle the intensity associated with a 201-unit apartment complex and would therefore be detrimental to and not in harmony with the character of the surrounding commercial center and adjacent neighborhood.

4. That the apartment complex would create significant adverse impacts on adjoining parcels, public services, and community planning efforts.

5. That the proposal conflicts with the spirit and intent of the Zoning Ordinance to promote and encourage a balanced and appropriate mix of uses, and

6. That the petitioner has failed to comply with all the concerns deemed necessary for the safety and welfare of the City and its residents.

SITE DEVELOPMENT PLANS

FOR

Schostak BROTHERS & COMPANY

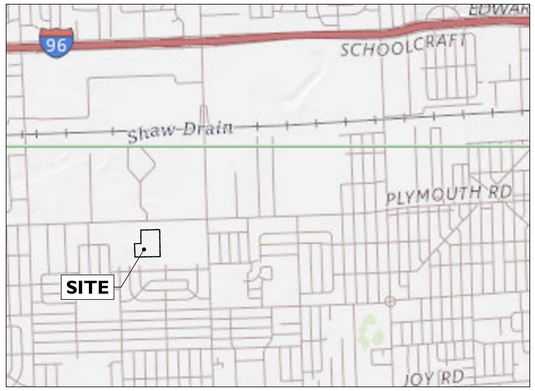
WONDERLAND FLATS

PROPOSED RESIDENTIAL DEVELOPMENT

PARCEL IDS: 137-99-0008-010 & 137-99-0004-002
CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN

APPLICANT / OWNER

STEPHEN E. DUCZYNSKI II
MIDDLEBELT PLYMOUTH VENTURE LLC
17800 NORTH LAUREL PARK DRIVE
#200C
LIVONIA, MICHIGAN



SOURCE: USGS MAPS

LOCATION MAP

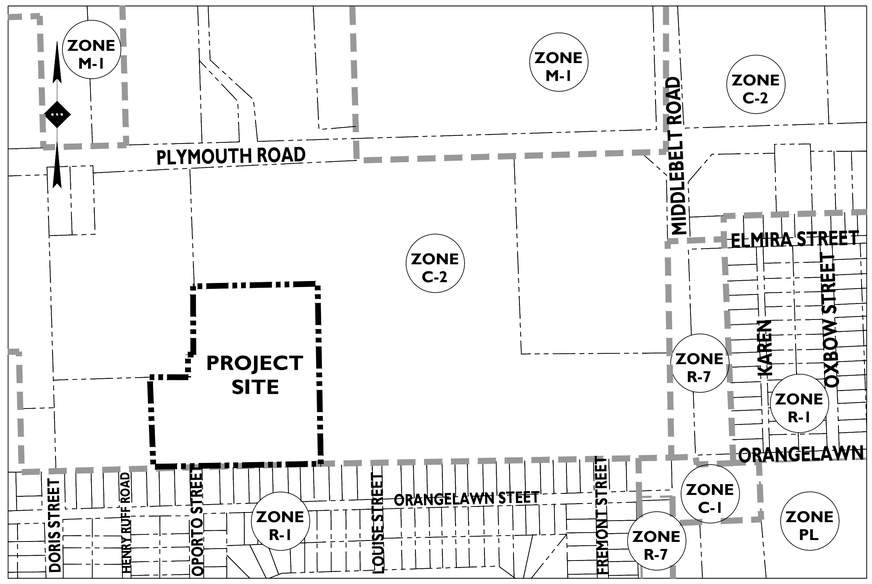
SCALE: 1" = 2000'±



SOURCE: GOOGLE EARTH PRO

AERIAL MAP

SCALE: 1" = 300'±



SOURCE: WAYNE COUNTY PARCEL VIEWER & CITY OF LIVONIA ZONING MAP

TAX & ZONING MAP

SCALE: 1" = 300'±

PLAN REFERENCE MATERIALS:

1. THIS PLAN SET REFERENCES THE FOLLOWING DOCUMENTS INCLUDING, BUT NOT LIMITED TO:
   - ALTA/NSPS LAND TITLE SURVEY PREPARED BY HUBBELL, ROTH & CLARK, INC, DATED: APRIL 2022
   - GEOTECHNICAL REPORT PREPARED BY SME, DATED: 06/28/2019
   - AERIAL MAP OBTAINED FROM GOOGLE EARTH PRO
   - LOCATION MAP OBTAINED FROM USGS MAPS
2. ALL REFERENCE MATERIAL LISTED ABOVE SHALL BE CONSIDERED A PART OF THIS PLAN SET AND ALL INFORMATION CONTAINED WITHIN THESE MATERIALS SHALL BE UTILIZED IN CONJUNCTION WITH THIS PLAN SET. THE CONTRACTOR IS RESPONSIBLE TO OBTAIN A COPY OF EACH REFERENCE AND REVIEW IT THOROUGHLY PRIOR TO THE START OF CONSTRUCTION.

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PLANS PREPARED BY:

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CIVIL SHEET INDEX

DRAWING TITLE	SHEET #
COVER SHEET	C-1
DEMOLITION PLAN	C-2
SITE PLAN (OVERALL)	C-3
SITE PLAN	C-4
GRADING PLAN	C-5
STORMWATER MANAGEMENT PLAN	C-6
UTILITY PLAN	C-7
LIGHTING PLAN	C-8
LANDSCAPING PLAN	C-9 & C-10
LANDSCAPING DETAILS	C-11
CONSTRUCTION DETAILS	C-12 TO C-13
TRUCK EXHIBITS	EX-1 THRU EX-3
ALTA/NSPS LAND TITLE SURVEY	1 & 2 OF 2

ARCHITECT SHEET INDEX

DRAWING TITLE	SHEET #
BUILDING A FIRST FLOOR	A101-A
BUILDING B FIRST FLOOR	A101-B
BUILDING A SECOND FLOOR	A102-A
BUILDING B SECOND FLOOR	A102-B
BUILDING A THIRD FLOOR	A103-A
BUILDING B THIRD FLOOR	A103-B
BUILDING A ROOF PLAN	A104-A
BUILDING B ROOF PLAN	A104-B
TYPICAL UNITS	A105
BUILDING A ELEVATIONS	A201-A
BUILDING B ELEVATIONS	A201-B
ACCESSORY BUILDINGS	A111
LOBBY DETAIL	A401

ISSUE	DATE	BY	DESCRIPTION
1	04/27/2022	MPH	CITY SITE PLAN REVIEW

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SITE DEVELOPMENT PLANS

Schostak BROTHERS & COMPANY

WONDERLAND FLATS
PROPOSED RESIDENTIAL DEVELOPMENT

PARCEL IDS: 137-99-0008-010 & 137-99-0004-002
CITY OF LIVONIA
WAYNE COUNTY, MICHIGAN

STATE OF MICHIGAN
SOUTHFIELD COOKSEY ENGINEER
JOE SHELBY COOKSEY JR.
LICENSED PROFESSIONAL ENGINEER

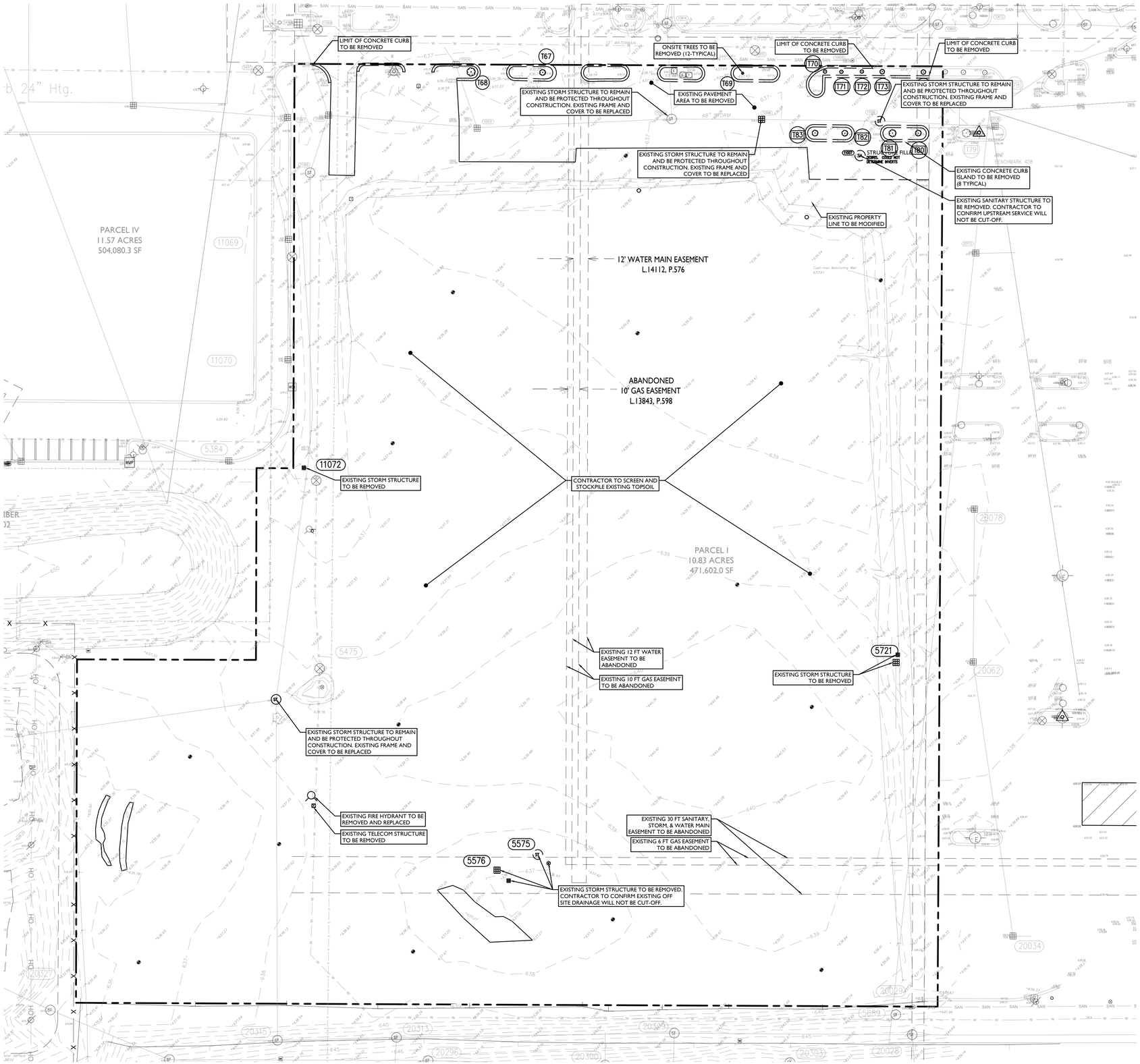
STONEFIELD engineering & design

SCALE: AS SHOWN | PROJECT ID: M-19052.01

TITLE: COVER SHEET

DRAWING: C-1

V:\19052\PM\19052.01 (SCHOSTAK BROTHERS-MIDDLEBELT ROAD AND PLYMOUTH ROAD, LIVONIA, MI)\CAD\PROTOTYP-R1-COVR.DWG



SYMBOL	DESCRIPTION
— — — — —	FEATURE TO BE REMOVED / DEMOLISHED

ALL SITE FEATURES ON THIS PLAN ARE TO REMAIN AND BE PROTECTED UNLESS OTHERWISE NOTED. THE CONTRACTOR SHALL NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC. IF SIGNIFICANT DISCREPANCIES ARE DISCERNED BETWEEN THIS PLAN AND FIELD CONDITIONS

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DEMOLITION NOTES

1. THE WORK REFLECTED ON THE DEMOLITION PLAN IS TO PROVIDE GENERAL INFORMATION TOWARDS THE EXISTING ITEMS TO BE DEMOLISHED AND/OR REMOVED. THE CONTRACTOR IS RESPONSIBLE TO REVIEW THE ENTIRE PLAN SET AND ASSOCIATED REPORTS/REFERENCE DOCUMENTS INCLUDING ALL DEMOLITION ACTIVITIES AND INCIDENTAL TASKS NECESSARY TO COMPLETE THE SITE IMPROVEMENTS.
2. THE CONTRACTOR IS RESPONSIBLE TO DETERMINE THE MEANS AND METHODS OF DEMOLITION ACTIVITIES.
3. EXPLOSIVES SHALL NOT BE USED UNLESS WRITTEN CONSENT FROM BOTH THE OWNER AND ANY APPLICABLE GOVERNING AGENCY IS OBTAINED. BEFORE THE START OF ANY EXPLOSIVE PROGRAM, THE CONTRACTOR IS RESPONSIBLE TO OBTAIN ALL LOCAL, STATE, AND FEDERAL PERMITS. ADDITIONALLY, THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL SEISMIC TESTING AS REQUIRED AND ANY DAMAGES AS THE RESULT OF SAID DEMOLITION PRACTICES.
4. ALL DEMOLITION ACTIVITIES SHALL BE PERFORMED IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL CODES. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING ALL UTILITIES ARE DISCONNECTED IN ACCORDANCE WITH THE UTILITY AUTHORITY'S REQUIREMENTS PRIOR TO STARTING THE DEMOLITION OF ANY STRUCTURE. ALL EXCAVATIONS ASSOCIATED WITH DEMOLISHED STRUCTURES OR REMOVED TANKS SHALL BE BACKFILLED WITH SUITABLE MATERIAL AND COMPACTED TO SUPPORT SITE AND BUILDING IMPROVEMENTS. A GEOTECHNICAL ENGINEER SHOULD BE PRESENT DURING BACKFILLING ACTIVITIES TO OBSERVE AND CERTIFY THAT BACKFILL MATERIAL WAS COMPACTED TO A SUITABLE CONDITION.
5. DEMOLISHED DEBRIS SHALL NOT BE BURIED ON SITE. ALL WASTE/DEBRIS GENERATED FROM DEMOLITION ACTIVITIES SHALL BE DISPOSED OF IN ACCORDANCE WITH ALL LOCAL, STATE AND FEDERAL REQUIREMENTS. THE CONTRACTOR IS RESPONSIBLE TO MAINTAIN ALL RECORDS OF THE DISPOSAL TO DEMONSTRATE COMPLIANCE WITH THE ABOVE REGULATIONS.

40' 0' 40' 80'
GRAPHIC SCALE IN FEET
1" = 40'

ISSUE	DATE	BY	DESCRIPTION
1	04/27/2022	MPH	CITY SITE PLAN REVIEW

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SITE DEVELOPMENT PLANS

Schostak BROTHERS & COMPANY

WONDERLAND FLATS
PROPOSED RESIDENTIAL DEVELOPMENT

PARCEL IDS: 137-99-0008-010 & 137-99-0004-002
CITY OF LIVONIA
WAYNE COUNTY, MICHIGAN

STATE OF MICHIGAN
JONATHAN D. COOKSEY
ENGINEER
No. 6201062611
PROFESSIONAL ENGINEER
LICENSED PROFESSIONAL ENGINEER

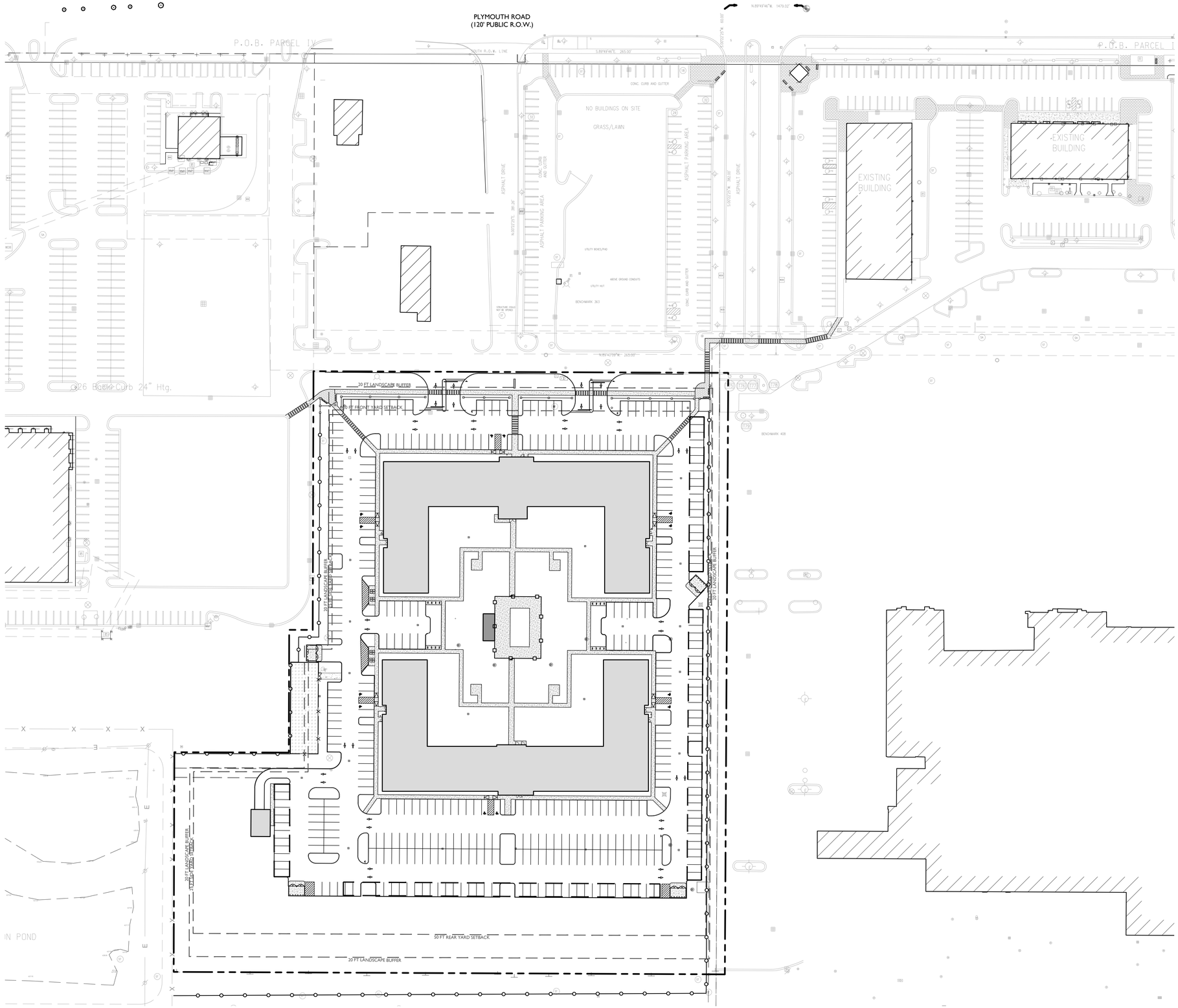
STONEFIELD engineering & design

SCALE: 1" = 40' | PROJECT ID: M-19052.01

TITLE: **DEMOLITION PLAN**

DRAWING: **C-2**

V:\19052\PA\190261-SCHOSTAK BROTHERS-MIDDLEBELT ROAD AND PLYMOUTH ROAD, LIVONIA, MI\CAD\DEMOLITION\DEMOLITION.DWG



SYMBOL	DESCRIPTION
	PROPERTY LINE
	PHASE LINE
	PROPOSED CURB AND GUTTER
	PROPOSED FLUSH CURB
	PROPOSED SIGNS / BOLLARDS
	PROPOSED CARPORT SPACES
	PROPOSED BUILDING
	PROPOSED CONCRETE
	PROPOSED FENCE
	PROPOSED STORM STRUCTURES

GENERAL NOTES

1. THE CONTRACTOR SHALL VERIFY AND FAMILIARIZE THEMSELVES WITH THE EXISTING SITE CONDITIONS AND THE PROPOSED SCOPE OF WORK (INCLUDING DIMENSIONS, LAYOUT, ETC.) PRIOR TO INITIATING THE IMPROVEMENTS IDENTIFIED WITHIN THESE DOCUMENTS. SHOULD ANY DISCREPANCY BE FOUND BETWEEN THE EXISTING SITE CONDITIONS AND THE PROPOSED WORK THE CONTRACTOR SHALL NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC. PRIOR TO THE START OF CONSTRUCTION.
2. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND ENSURE THAT ALL REQUIRED APPROVALS HAVE BEEN OBTAINED PRIOR TO THE START OF CONSTRUCTION. COPIES OF ALL REQUIRED PERMITS AND APPROVALS SHALL BE KEPT ON SITE AT ALL TIMES DURING CONSTRUCTION.
3. ALL CONTRACTORS WILL, TO THE FULLEST EXTENT PERMITTED BY LAW, INDEMNIFY AND HOLD HARMLESS STONEFIELD ENGINEERING & DESIGN, LLC. AND IT'S SUB-CONSULTANTS FROM AND AGAINST ANY DAMAGES AND LIABILITIES INCLUDING ATTORNEY'S FEES ARISING OUT OF CLAIMS BY EMPLOYEES OF THE CONTRACTOR IN ADDITION TO CLAIMS CONNECTED TO THE PROJECT AS A RESULT OF NOT CARRYING THE PROPER INSURANCE FOR WORKERS COMPENSATION, LIABILITY INSURANCE, AND LIMITS OF COMMERCIAL GENERAL LIABILITY INSURANCE.
4. THE CONTRACTOR SHALL NOT DEVIATE FROM THE PROPOSED IMPROVEMENTS IDENTIFIED WITHIN THIS PLAN SET UNLESS APPROVAL IS PROVIDED IN WRITING BY STONEFIELD ENGINEERING & DESIGN, LLC.
5. THE CONTRACTOR IS RESPONSIBLE TO DETERMINE THE MEANS AND METHODS OF CONSTRUCTION.
6. THE CONTRACTOR SHALL NOT PERFORM ANY WORK OR CAUSE DISTURBANCE ON A PRIVATE PROPERTY NOT CONTROLLED BY THE PERSON OR ENTITY WHO HAS AUTHORIZED THE WORK WITHOUT PRIOR WRITTEN CONSENT FROM THE OWNER OF THE PRIVATE PROPERTY.
7. THE CONTRACTOR IS RESPONSIBLE TO RESTORE ANY DAMAGED OR UNDERMINED STRUCTURE OR SITE FEATURE THAT IS IDENTIFIED TO REMAIN ON THE PLAN SET. ALL REPAIRS SHALL USE NEW MATERIALS TO RESTORE THE FEATURE TO ITS EXISTING CONDITION AT THE CONTRACTORS EXPENSE.
8. CONTRACTOR IS RESPONSIBLE TO PROVIDE THE APPROPRIATE SHOP DRAWINGS, PRODUCT DATA, AND OTHER REQUIRED SUBMITTALS FOR REVIEW. STONEFIELD ENGINEERING & DESIGN, LLC. WILL REVIEW THE SUBMITTALS IN ACCORDANCE WITH THE DESIGN INTENT AS REFLECTED WITHIN THE PLAN SET.
9. THE CONTRACTOR IS RESPONSIBLE FOR TRAFFIC CONTROL IN ACCORDANCE WITH MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
10. THE CONTRACTOR IS REQUIRED TO PERFORM ALL WORK IN THE PUBLIC RIGHT-OF-WAY IN ACCORDANCE WITH THE APPROPRIATE GOVERNING AUTHORITY AND SHALL BE RESPONSIBLE FOR THE PROCUREMENT OF STREET OPENING PERMITS.
11. THE CONTRACTOR IS REQUIRED TO RETAIN AN OSHA CERTIFIED SAFETY INSPECTOR TO BE PRESENT ON SITE AT ALL TIMES DURING CONSTRUCTION & DEMOLITION ACTIVITIES.
12. SHOULD AN EMPLOYEE OF STONEFIELD ENGINEERING & DESIGN, LLC. BE PRESENT ON SITE AT ANY TIME DURING CONSTRUCTION, IT DOES NOT RELIEVE THE CONTRACTOR OF ANY OF THE RESPONSIBILITIES AND REQUIREMENTS LISTED IN THE NOTES WITHIN THIS PLAN SET.

60' 0' 60' 120'

GRAPHIC SCALE IN FEET
1" = 60'

ISSUE	DATE	BY	DESCRIPTION
1	04/27/2022	MPH	CITY SITE PLAN REVIEW

NOT APPROVED FOR CONSTRUCTION

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SITE DEVELOPMENT PLANS

Schostak BROTHERS & COMPANY

WONDERLAND FLATS
PROPOSED RESIDENTIAL DEVELOPMENT

PARCEL IDS: 137-99-0008-010 & 137-99-0004-002
CITY OF LIVONIA
WAYNE COUNTY, MICHIGAN

STATE OF MICHIGAN
JONATHAN D. COOKSEY
ENGINEER
No. 6201062906
PROFESSIONAL ENGINEER
LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE:	PROJECT ID:
1" = 60'	M-19052.01

TITLE:
SITE PLAN (OVERALL)

DRAWING:
C-3

V:\M\SHP\M-19052.01 SCHOSTAK BROTHERS\MIDDLEBELT ROAD AND PLYMOUTH ROAD, LIVONIA, MI\CAD\PLOTTOP.R\PLOTTOP.DWG

TABLE OF LAND USE AND ZONING

PARCEL ID: 137990008008, 137990008001, & 137990003002

NEIGHBORHOOD MULTIFAMILY DISTRICT (NM2)

PROPOSED USE		
MULTIPLE FAMILY DWELLINGS	PERMITTED USE	
ZONING REQUIREMENT	**REQUIRED**	**PROPOSED**
MINIMUM LOT AREA	N/A	473,258 SF (10.86 AC)
MINIMUM LANDSCAPED AREA(1)	15% (80,355 SF)	PROVIDED
MAXIMUM USABLE FLOOR AREA (% OF LOT AREA)	35% (165,640 SF)	33.8 % (160,054 SF)(2)
MAXIMUM BUILDING HEIGHT	4 STORIES	3 STORIES
MINIMUM FRONT YARD SETBACK	50 FT	110.2 FT
MINIMUM SIDE YARD SETBACK	25 FT	91.2 FT
MINIMUM SIDE YARD SETBACK (BOTH)	60 FT	192.5 FT
MINIMUM REAR YARD SETBACK	50 FT	230.8 FT
FENCED RECREATION AREA(3)	5,650 SF	8,530 SF
RESIDENTIAL LANDSCAPE BUFFER	20 FT	98.6 FT
COMMERCIAL LANDSCAPE BUFFER	20 FT	20.0 FT

(1) PER THE CITY OF LIVONIA'S SITE PLAN APPLICATION

(2) USABLE SQUARE FOOTAGE
200,068 SF x 80 % =160,054 SF

(3) FENCED RECREATION AREA = 25 SF PER DWELLING UNIT
(25 SF / UNIT) (201 UNITS) = 5,025 SF

OFF-STREET PARKING REQUIREMENTS

CODE SECTION	REQUIRED	PROPOSED
§ 9.05	REQUIRED PARKING: 2.0 SPACE FOR EACH UNIT WITH 1 OR 2 BEDROOMS (201 UNITS)(2.0 SPACES) = 402 SPACES	402 SPACES
§ 9.03 (5)	MAXIMUM PERMITTED PARKING: 20 % ABOVE MINIMUM REQUIREMENT (402 SPACES) (1.20) = 482 SPACES	402 SPACES
§ 9.03 (7)	SNOW STORAGE: 10% OF THE REQUIRED PARKING STALL AREA 200 SF / SPACES X 402 SPACES X 0.10 = 8,040 SF	> 8,040 SF
§ 9.04 (1)	90° PARKING DIMENSIONS: 20 FT(1) X 10 FT W/ 24 FT DRIVE AISLE	20 FT X 10 FT W/ 22 FT AISLE

(1) STALL LENGTH MY BE REDUCED BY TWO FEET WHERE 90-DEGREE PARKING ABUTS A 8 FT SIDEWALK OR 2 FEET OF ADDITIONAL LANDSCAPING. THIS IS TO ACCOUNT FOR THE VEHICLE OVERHANG.

SYMBOL	DESCRIPTION
	PROPERTY LINE
	SETBACK LINE
	PROPOSED CURB AND GUTTER
	PROPOSED FLUSH CURB
	PROPOSED SIGNS / BOLLARDS
	PROPOSED CARPORT SPACES
	PROPOSED BUILDING
	PROPOSED CONCRETE
	PROPOSED PINK STAMPED CONCRETE SIDEWALK

PROPOSED PRE-FINISHED ALUMINUM FENCE
PROPOSED 2 FT X 2 FT MASONRY PIER
PROPOSED FULL MOVEMENT GATED DRIVEWAY
PROPOSED FULL MOVEMENT GATED DRIVEWAY
PROPOSED PINK STAMPED CONCRETE SIDEWALK TO MATCH EXISTING (TYP.)
20 FT LANDSCAPE BUFFER
50 FT FRONT YARD SETBACK
PROPOSED 6 FT SCREENING FENCE
PROPOSED RESIDENTIAL BUILDING 'A'
33,854 SF FOOTPRINT (3 STORIES)
PROPOSED OUTDOOR PACKAGE CENTER
PROPOSED 4 FT DECORATIVE FENCE
PROPOSED POOL
PROPOSED POOL HOUSE
PROPOSED BIKE RACK (4-TYPICAL)
PROPOSED 4 FT CHAIN LINK FENCE
PROPOSED OUTDOOR PACKAGE CENTER
PROPOSED DOG RUN
PROPOSED RESIDENTIAL BUILDING 'B'
33,292 SF FOOTPRINT (3 STORIES)
PROPOSED 6 FT SCREENING FENCE
EXISTING DTE EASEMENT
PROPOSED MAINTENANCE ACCESS TO DETENTION BASIN
PROPOSED MAINTENANCE GARAGE
PROPOSED TRASH ENCLOSURE (TYP.)
50 FT REAR YARD SETBACK
PROPOSED 6 FT SCREENING FENCE
20 FT LANDSCAPE BUFFER
PROPOSED 8 FT SCREENING FENCE
EXISTING LANDSCAPED BERM TO BE MODIFIED
EXISTING LANDSCAPED BERM TO BE MODIFIED
PROPOSED 8 FT SCREENING FENCE
EXISTING LANDSCAPED BERM TO BE MODIFIED
PROPOSED 6 FT CHAIN LINK FENCE W/ GATE
N89°51'00"W 713.41'
P.O.B. PARCEL
GRAPHIC SCALE IN FEET
1" = 50'

ISSUE	DATE	BY	DESCRIPTION
2	06/01/2022	MPH	CITY SITE PLAN REVIEW
1	04/27/2022	MPH	CITY SITE PLAN REVIEW

NOT APPROVED FOR CONSTRUCTION

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SITE DEVELOPMENT PLANS

Schostak BROTHERS & COMPANY

WONDERLAND FLATS
PROPOSED RESIDENTIAL DEVELOPMENT

PARCEL IDS: 137-99-0008-010 & 137-99-0004-002
CITY OF LIVONIA
WAYNE COUNTY, MICHIGAN

J. REID COOKSEY, P.E.
LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE: 1" = 50' | PROJECT ID: M-19052.01

TITLE: SITE PLAN

DRAWING: C-4

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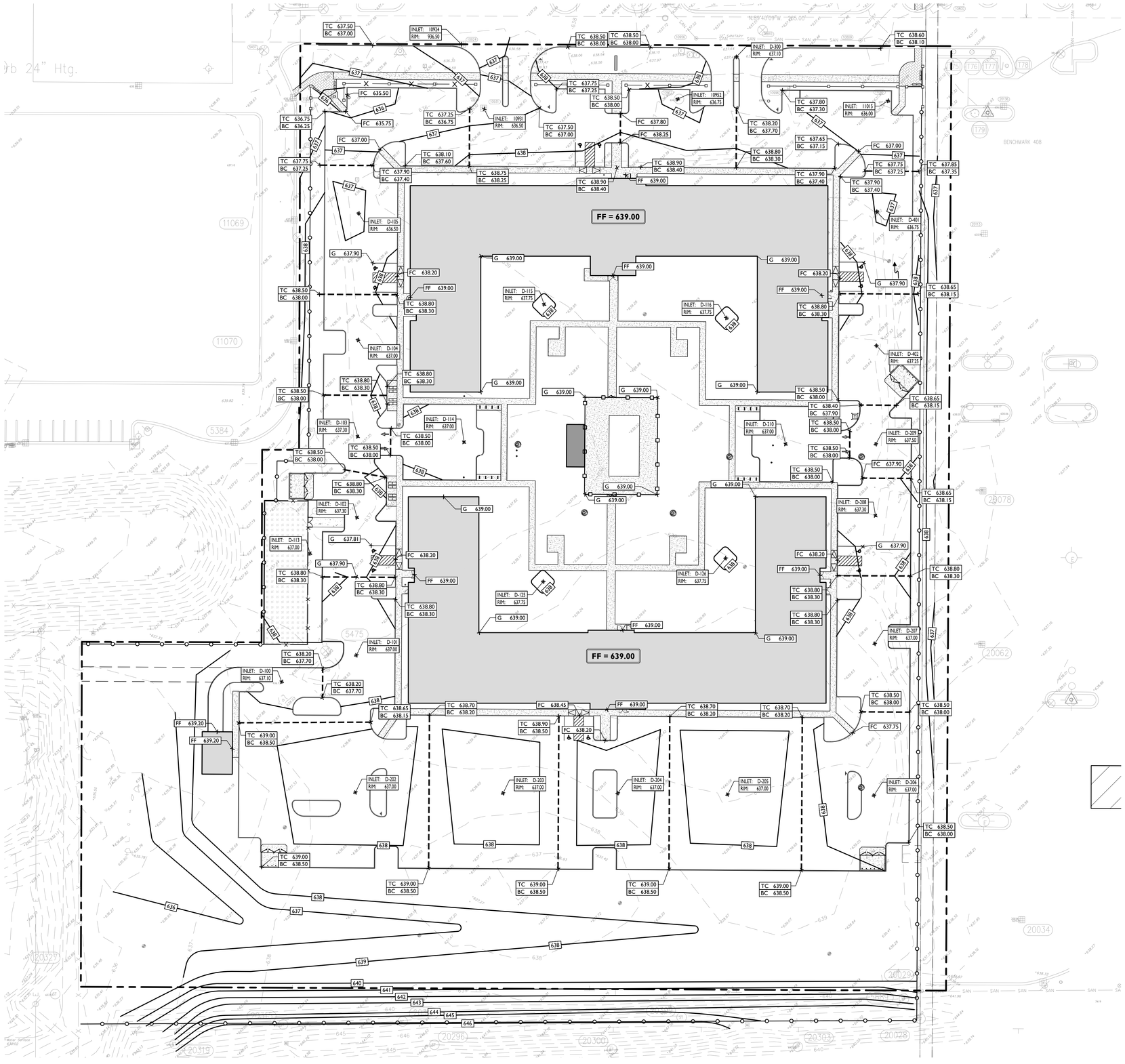

SYMBOL / DESCRIPTION

SYMBOL	DESCRIPTION
	PROPERTY LINE
100	PROPOSED GRADING CONTOUR
	PROPOSED GRADING RIDGELINE
	PROPOSED DIRECTION OF DRAINAGE FLOW
G 100.00	PROPOSED GRADE SPOT SHOT
TC 100.50 BC 100.00	PROPOSED TOP OF CURB / BOTTOM OF CURB SPOT SHOT
FC 100.00	PROPOSED FLUSH CURB SPOT SHOT

GRADING NOTES

1. ALL SOIL AND MATERIAL REMOVED FROM THE SITE SHALL BE DISPOSED OF IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL REQUIREMENTS. ANY GROUNDWATER DE-WATERING PRACTICES SHALL BE PERFORMED UNDER THE SUPERVISION OF A QUALIFIED PROFESSIONAL. THE CONTRACTOR IS REQUIRED TO OBTAIN ALL NECESSARY PERMITS FOR THE DISCHARGE OF DE-WATERED GROUNDWATER. ALL SOIL IMPORTED TO THE SITE SHALL BE CERTIFIED CLEAN FILL. CONTRACTOR SHALL MAINTAIN RECORDS OF ALL FILL MATERIALS BROUGHT TO THE SITE.
2. THE CONTRACTOR IS REQUIRED TO PROVIDE TEMPORARY AND/OR PERMANENT SHORING WHERE REQUIRED DURING EXCAVATION ACTIVITIES, INCLUDING BUT NOT LIMITED TO UTILITY TRENCHES, TO ENSURE THE STRUCTURAL INTEGRITY OF NEARBY STRUCTURES AND STABILITY OF THE SURROUNDING SOILS.
3. PROPOSED TOP OF CURB ELEVATIONS ARE GENERALLY 4 INCHES TO 7 INCHES ABOVE EXISTING GRADES UNLESS OTHERWISE NOTED. THE CONTRACTOR WILL SUPPLY ALL STAKEOUT CURB GRADE SHEETS TO STONEFIELD ENGINEERING & DESIGN, LLC. FOR REVIEW AND APPROVAL PRIOR TO POURING CURBS.
4. THE CONTRACTOR IS RESPONSIBLE TO SET ALL PROPOSED UTILITY COVERS AND RESET ALL EXISTING UTILITY COVERS WITHIN THE PROJECT LIMITS TO PROPOSED GRADE IN ACCORDANCE WITH ANY APPLICABLE MUNICIPAL, COUNTY, STATE AND/OR UTILITY AUTHORITY REGULATIONS.
5. MINIMUM SLOPE REQUIREMENTS TO PREVENT PONDING SHALL BE AS FOLLOWS:
   - CURB GUTTER: 0.50%
   - CONCRETE SURFACES: 1.00%
   - ASPHALT SURFACES: 1.00%
6. A MINIMUM SLOPE OF 1.00% SHALL BE PROVIDED AWAY FROM ALL BUILDINGS. THE CONTRACTOR SHALL ENSURE POSITIVE DRAINAGE FROM THE BUILDING IS ACHIEVED AND SHALL NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC. IF THIS CONDITION CANNOT BE MET.
7. FOR PROJECTS WHERE BASEMENTS ARE PROPOSED, THE DEVELOPER IS RESPONSIBLE TO DETERMINE THE DEPTH TO GROUNDWATER AT THE LOCATION OF THE PROPOSED STRUCTURE. IF GROUNDWATER IS ENCOUNTERED WITHIN THE BASEMENT AREA, SPECIAL CONSTRUCTION METHODS SHALL BE UTILIZED AND REVIEWED/APPROVED BY THE CONSTRUCTION CODE OFFICIAL. IF SUMP PUMPS ARE UTILIZED, ALL DISCHARGES SHALL BE CONNECTED DIRECTLY TO THE PUBLIC STORM SEWER SYSTEM WITH APPROVAL FROM THE GOVERNING STORM SEWER SYSTEM AUTHORITY.

ADA NOTES

1. THE CONTRACTOR SHALL MAINTAIN A MAXIMUM 2.00% SLOPE IN ANY DIRECTION WITHIN THE ADA PARKING SPACES AND ACCESS AISLES.
2. THE CONTRACTOR SHALL PROVIDE COMPLIANT SIGNAGE AT ALL ADA PARKING AREAS IN ACCORDANCE WITH STATE GUIDELINES.
3. THE CONTRACTOR SHALL MAINTAIN A MAXIMUM 5.00% RUNNING SLOPE AND A MAXIMUM OF 2.00% CROSS SLOPE ALONG WALKWAYS WITHIN THE ACCESSIBLE PATH OF TRAVEL (SEE THE SITE PLAN FOR THE LOCATION OF THE ACCESSIBLE PATH). THE CONTRACTOR IS RESPONSIBLE TO ENSURE THE ACCESSIBLE PATH OF TRAVEL IS 36 INCHES WIDE OR GREATER UNLESS INDICATED OTHERWISE WITHIN THE PLAN SET.
4. THE CONTRACTOR SHALL MAINTAIN A MAXIMUM 2.00% SLOPE IN ANY DIRECTION AT ALL LANDINGS. LANDINGS INCLUDE, BUT ARE NOT LIMITED TO, THE TOP AND BOTTOM OF AN ACCESSIBLE RAMP, AT ACCESSIBLE BUILDING ENTRANCES, AT AN AREA IN FRONT OF A WALK-UP ATM, AND AT TURNING SPACES ALONG THE ACCESSIBLE PATH OF TRAVEL. THE LANDING AREA SHALL HAVE A MINIMUM CLEAR AREA OF 60 INCHES BY 60 INCHES UNLESS INDICATED OTHERWISE WITHIN THE PLAN SET.
5. THE CONTRACTOR SHALL MAINTAIN A MAXIMUM 8.33% RUNNING SLOPE AND A MAXIMUM 2.00% CROSS SLOPE ON ANY CURB RAMPS ALONG THE ACCESSIBLE PATH OF TRAVEL. WHERE PROVIDED, CURB RAMP FLARES SHALL NOT HAVE A SLOPE GREATER THAN 10.00% IF A LANDING AREA IS PROVIDED AT THE TOP OF THE RAMP. FOR ALTERATIONS, A CURB RAMP FLARES SHALL NOT HAVE A SLOPE GREATER THAN 8.33% IF A LANDING AREA IS NOT PROVIDED AT THE TOP OF THE RAMP. CURBS RAMPS SHALL NOT RISE MORE THAN 6 INCHES IN ELEVATION WITHOUT A HANDRAIL. THE CLEAR WIDTH OF A CURB RAMP SHALL BE NO LESS THAN 36 INCHES WIDE.
6. ACCESSIBLE RAMPS WITH A RISE GREATER THAN 6 INCHES SHALL CONTAIN COMPLIANT HANDRAILS ON BOTH SIDES OF THE RAMP AND SHALL NOT RISE MORE THAN 30" IN ELEVATION WITHOUT A LANDING AREA IN BETWEEN RAMP RUNS. LANDING AREAS SHALL ALSO BE PROVIDED AT THE TOP AND BOTTOM OF THE RAMP.
7. A SLIP RESISTANT SURFACE SHALL BE CONSTRUCTED ALONG THE ACCESSIBLE PATH AND WITHIN ADA PARKING AREAS.
8. THE CONTRACTOR SHALL ENSURE A MAXIMUM OF ¼ INCHES VERTICAL CHANGE IN LEVEL ALONG THE ACCESSIBLE PATH. WHERE A CHANGE IN LEVEL BETWEEN ¼ INCHES AND ½ INCHES EXISTS, CONTRACTOR SHALL ENSURE THAT THE TOP ¼ INCH CHANGE IN LEVEL IS BEVELED WITH A SLOPE NOT STEEPER THAN 1 UNIT VERTICAL AND 2 UNITS HORIZONTAL (2:1 SLOPE).
9. THE CONTRACTOR SHALL ENSURE THAT ANY OPENINGS (GAPS OR HORIZONTAL SEPARATION) ALONG THE ACCESSIBLE PATH SHALL NOT ALLOW PASSAGE OF A SPHERE GREATER THAN ½ INCH.

EARTHWORK NOTES:

1. **THE CONTRACTOR IS RESPONSIBLE TO SCREEN AND REUTILIZE 3 INCHES OF EXISTING TOPSOIL WITHIN PROPOSED LANDSCAPED AREAS.**
2. **ALL SITE SPOILS TO BE BERMED AT THE REAR OF THE SITE. THE CONTRACTOR SHALL NOTIFY STONEFIELD ENGINEERING & DESIGN IN WRITING IF THE SPOILS EXCEED THE PROPOSED BERM SIZE.**

ISSUE	DATE	BY	DESCRIPTION
1	04/27/2022	MPH	CITY SITE PLAN REVIEW

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Phone 248.247.1115

SITE DEVELOPMENT PLANS

Schostak BROTHERS & COMPANY

WONDERLAND FLATS
PROPOSED RESIDENTIAL DEVELOPMENT

PARCEL IDS: 137-99-0008-010 & 137-99-0004-002
CITY OF LIVONIA
WAYNE COUNTY, MICHIGAN

STATE OF MICHIGAN
JONATHAN FRED COOKSEY
ENGINEER
LICENSED PROFESSIONAL ENGINEER

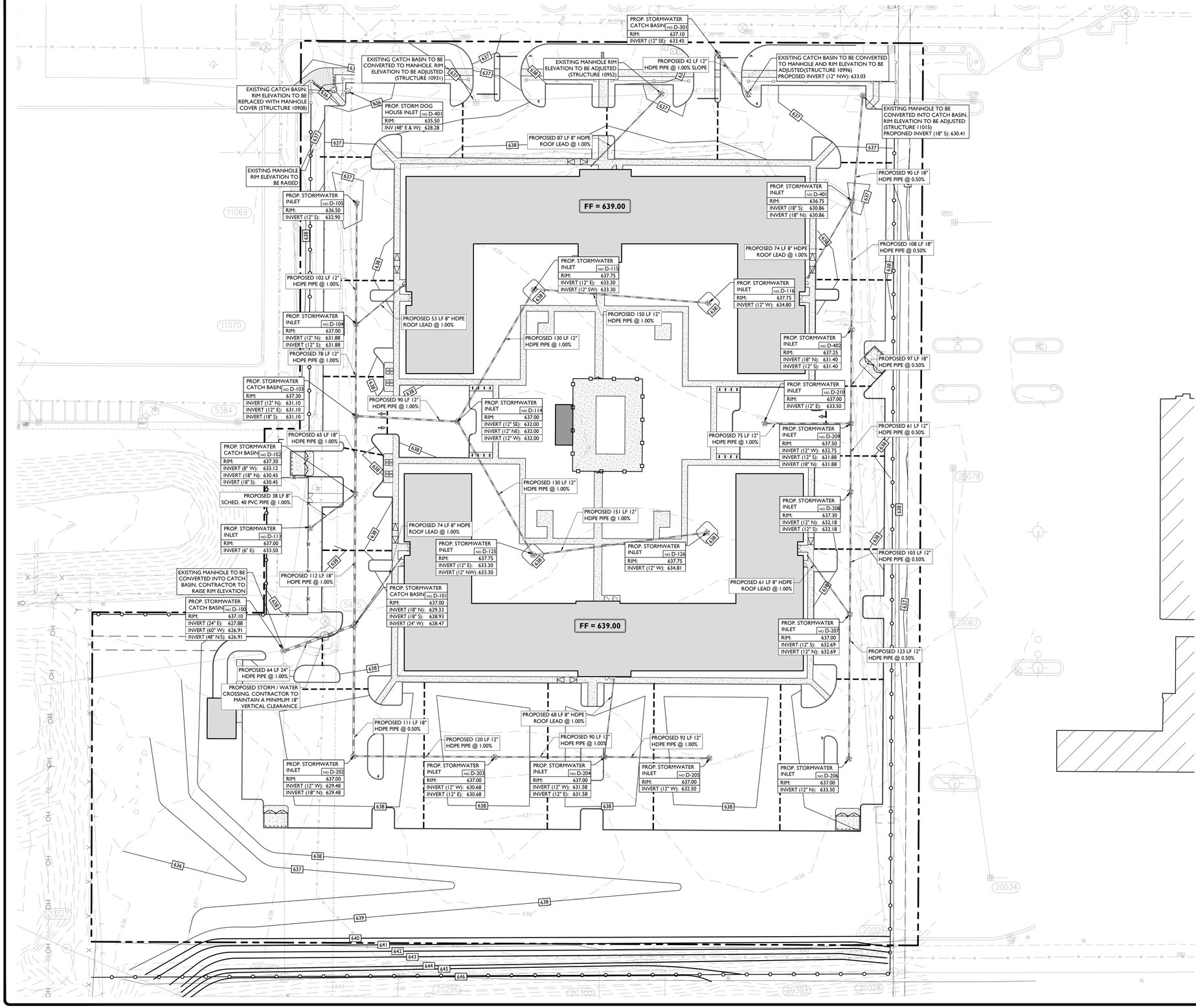
STONEFIELD engineering & design

SCALE: 1" = 40' | PROJECT ID: M-19052.01

TITLE: GRADING PLAN

DRAWING: C-5

V:\PROJECTS\M\19052.01\CAD\SCHOSTAK BROTHERS-MIDDLEBELT ROAD AND PLYMOUTH ROAD, LIVONIA, MI\CAD\PLOTTED\19052.01_GRADE.DWG



SYMBOL / DESCRIPTION

- PROPERTY LINE
- PROPOSED GRADING CONTOUR
- PROPOSED GRADING RIDGELINE
- PROPOSED STORMWATER STRUCTURES
- PROPOSED STORMWATER PIPING

DRAINAGE AND UTILITY NOTES

1. THE CONTRACTOR TO PERFORM A TEST PIT PRIOR TO CONSTRUCTION (RECOMMEND 30 DAYS PRIOR) AT LOCATIONS OF EXISTING UTILITY CROSSINGS FOR STORMWATER IMPROVEMENTS. SHOULD A CONFLICT EXIST, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC. IN WRITING.
2. CONTRACTOR SHALL START CONSTRUCTION OF STORM LINES AT THE LOWEST INVERT AND WORK UP-GRADIENT.
3. THE CONTRACTOR IS REQUIRED TO CALL THE APPROPRIATE AUTHORITY FOR NOTICE OF CONSTRUCTION/EXCAVATION AND UTILITY MARK OUT PRIOR TO THE START OF CONSTRUCTION IN ACCORDANCE WITH STATE LAW. CONTRACTOR IS REQUIRED TO CONFIRM THE HORIZONTAL AND VERTICAL LOCATION OF UTILITIES IN THE FIELD. SHOULD A DISCREPANCY EXIST BETWEEN THE FIELD LOCATION OF A UTILITY AND THE LOCATION SHOWN ON THE PLAN SET OR SURVEY, THE CONTRACTOR SHALL NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC. IMMEDIATELY IN WRITING.
4. THE CONTRACTOR IS RESPONSIBLE TO MAINTAIN A RECORD OF THE AS-BUILT LOCATIONS OF ALL PROPOSED UNDERGROUND INFRASTRUCTURE. THE CONTRACTOR SHALL NOTE ANY DISCREPANCIES BETWEEN THE AS-BUILT LOCATIONS AND THE LOCATIONS DEPICTED WITHIN THE PLAN SET. THIS RECORD SHALL BE PROVIDED TO THE OWNER FOLLOWING COMPLETION OF WORK.

EXCAVATION, SOIL PREPARATION, AND DEWATERING NOTES

1. THE CONTRACTOR IS REQUIRED TO REVIEW THE REFERENCED GEOTECHNICAL DOCUMENTS PRIOR TO CONSTRUCTION. THESE DOCUMENTS SHALL BE CONSIDERED A PART OF THE PLAN SET.
2. THE CONTRACTOR IS REQUIRED TO PREPARE SUBGRADE SOILS BENEATH ALL PROPOSED IMPROVEMENTS AND BACKFILL ALL EXCAVATIONS IN ACCORDANCE WITH RECOMMENDATIONS BY THE GEOTECHNICAL ENGINEER OF RECORD.
3. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING SHORING FOR ALL EXCAVATIONS AS REQUIRED. CONTRACTOR SHALL HAVE THE SHORING DESIGN PREPARED BY A QUALIFIED PROFESSIONAL. SHORING DESIGNS SHALL BE SUBMITTED TO STONEFIELD ENGINEERING & DESIGN, LLC. AND THE OWNER PRIOR TO THE START OF CONSTRUCTION.
4. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL OPEN EXCAVATIONS ARE PERFORMED AND PROTECTED IN ACCORDANCE WITH THE LATEST OSHA REGULATIONS.
5. THE CONTRACTOR IS RESPONSIBLE FOR ANY DEWATERING DESIGN AND OPERATIONS, AS REQUIRED, TO CONSTRUCT THE PROPOSED IMPROVEMENTS. THE CONTRACTOR SHALL OBTAIN ANY REQUIRED PERMITS FOR DEWATERING OPERATIONS AND GROUNDWATER DISPOSAL.

GRAPHIC SCALE IN FEET
1" = 40'

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SITE DEVELOPMENT PLANS

Schostak BROTHERS & COMPANY

WONDERLAND FLATS
PROPOSED RESIDENTIAL DEVELOPMENT

PARCEL IDS: 137-99-0008-010 & 137-99-0004-002
CITY OF LIVONIA
WAYNE COUNTY, MICHIGAN

STATE OF MICHIGAN
JONATHAN FRED COOKSEY
ENGINEER
LICENSED PROFESSIONAL ENGINEER

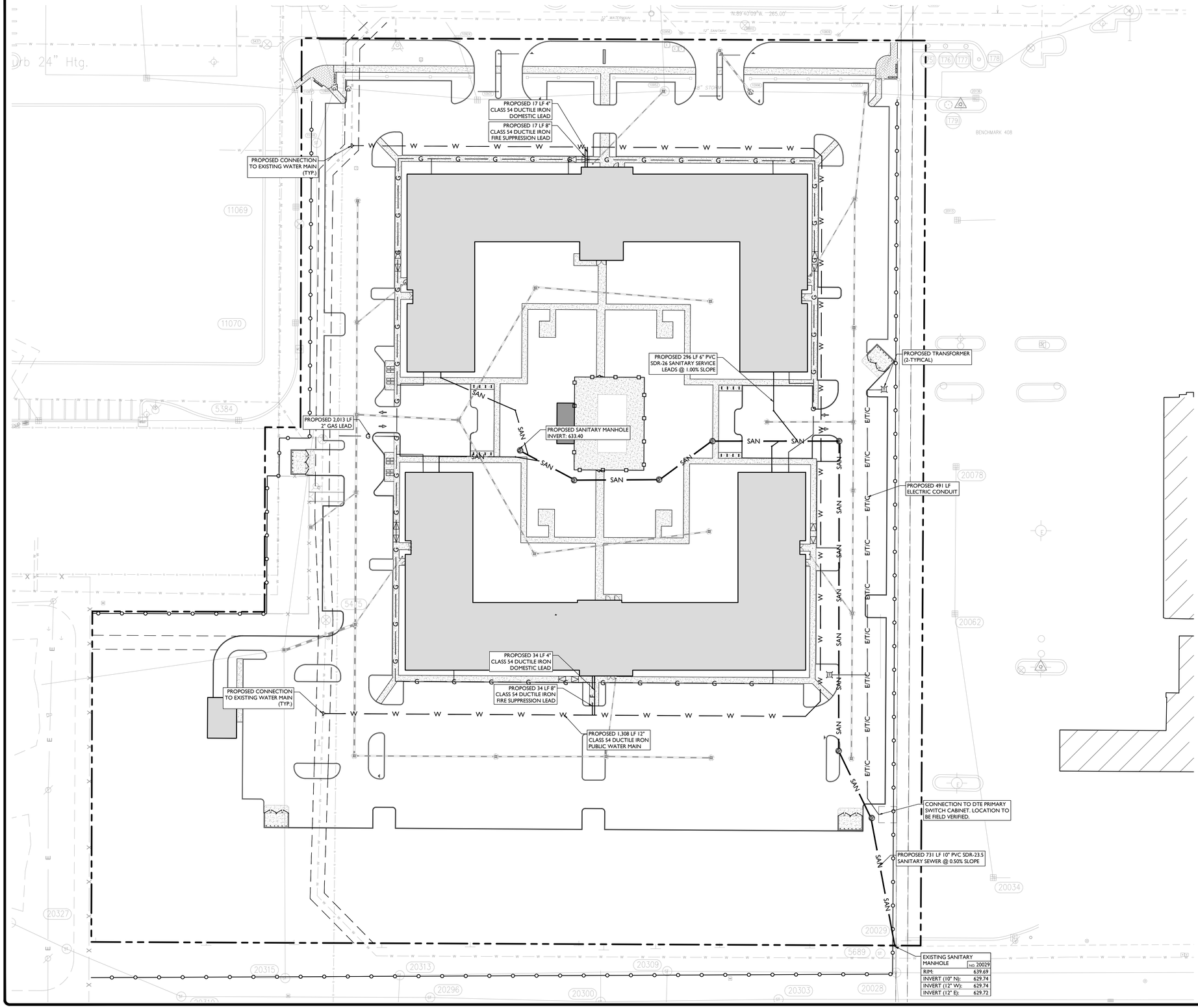
STONEFIELD engineering & design

SCALE: 1" = 40' | PROJECT ID: M-19052.01

TITLE:
STORMWATER MANAGEMENT PLAN

DRAWING:
C-6

V:\M\SB\PM_19052.01 SCHOSTAK BROTHERS\MIDDLEBELT ROAD AND PLYMOUTH ROAD, LIVONIA, MI\CAD\PLOTS\PDF\26-STRM.DWG



SYMBOL / DESCRIPTION

SYMBOL	DESCRIPTION
	PROPERTY LINE
SAN	PROPOSED SANITARY SEWER
W	PROPOSED DOMESTIC WATER SERVICE
F	PROPOSED FIRE LINE WATER SERVICE
E/T/C	PROPOSED ELECTRICAL/DATA CONDUITS
G	PROPOSED GAS LINE
	PROPOSED VALVE
	PROPOSED WATER TEE / BEND
	PROPOSED FIRE HYDRANT
	PROPOSED FIRE DEPARTMENT CONNECTION (FDC)
S	PROPOSED SANITARY MANHOLE / CLEANOUT
T	PROPOSED TRANSFORMER ON CONCRETE PAD WITH BOLLARDS

DRAINAGE AND UTILITY NOTES

1. THE CONTRACTOR IS REQUIRED TO CALL THE APPROPRIATE AUTHORITY FOR NOTICE OF CONSTRUCTION/EXCAVATION AND UTILITY MARK OUT PRIOR TO THE START OF CONSTRUCTION IN ACCORDANCE WITH STATE LAW. CONTRACTOR IS REQUIRED TO CONFIRM THE HORIZONTAL AND VERTICAL LOCATION OF UTILITIES IN THE FIELD. SHOULD A DISCREPANCY EXIST BETWEEN THE FIELD LOCATION OF A UTILITY AND THE LOCATION SHOWN ON THE PLAN SET OR SURVEY, THE CONTRACTOR SHALL NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC IMMEDIATELY IN WRITING.
2. THE CONTRACTOR IS RESPONSIBLE TO PROTECT AND MAINTAIN IN OPERATION ALL UTILITIES NOT DESIGNATED TO BE REMOVED.
3. THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY DAMAGE TO ANY EXISTING UTILITY IDENTIFIED TO REMAIN WITHIN THE LIMITS OF THE PROPOSED WORK DURING CONSTRUCTION.
4. A MINIMUM HORIZONTAL SEPARATION OF 10 FEET IS REQUIRED BETWEEN ANY SANITARY SEWER SERVICE AND ANY WATER LINES. IF THIS SEPARATION CANNOT BE PROVIDED, A CONCRETE ENCASEMENT SHALL BE UTILIZED FOR THE SANITARY SEWER SERVICE AS APPROVED BY STONEFIELD ENGINEERING & DESIGN, LLC.
5. ALL WATER LINES SHALL BE VERTICALLY SEPARATED ABOVE SANITARY SEWER LINES BY A MINIMUM DISTANCE OF 18 INCHES. IF THIS SEPARATION CANNOT BE PROVIDED, A CONCRETE ENCASEMENT SHALL BE UTILIZED FOR THE SANITARY SEWER SERVICE AS APPROVED BY STONEFIELD ENGINEERING & DESIGN, LLC.
6. THE CONTRACTOR TO PERFORM A TEST PIT PRIOR TO CONSTRUCTION (RECOMMEND 30 DAYS PRIOR) AT LOCATIONS OF EXISTING UTILITY CROSSINGS FOR WATER AND SANITARY SEWER CONNECTION IMPROVEMENTS. SHOULD A CONFLICT EXIST, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC. IN WRITING.
7. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING GAS, ELECTRIC AND TELECOMMUNICATION CONNECTIONS WITH THE APPROPRIATE GOVERNING AUTHORITY.
8. CONTRACTOR SHALL START CONSTRUCTION OF ANY GRAVITY SEWER AT THE LOWEST INVERT AND WORK UP-GRADIENT.
9. THE CONTRACTOR IS RESPONSIBLE TO MAINTAIN A RECORD SET OF PLANS REFLECTING THE LOCATION OF EXISTING UTILITIES THAT HAVE BEEN CAPPED, ABANDONED, OR RELOCATED BASED ON THE DEMOLITION/REMOVAL ACTIVITIES REQUIRED IN THIS PLAN SET. THIS DOCUMENT SHALL BE PROVIDED TO THE OWNER FOLLOWING COMPLETION OF WORK.
10. THE CONTRACTOR IS RESPONSIBLE TO MAINTAIN A RECORD OF THE AS-BUILT LOCATIONS OF ALL PROPOSED UNDERGROUND INFRASTRUCTURE. THE CONTRACTOR SHALL NOTE ANY DISCREPANCIES BETWEEN THE AS-BUILT LOCATIONS AND THE LOCATIONS DEPICTED WITHIN THE PLAN SET. THIS RECORD SHALL BE PROVIDED TO THE OWNER FOLLOWING COMPLETION OF WORK.

40' 0' 40' 80'

GRAPHIC SCALE IN FEET

1" = 40'

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SITE DEVELOPMENT PLANS

Schostak BROTHERS & COMPANY

WONDERLAND FLATS
PROPOSED RESIDENTIAL DEVELOPMENT

PARCEL IDS: 137-99-0008-010 & 137-99-0004-002
CITY OF LIVONIA
WAYNE COUNTY, MICHIGAN

JONATHAN REID COOKSEY — STATE OF MICHIGAN — ENGINEER — No. 6201062555 — LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE: 1" = 40' | PROJECT ID: M-19052.01

TITLE:

UTILITY PLAN

DRAWING:

C-7

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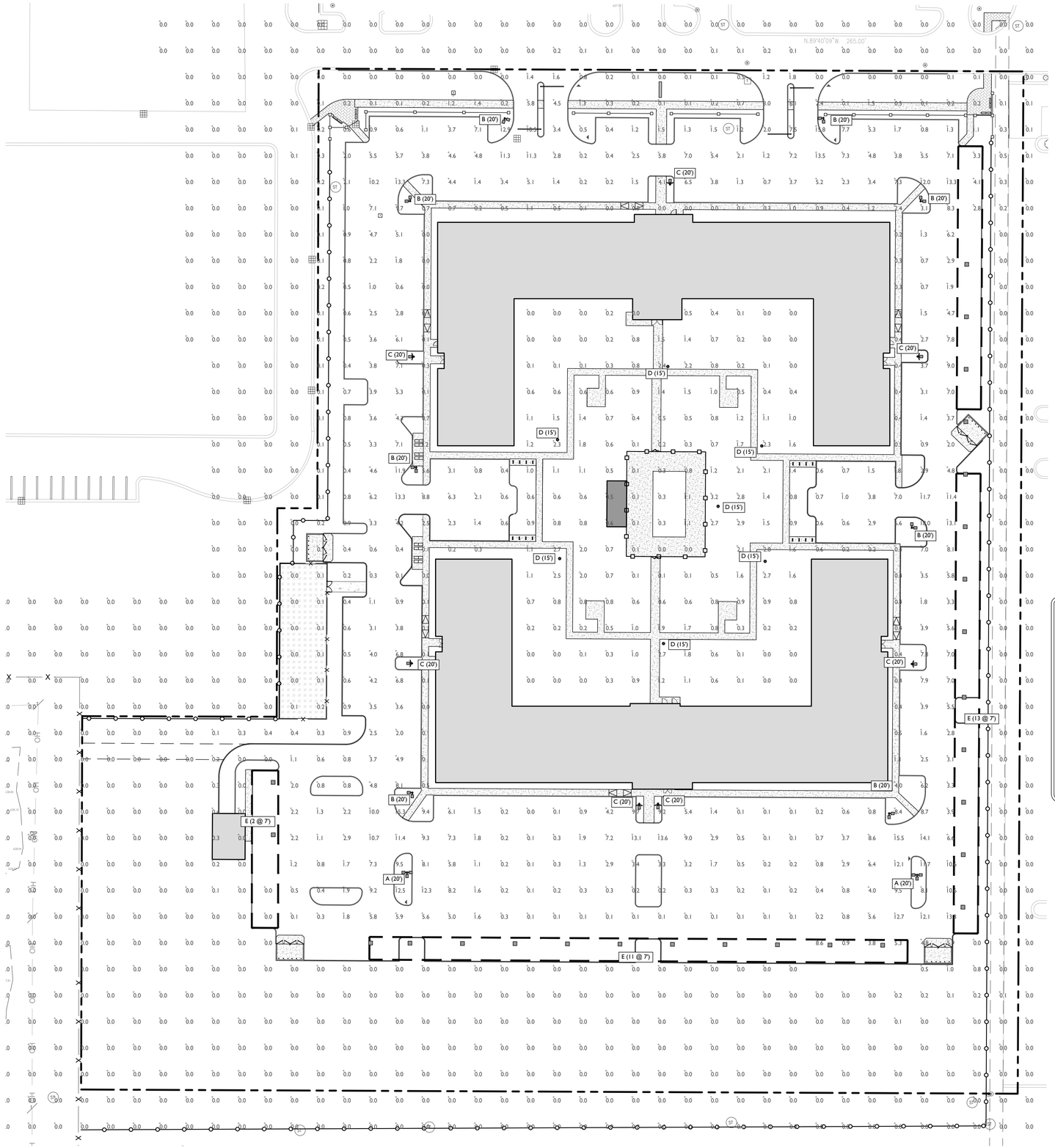


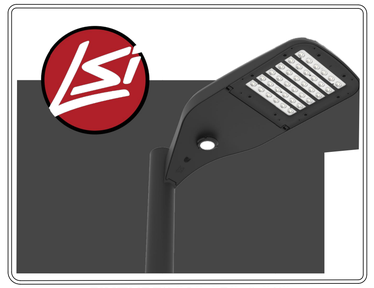
GENERAL LIGHTING NOTES

1. THE LIGHTING LEVELS DEPICTED WITHIN THE PLAN SET ARE CALCULATED UTILIZING DATA OBTAINED FROM THE LISTED MANUFACTURER. ACTUAL ILLUMINATION LEVELS AND PERFORMANCE OF ANY PROPOSED LIGHTING FIXTURE MAY VARY DUE TO UNCONTROLLABLE VARIABLES SUCH ARE WEATHER, VOLTAGE SUPPLY, LAMP TOLERANCE, EQUIPMENT SERVICE LIFE AND OTHER VARIABLE FIELD CONDITIONS.
2. WHERE APPLICABLE, THE EXISTING LIGHT LEVELS DEPICTED WITHIN THE PLAN SET SHALL BE CONSIDERED APPROXIMATE. THE EXISTING LIGHT LEVELS ARE BASED ON FIELD OBSERVATIONS AND THE MANUFACTURER'S DATA OF THE ASSUMED OR MOST SIMILAR LIGHTING FIXTURE MODEL.
3. UNLESS NOTED ELSEWHERE WITHIN THIS PLAN SET, THE LIGHT LOSS FACTORS USED IN THE LIGHTING ANALYSIS ARE AS FOLLOWS:
   - LIGHT EMITTING DIODES (LED): 0.90
   - HIGH PRESSURE SODIUM: 0.72
   - METAL HALIDE: 0.72
4. THE CONTRACTOR SHALL NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC. IN WRITING, PRIOR TO THE START OF CONSTRUCTION, OF ANY PROPOSED LIGHTING LOCATIONS THAT CONFLICT WITH EXISTING/ PROPOSED DRAINAGE, UTILITY, OR OTHER IMPROVEMENTS.
5. THE CONTRACTOR IS RESPONSIBLE TO PREPARE A WIRING PLAN AND PROVIDE ELECTRIC SERVICE TO ALL PROPOSED LIGHTING FIXTURES. THE CONTRACTOR IS REQUIRED TO PREPARE AN AS-BUILT PLAN OF WIRING AND PROVIDE COPIES TO THE OWNER AND STONEFIELD ENGINEERING & DESIGN, LLC.

SYMBOL	DESCRIPTION
A (XX')	PROPOSED LIGHTING FIXTURE (MOUNTING HEIGHT)
+XX	PROPOSED LIGHTING INTENSITY (FOOTCANDLES)

PROPOSED LUMINARIES SCHEDULE

SYMBOL	LABEL	QUANTITY	LIGHTING FIXTURE	DISTRIBUTION	LLF	WATTS	MANUFACTURER	IES FILE
	A	2	MIRADA MEDIUM OUTDOOR LED AREA LIGHT - 40K	FT	0.90	247	LSI INDUSTRIES	MRM-LED-42L-SIL-FT-50-70CRI
	B	8	MIRADA MEDIUM OUTDOOR LED AREA LIGHT - 40K	FT	0.90	247	LSI INDUSTRIES	MRM-LED-30L-SIL-FT-50-70CRI
	C	7	MIRADA MEDIUM OUTDOOR LED AREA LIGHT - HSS - 40K	FT	0.90	247	LSI INDUSTRIES	MRM-LED-30L-SIL-FT-50-70CRI-IL
	D	7	MIRADA POST TOP	V	0.90	**73**	LSI INDUSTRIES	LDN6_50_20_LO6AR_LSS
	E	26	CPG - LED COMPACT PARKING GARAGE LIGHT - 40K	WIDE	0.90	60	LSI LIGHTING	CPG-LED-7L-CA-W-40



FIXTURES "A", "B", & "C"



FIXTURES "D"



FIXTURE "E"

40' 0' 40' 80'
GRAPHIC SCALE IN FEET
1" = 40'

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SITE DEVELOPMENT PLANS

Schostak BROTHERS & COMPANY

WONDERLAND FLATS
PROPOSED RESIDENTIAL DEVELOPMENT

PARCEL IDS: 137-99-0008-010 & 137-99-0004-002
CITY OF LIVONIA
WAYNE COUNTY, MICHIGAN

STATE OF MICHIGAN
JONATHAN FRED COOKSEY
ENGINEER
LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE: 1" = 40' | PROJECT ID: M-19052.01

TITLE:
LIGHTING PLAN

DRAWING:
C-8

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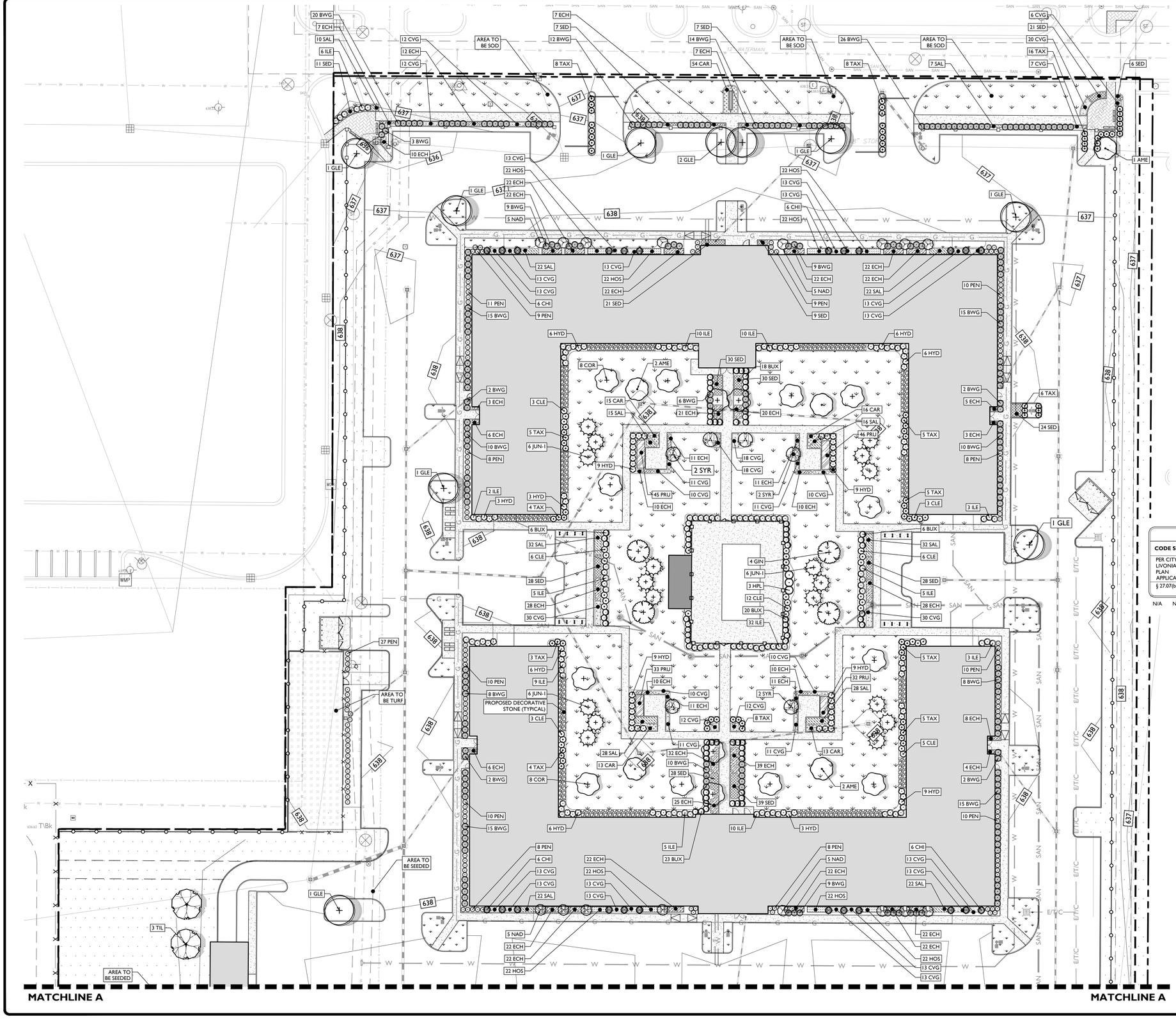

LANDSCAPING REQUIREMENTS

CODE SECTION	REQUIRED	PROPOSED
PER CITY OF LIVONIA SITE PLAN APPLICATION	15% OF TOTAL SITE TO BE LANDSCAPED 473,258 SF * (0.15) = 70,989 SF	211,462 SF (44.7%)
§ 27.07(b)	NEIGHBORING RESIDENTIAL ZONES ARE TO BE SHIELDED BY GLARE FROM PARKING LOTS	N/A

N/A NOT APPLICABLE

AREA TO BE SOD

AREA TO BE SEED

IRRIGATION NOTE:

IRRIGATION CONTRACTOR TO PROVIDE A DESIGN FOR AN IRRIGATION SYSTEM SEPARATING PLANTING BEDS FROM LAWN AREA. PRIOR TO CONSTRUCTION, DESIGN IS TO BE SUBMITTED TO THE PROJECT LANDSCAPE DESIGNER FOR REVIEW AND APPROVAL. WHERE POSSIBLE, DRIP IRRIGATION AND OTHER WATER CONSERVATION TECHNIQUES SUCH AS RAIN SENSORS SHALL BE IMPLEMENTED. CONTRACTOR TO VERIFY MAXIMUM ON SITE DYNAMIC WATER PRESSURE AVAILABLE MEASURED IN PSI. PRESSURE REDUCING DEVICES OR BOOSTER PUMPS SHALL BE PROVIDED TO MEET SYSTEM PRESSURE REQUIREMENTS. DESIGN TO SHOW ALL VALVES, PIPING, HEADS, BACKFLOW PREVENTION, METERS, CONTROLLERS, AND SLEEVES WITHIN HARDSCAPE AREAS.

LANDSCAPING NOTES

1. THE CONTRACTOR SHALL RESTORE ALL DISTURBED GRASS AND LANDSCAPED AREAS TO MATCH EXISTING CONDITIONS UNLESS INDICATED OTHERWISE WITHIN THE PLAN SET.
2. THE CONTRACTOR SHALL RESTORE ALL DISTURBED LAWN AREAS WITH A MINIMUM 4 INCH LAYER OF TOPSOIL AND SEED.
3. THE CONTRACTOR SHALL RESTORE MULCH AREAS WITH A MINIMUM 3 INCH LAYER OF MULCH .
4. THE MAXIMUM SLOPE ALLOWABLE IN LANDSCAPE RESTORATION AREAS SHALL BE 3 FEET HORIZONTAL TO 1 FOOT VERTICAL (3:1 SLOPE) UNLESS INDICATED OTHERWISE WITHIN THE PLAN SET.
5. THE CONTRACTOR IS REQUIRED TO LOCATE ALL SPRINKLER HEADS IN AREA OF LANDSCAPING DISTURBANCE PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL RELOCATE SPRINKLER HEADS AND LINES IN ACCORDANCE WITH OWNER'S DIRECTION WITHIN AREAS OF DISTURBANCE.
6. THE CONTRACTOR SHALL ENSURE THAT ALL DISTURBED LANDSCAPED AREAS ARE GRADED TO MEET FLUSH AT THE ELEVATION OF WALKWAYS AND TOP OF CURB ELEVATIONS EXCEPT UNLESS INDICATED OTHERWISE WITHIN THE PLAN SET. NO ABRUPT CHANGES IN GRADE ARE PERMITTED IN DISTURBED LANDSCAPING AREAS.

30' 0' 30' 60'

GRAPHIC SCALE IN FEET
1" = 30'

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STATE OF MICHIGAN
PAUL DEVITTO III
LANDSCAPE ARCHITECT
No. 390100179
LICENSED LANDSCAPE ARCHITECT

SITE DEVELOPMENT PLANS

Schostak BROTHERS & COMPANY

WONDERLAND FLATS
PROPOSED RESIDENTIAL DEVELOPMENT

PARCEL IDS: 137-99-0008-010 & 137-99-0004-002
CITY OF LIVONIA
WAYNE COUNTY, MICHIGAN

STATE OF MICHIGAN
JONATHAN FRED COOKSEY
ENGINEER
No. 6201060966
LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE: 1" = 30' | PROJECT ID: M-19052.01

TITLE:

LANDSCAPING PLAN

DRAWING:

C-9

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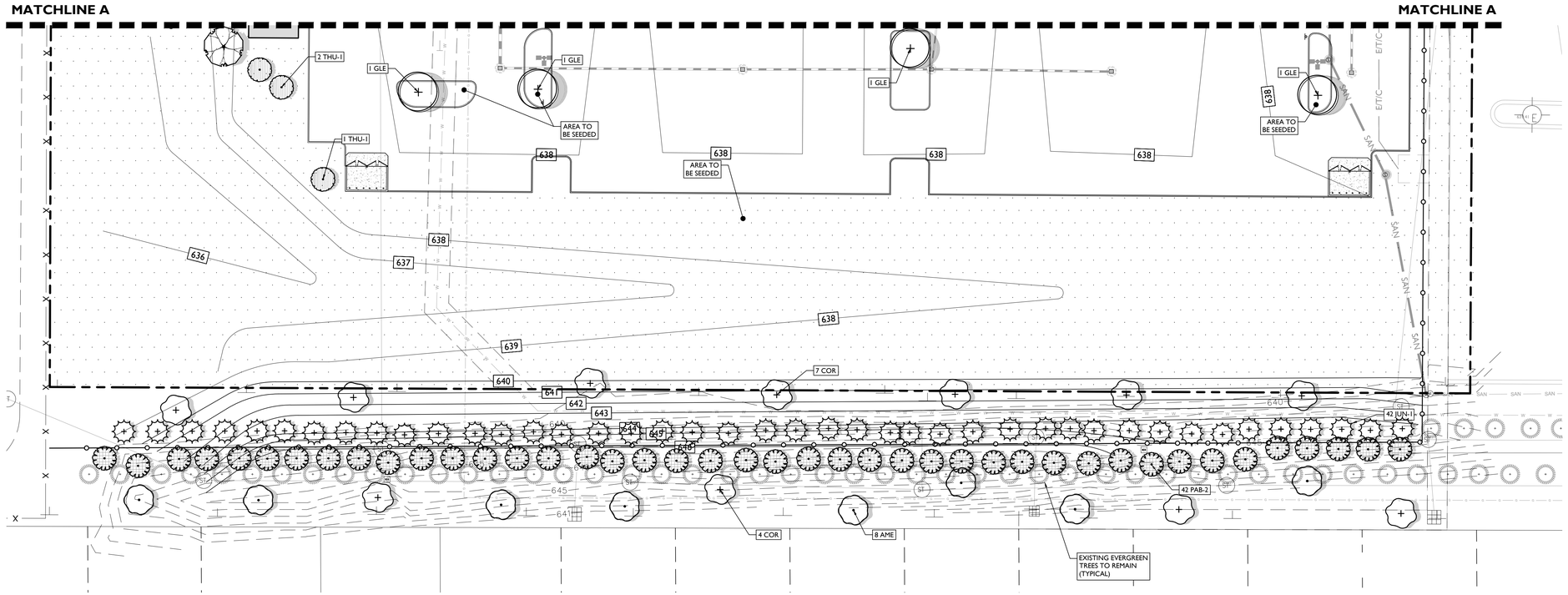
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AREA TO BE SEEDED
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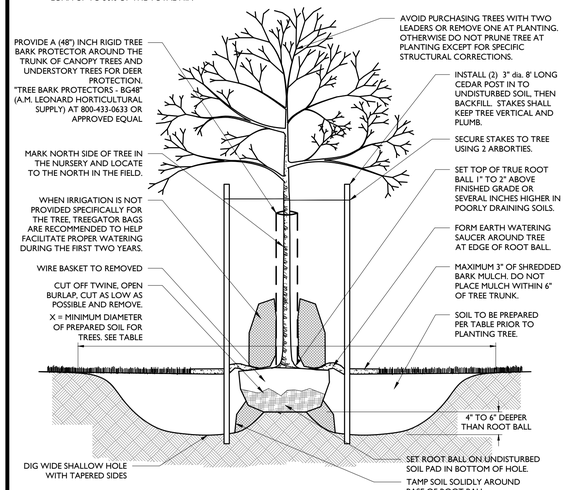
42 PAB-2
4 COR
8 AME
EXISTING EVERGREEN TREES TO REMAIN (TYPICAL)
E/T/C
SAN
SAN
SAN

NOTES:

1. FOR CONTAINER-GROWN TREES, USE FINGERS OR SMALL HAND TOOLS TO PULL THE ROOTS OUT OF THE OUTER LAYER OF POTTING SOIL; THEN CUT OR PULL APART ANY ROOTS CIRCLING THE PERIMETER OF THE CONTAINER.
2. THOROUGHLY SOAK THE TREE ROOT BALL AND ADJACENT PREPARED SOIL SEVERAL TIMES DURING THE FIRST MONTH AFTER PLANTING AND REGULARLY THROUGHOUT THE FOLLOWING TWO SUMMERS.
3. SOIL AMENDMENTS:
   - MODIFY HEAVY CLAY OR SILT SOILS (MORE THAN 40% CLAY OR SILT) BY ADDING COMPOSTED PINE BARK (UP TO 30% BY VOLUME) OR GYPSUM
   - MODIFY EXTREMELY SANDY SOILDS (MORE THAN 85% SAND) BY ADDING ORGANIC MATTER AND/OR DRY, SHREDDED CLAY LOAM UP TO 30% OF THE TOTAL MIX



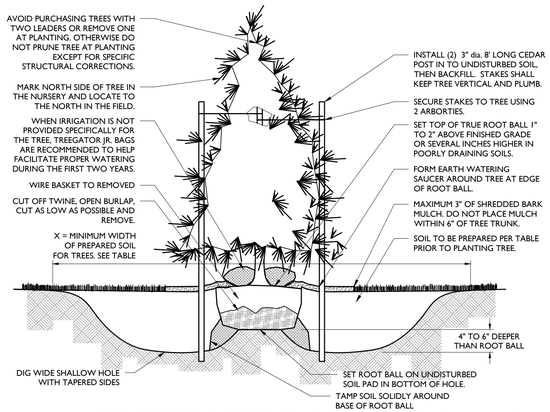
DECIDUOUS TREE PLANTING DETAIL

NOT TO SCALE

1

NOTES:

1. FOR CONTAINER-GROWN TREES, USE FINGERS OR SMALL HAND TOOLS TO PULL THE ROOTS OUT OF THE OUTER LAYER OF POTTING SOIL; THEN CUT OR PULL APART ANY ROOTS CIRCLING THE PERIMETER OF THE CONTAINER.
2. THOROUGHLY SOAK THE TREE ROOT BALL AND ADJACENT PREPARED SOIL SEVERAL TIMES DURING THE FIRST MONTH AFTER PLANTING AND REGULARLY THROUGHOUT THE FOLLOWING TWO SUMMERS.
3. SOIL AMENDMENTS:
   - MODIFY HEAVY CLAY OR SILT SOILS (MORE THAN 40% CLAY OR SILT) BY ADDING COMPOSTED PINE BARK (UP TO 30% BY VOLUME) OR GYPSUM
   - MODIFY EXTREMELY SANDY SOILDS (MORE THAN 85% SAND) BY ADDING ORGANIC MATTER AND/OR DRY, SHREDDED CLAY LOAM UP TO 30% OF THE TOTAL MIX

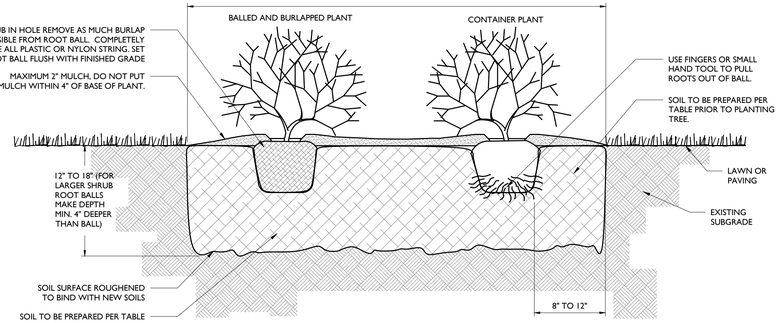


CONIFEROUS TREE PLANTING DETAIL

NOT TO SCALE

2

PREPARE SOIL IN THE ENTIRE BED USING PROCEDURES OUTLINED IN TABLE (X)



NOTES:

1. FOR THE CONTAINER-GROWN SHRUBS, USE FINGERS OR SMALL HAND TOOL TO PULL THE ROOTS OUT OF THE OUTER LAYER OF POTTING SOIL; THEN CUT OR PULL APART ANY ROOTS CIRCLING THE PERIMETER OF THE CONTAINER.
2. THOROUGHLY SOAK THE SHRUB ROOT BALL AND ADJACENT PREPARED SOIL SEVERAL TIMES DURING THE FIRST MONTH AFTER PLANTING AND REGULARLY THROUGHOUT THE FOLLOWING TWO SUMMERS.
   - MODIFY HEAVY CLAY OR SILT SOILS (MORE THAN 40% CLAY OR SILT) BY ADDING COMPOSTED PINE BARK (UP TO 30% BY VOLUME) OR GYPSUM
   - MODIFY EXTREMELY SANDY SOILS (MORE THAN 85% SAND) BY ADDING ORGANIC MATTER AND/OR DRY, SHREDDED CLAY LOAM UP TO 30% OF THE TOTAL

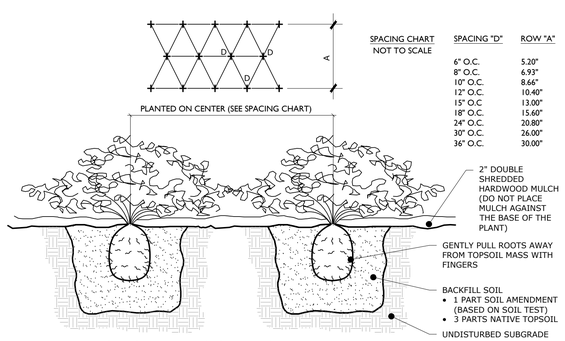
DECIDUOUS AND EVERGREEN SHRUB PLANTING DETAIL

NOT TO SCALE

3

NOTES:

1. THOROUGHLY SOAK THE GROUND COVER ROOT BALL AND ADJACENT PREPARED SOIL SEVERAL TIMES DURING THE FIRST MONTH AFTER PLANTING AND REGULARLY THROUGHOUT THE FOLLOWING TWO SUMMERS.
2. SOIL AMENDMENTS:
   - MODIFY HEAVY CLAY OR SILT SOILDS (MORE THAN 40% CLAY OR SILT) BY ADDING COMPOSTED PINE BARK (UP TO 30% BY VOLUME) OR GYPSUM
   - MODIFY EXTREMELY SANDY SOILDS (MORE THAN 85% SAND) BY ADDING ORGANIC MATTER AND/OR DRY, SHREDDED CLAY LOAM UP TO 30% OF THE TOTAL MIX
3. ALL GROUND COVER AREAS SHALL BE TREATED WITH A PRE-EMERGENT PER MANUFACTURER'S SPECIFICATIONS



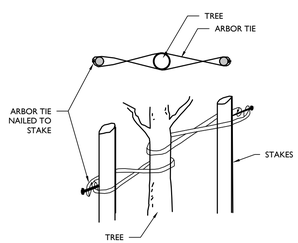
SPACING CHART
NOT TO SCALE

SPACING "D"	ROW "A"
6" O.C.	5.20"
8" O.C.	6.93"
10" O.C.	8.66"
12" O.C.	10.40"
15" O.C.	13.00"
18" O.C.	15.60"
24" O.C.	20.80"
30" O.C.	26.00"
36" O.C.	30.00"

GROUND COVER/PERENNIAL/ANNUAL PLANTING DETAIL

NOT TO SCALE

4



INSTALLATION GUIDELINES:

1. LOOP TIE AROUND TREE AND NAIL TO CEDAR STAKE.
2. REMOVE ALL STAKING AND TIES AT END OF FIRST GROWING SEASON.
3. FOLD ENDS OF ARBORTIE BACK. SECURE TO STAKES WITH 1" GALVANIZED ROOFING NAIL OR USE A KNOT.
4. CONSULT LANDSCAPE ARCHITECT FOR STAKING OF TREES LARGER THAN 6".
5. SOURCES INCLUDE:
   GEMPLERS 1-800-332-6744 or GEMPLERS.COM
   CSP OUTDOORS 1-800-592-6940 or CSPOUTDOORS.COM

ARBORTIE DETAIL

NOT TO SCALE

5

GENERAL LANDSCAPING NOTES:

1. THE LANDSCAPE CONTRACTOR SHALL FURNISH ALL MATERIALS AND PERFORM ALL WORK IN ACCORDANCE WITH THESE SPECIFICATIONS, APPROVED OR FINAL DRAWINGS, AND INSTRUCTIONS PROVIDED BY THE PROJECT LANDSCAPE DESIGNER, MUNICIPAL OFFICIALS, OR OWNER/OWNER'S REPRESENTATIVE. ALL WORK COMPLETED AND MATERIALS FURNISHED AND INSTALLED SHALL BE IN STRICT ACCORDANCE WITH THE INTENTION OF THE SPECIFICATIONS, DRAWINGS, AND INSTRUCTIONS AND EXECUTED WITH THE STANDARD LEVEL OF CARE FOR THE LANDSCAPE INDUSTRY.
2. WORK MUST BE CARRIED OUT ONLY DURING WEATHER CONDITIONS FAVORABLE TO LANDSCAPE CONSTRUCTION AND TO THE HEALTH AND WELFARE OF PLANTS. THE SUITABILITY OF SUCH WEATHER CONDITIONS SHALL BE DETERMINED BY THE PROJECT LANDSCAPE DESIGNER OR GOVERNING MUNICIPAL OFFICIAL.
3. IT IS THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR, BEFORE ORDERING OR PURCHASING MATERIALS, TO PROVIDE SAMPLES OF THOSE MATERIALS TO THE PROJECT LANDSCAPE DESIGNER OR GOVERNING MUNICIPAL OFFICIAL FOR APPROVAL, IF SO REQUESTED.
4. IF SAMPLES ARE REQUESTED, THE LANDSCAPE CONTRACTOR IS TO SUBMIT CERTIFICATION TAGS FROM TREES, SHRUBS AND SEED VERIFYING TYPE AND PURITY.
5. UNLESS OTHERWISE AUTHORIZED BY THE PROJECT LANDSCAPE DESIGNER OR GOVERNING MUNICIPAL OFFICIAL, THE LANDSCAPE CONTRACTOR SHALL PROVIDE NOTICE AT LEAST FORTY-EIGHT HOURS (48 HRS.) IN ADVANCE OF THE ANTICIPATED DELIVERY DATE OF KEY PLANT MATERIALS TO THE PROJECT SITE. A LEGIBLE COPY OF THE INVOICE, SHOWING VARIETIES AND SIZES OF MATERIALS INCLUDED FOR EACH SHIPMENT SHALL BE FURNISHED TO THE PROJECT LANDSCAPE DESIGNER, OR GOVERNING MUNICIPAL OFFICIAL.
6. THE PROJECT LANDSCAPE DESIGNER OR GOVERNING MUNICIPAL OFFICIAL RESERVES THE RIGHT TO INSPECT AND REJECT PLANTS AT ANY TIME AND AT ANY PLACE.

PROTECTION OF EXISTING VEGETATION NOTES:

1. BEFORE COMMENCING WORK, ALL EXISTING VEGETATION WHICH COULD BE IMPACTED AS A RESULT OF THE PROPOSED CONSTRUCTION ACTIVITIES MUST BE PROTECTED FROM DAMAGE BY THE INSTALLATION OF TREE PROTECTION FENCING. FENCING SHALL BE LOCATED AT THE DRIP-LINE OR LIMIT OF DISTURBANCE AS DEPICTED WITHIN THE APPROVED OR FINAL PLAN SET, ESTABLISHING THE TREE PROTECTION ZONE. SUCH INSTALLATION SHALL BE IN ACCORDANCE WITH THE PROVIDED "TREE PROTECTION FENCE DETAIL." NO WORK MAY BEGIN UNTIL THIS REQUIREMENT IS FULFILLED. THE FENCING SHALL BE INSPECTED REGULARLY BY THE LANDSCAPE CONTRACTOR AND MAINTAINED UNTIL ALL CONSTRUCTION ACTIVITIES HAVE BEEN COMPLETED.
2. IN ORDER TO AVOID DAMAGE TO ROOTS, BARK OR LOWER BRANCHES, NO VEHICLE, EQUIPMENT, DEBRIS, OR OTHER MATERIALS SHALL BE DRIVEN, PARKED OR PLACED WITHIN THE TREE PROTECTION ZONE. ALL ON-SITE CONTRACTORS SHALL USE ANY AND ALL PRECAUTIONARY MEASURES WHEN PERFORMING WORK AROUND TREES, WALKS, PAVEMENTS, UTILITIES, AND ANY OTHER FIXTURES EITHER EXISTING OR PREVIOUSLY INSTALLED UNDER THIS CONTRACT.
3. IN RARE INSTANCES WHERE EXCAVATING, FILL, OR GRADING IS REQUIRED WITHIN THE DRIP-LINE OF TREES TO REMAIN, THE WORK SHALL BE PERFORMED AS FOLLOWS:
   - TRENCHING: WHEN TRENCHING OCCURS AROUND TREES TO REMAIN, THE TREE ROOTS SHALL NOT BE CUT, BUT THE TRENCH SHALL BE TUNNELED UNDER OR AROUND THE ROOTS BY CAREFUL HAND DIGGING AND WITHOUT INJURY TO THE ROOTS. NO ROOTS, LIMBS, OR WOODS ARE TO HAVE ANY PAINT OR MATERIAL APPLIED TO ANY SURFACE.
   - RAISING GRADES: WHEN THE GRADE AT AN EXISTING TREE IS BELOW THE NEW FINISHED GRADE, AND FILL NOT EXCEEDING 6 INCHES (6") IS REQUIRED, CLEAN, WASHED GRAVEL FROM ONE TO TWO INCHES (1" - 2") IN SIZE SHALL BE PLACED DIRECTLY AROUND THE TREE TRUNK. THE GRAVEL SHALL EXTEND OUT FROM THE TRUNK ON ALL SIDES A MINIMUM OF 18 INCHES (18") AND FINISH APPROXIMATELY TWO INCHES (2") ABOVE THE FINISH GRADE AT TREE. INSTALL GRAVEL BEFORE ANY EARTH FILL IS PLACED. NEW EARTH FILL SHALL NOT BE LEFT IN CONTACT WITH THE TRUNK OF ANY TREE REQUIRING FILL. WHERE FILL EXCEEDING 6 INCHES (6") IS REQUIRED, A DRY LAID TREE WELL SHALL BE CONSTRUCTED. IF APPLICABLE, TREE WELL INSTALLATION SHALL BE IN ACCORDANCE WITH THE PROVIDED "TREE WELL DETAIL."
   - LOWERING GRADES: EXISTING TREES LOCATED IN AREAS WHERE THE NEW FINISHED GRADE IS TO BE LOWERED, SHALL HAVE RE-GRADING WORK DONE BY HAND TO THE INDICATED ELEVATION, NO GREATER THAN SIX INCHES (6"). ROOTS SHALL BE CUT CLEANLY THREE INCHES (3") BELOW FINISHED GRADE UNDER THE DIRECTION OF A LICENSED ARBORIST. WHERE CUT EXCEEDING 6 INCHES (6") IS REQUIRED, A DRY LAID RETAINING WALL SHALL BE CONSTRUCTED. IF APPLICABLE, THE RETAINING WALL INSTALLATION SHALL BE IN ACCORDANCE WITH THE PROVIDED "TREE RETAINING WALL DETAIL."

SOIL PREPARATION AND MULCH NOTES:

1. LANDSCAPE CONTRACTOR SHALL OBTAIN A SOIL TEST OF THE IN-SITU TOPSOIL BY A CERTIFIED SOIL LABORATORY PRIOR TO PLANTING. LANDSCAPE CONTRACTOR SHALL ALLOW FOR A TWO WEEK TURNAROUND TIME FROM SUBMITTAL OF SAMPLE TO NOTIFICATION OF RESULTS.
2. BASED ON SOIL TEST RESULTS, ADJUST THE RATES OF LIME AND FERTILIZER THAT SHALL BE MIXED INTO THE TOP SIX INCHES (6") OF TOPSOIL. THE LIME AND FERTILIZER RATES PROVIDED WITHIN THE "SEED SPECIFICATION" OR "SOD SPECIFICATION" IS APPROXIMATE AND FOR BIDDING PURPOSES ONLY. IF ADDITIONAL AMENDMENTS ARE NECESSARY, ADJUST THE TOPSOIL AS FOLLOWS:
   - MODIFY HEAVY CLAY OR SILT SOILS (MORE THAN 40% CLAY OR SILT) BY ADDING COMPOSTED PINE BARK (UP TO 30% BY VOLUME) OR GYPSUM.
   - MODIFY EXTREMELY SANDY SOILS (MORE THAN 85%) BY ADDING ORGANIC MATTER AND/OR DRY, SHREDDED CLAY LOAM UP TO 30% OF THE TOTAL MIX.
3. TOPSOIL SHALL BE FERTILE, FRIABLE, NATURAL TOPSOIL OF LOAMING CHARACTER, WITHOUT ADMIXTURE OF SUBSOIL MATERIAL OBTAINED FROM A WELL-DRAINED ARABLE SITE, FREE FROM ALL CLAY, LUMPS, COARSE SANDS, STONES, PLANTS, ROOTS, STICKS, AND OTHER FOREIGN MATERIAL GREATER THAN ONE INCH (1").
4. TOPSOIL SHALL NOT CONTAIN LESS THAN 2% OR MORE THAN 6% ORGANIC MATTER BY WEIGHT.
5. OBTAIN TOPSOIL ONLY FROM LOCAL SOURCES OR FROM AREAS HAVING SIMILAR SOIL CHARACTERISTICS TO THAT FOUND AT THE PROJECT SITE.
6. CONTRACTOR SHALL PROVIDE A SIX INCH (6") DEEP LAYER OF TOPSOIL IN ALL PLANTING AREAS. TOPSOIL SHALL BE SPREAD OVER A PREPARED SURFACE IN A UNIFORM LAYER TO ACHIEVE THE DESIRED COMPACTED THICKNESS. THE SPREADING OF TOPSOIL SHALL NOT BE CONDUCTED UNDER MUDDY OR FROZEN SOIL CONDITIONS.
7. UNLESS OTHERWISE NOTED IN THE CONTRACT, THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION OF TOPSOIL AND THE ESTABLISHMENT OF FINE-GRADING WITHIN THE DISTURBED AREA OF THE SITE.
8. LANDSCAPE CONTRACTOR SHALL VERIFY THAT THE SUB-GRADE ELEVATION MEETS THE FINISHED GRADE ELEVATION (LESS THE REQUIRED TOPSOIL) IN ACCORDANCE WITH THE APPROVED OR FINAL GRADING PLAN.
9. ALL LAWN AND PLANTING AREAS SHALL BE GRADED TO A SMOOTH, EVEN AND UNIFORM PLANE WITH NO ABRUPT CHANGE OF SURFACE AS DEPICTED WITHIN THE APPROVED OR FINAL CONSTRUCTION SET UNLESS OTHERWISE DIRECTED BY THE PROJECT LANDSCAPE DESIGNER OR MUNICIPAL OFFICIAL.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROPER SURFACE AND SUBSURFACE PLANT BED DRAINAGE PRIOR TO THE INSTALLATION OF PLANTINGS. IF POOR DRAINAGE CONDITIONS EXIST, CORRECTIVE ACTION SHALL BE TAKEN PRIOR TO INSTALLATION. ALL PLANTING AND LAWN AREAS SHALL BE GRADED AND MAINTAINED TO ALLOW A FREE FLOW OF SURFACE WATER.
11. DOUBLE SHREDDED HARDWOOD MULCH OR APPROVED EQUAL SHALL BE USED AS A THREE INCH (3") TOP DRESSING IN ALL SHRUB PLANTING BEDS AND AROUND ALL TREES PLANTED BY LANDSCAPE CONTRACTOR. GROUND COVER, PERENNIAL, AND ANNUAL PLANTING BEDS SHALL BE MULCHED WITH A TWO INCH (2") TOP DRESSING. SINGLE TREES OR SHRUBS SHALL BE MULCHED TO AVOID CONTACT WITH TRUNK OR PLANT STEM. MULCH SHALL BE OF SUFFICIENT CHARACTER AS NOT TO BE EASILY DISPLACED BY WIND OR WATER RUNOFF.
12. WHENEVER POSSIBLE, THE SOIL PREPARATION AREA SHALL BE CONNECTED FROM PLANTING TO PLANTING.
13. SOIL SHALL BE LOOSENED WITH A BACKHOE OR OTHER LARGE COARSE-TILING EQUIPMENT UNLESS THE SOIL IS FROZEN OR EXCESSIVELY WET. TILING THAT PRODUCES LARGE, COARSE CHUNKS OF SOIL IS PREFERABLE TO TILING THAT RESULTS IN FINE GRAINS UNIFORM IN TEXTURE. AFTER THE AREA IS LOOSENED IT SHALL NOT BE DRIVEN OVER BY ANY VEHICLE.
14. APPLY PRE-EMERGENT WEED CONTROL TO ALL PLANT BEDS PRIOR TO MULCHING. ENSURE COMPATIBILITY BETWEEN PRODUCT AND PLANT MATERIAL.
15. ALL PLANTING SOIL SHALL BE AMENDED WITH THE FOLLOWING:

MYCRO® TREE SAVER - A DRY GRANULAR MYCORRHIZAL FUNGI INOCULANT THAT IS MIXED IN THE BACKFILL WHEN PLANTING TREES AND SHRUBS. IT CONTAINS SPORES OF BOTH ECTOMYCORRHIZAL AND VA MYCORRHIZAL FUNGI (VAM), BENEFICIAL RHIZOSPHERE BACTERIA, TERRA-SORB SUPERABSORBENT HYDROGEL TO REDUCE WATER LEACHING, AND SELECTED ORGANIC MICROBIAL NUTRIENTS.

- DIRECTIONS FOR USE: USE 3-OZ PER EACH FOOT DIAMETER OF THE ROOT BALL, OR 3-OZ PER INCH CALIPER. MIX INTO THE BACKFILL WHEN TRANSPLANTING TREES AND SHRUBS. MIX PRODUCT IN A RING-SHAPED VOLUME OF SOIL AROUND THE UPPER PORTION OF THE ROOT BALL, EXTENDING FROM THE SOIL SURFACE TO A DEPTH OF ABOUT 8 INCHES, AND EXTENDING OUT FROM THE ROOT BALL ABOUT 8 INCHES INTO THE BACKFILL APPLY WATER TO SOIL SATURATION.
- MYCOR® TREE SAVER® IS EFFECTIVE FOR ALL TREE AND SHRUB SPECIES EXCEPT RHODODENDRONS, AZALEAS, AND MOUNTAIN LAUREL, WHICH REQUIRE ERICOID MYCORRHIZAE.
- SOIL PH: THE FUNGI IN THIS PRODUCT WERE CHOSEN BASED ON THEIR ABILITY TO SURVIVE AND COLONIZE PLANT ROOTS IN A PH RANGE OF 3 TO 9.
- FUNGICIDES: THE USE OF CERTAIN FUNGICIDES CAN HAVE A DETRIMENTAL EFFECT ON THE INOCULATION PROGRAM. SOIL APPLICATION OF ANY FUNGICIDE IS NOT RECOMMENDED FOR TWO WEEKS AFTER APPLICATION.
- OTHER PESTICIDES: HERBICIDES AND INSECTICIDES DO NOT NORMALLY INTERFERE WITH MYCORRHIZAL FUNGAL DEVELOPMENT, BUT MAY INHIBIT THE GROWTH OF SOME TREE AND SHRUB SPECIES IF NOT USED PROPERLY.

HEALTHY START MACRO TABS 12-8-8

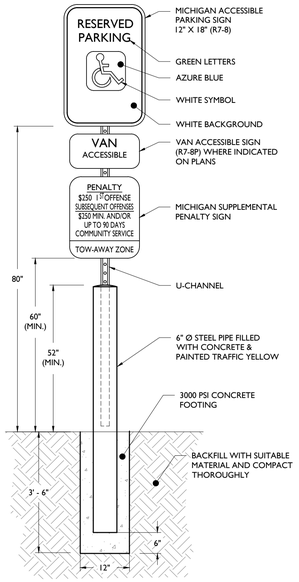
- FERTILIZER TABLETS ARE PLACED IN THE UPPER 4 INCHES OF BACKFILL SOIL WHEN PLANTING TREES AND SHRUBS.
- TABLETS ARE FORMULATED FOR LONG-TERM RELEASE BY SLOW BIODEGRADATION, AND LAST UP TO 2 YEARS AFTER PLANTING. TABLETS CONTAIN 12-8-8 NPK FERTILIZER, AS WELL AS A MINIMUM OF SEVEN PERCENT (7%) HUMIC ACID BY WEIGHT, MICROBIAL NUTRIENTS DERIVED FROM SEA KELP, PROTEIN BYPRODUCTS, AND YUCCA SCHIDIGERA, AND A COMPLEMENT OF BENEFICIAL RHIZOSPHERE BACTERIA. THE STANDARD 21 GRAM TABLET IS SPECIFIED HERE. DIRECTIONS FOR USE: FOR PLANTING BALLED & BURLAPPED (B&B) TREES AND SHRUBS, MEASURE THE THICKNESS OF THE TRUNK, AND USE ABOUT 1 TABLET (21-G) PER HALF-INCH. PLACE THE TABLETS DIRECTLY NEXT TO THE ROOT BALL EVENLY DISTRIBUTED AROUND ITS PERIMETER, AT A DEPTH OF ABOUT 4 INCHES.

PLANT QUALITY AND HANDLING NOTES:

1. ALL PLANT MATERIAL SHALL CONFORM TO THE AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1-2004) OR LATEST REVISION AS PUBLISHED BY THE AMERICAN NURSERY AND LANDSCAPE ASSOCIATION.
2. IN ALL CASES, BOTANICAL NAMES LISTED WITHIN THE APPROVED OR FINAL PLANT LIST SHALL TAKE PRECEDENCE OVER COMMON NAMES.
3. ALL PLANTS SHALL BE OF SELECTED SPECIMEN QUALITY, EXCEPTIONALLY HEAVY, TIGHTLY KNIT, SO TRAINED OR FAVORED IN THEIR DEVELOPMENT AND APPEARANCE AS TO BE SUPERIOR IN FORM, NUMBER OF BRANCHES, COMPACTNESS AND SYMMETRY. ALL PLANTS SHALL HAVE A NORMAL HABIT OR SOUND, HEALTHY, VIGOROUS PLANTS WITH WELL DEVELOPED ROOT SYSTEM. PLANTS SHALL BE FREE OF DISEASE, INSECT PESTS, EGGS OR LARVAE.
4. PLANTS SHALL NOT BE PRUNED BEFORE DELIVERY. TREES WITH ABRASION OF THE BARK, SUNSCALDS, DISFIGURING KNOTS OR FRESH CUTS OF LIMBS OVER ONE AND ONE-FOURTH INCHES (1-1/4") WHICH HAVE NOT COMPLETELY CALLOUSED SHALL BE REJECTED.
5. ALL PLANTS SHALL BE TYPICAL OF THEIR SPECIES OR VARIETY AND SHALL HAVE A NORMAL HABIT OF GROWTH AND BE LEGIBLY TAGGED WITH THE PROPER NAME AND SIZE.
6. THE ROOT SYSTEM OF EACH PLANT SHALL BE WELL PROVIDED WITH FIBROUS ROOTS. ALL PARTS SHALL BE SOUND, HEALTHY, VIGOROUS, WELL-BRANCHED AND DENSELY FOLIATED WHEN IN LEAF.
7. ALL PLANTS DESIGNATED BALL AND BURLAP (B&B) MUST BE MOVED WITH THE ROOT SYSTEM AS SOLID UNITS WITH BALLS OF EARTH FIRMLY WRAPPED WITH BURLAP. THE DIAMETER AND DEPTH OF THE BALLS OF EARTH MUST BE SUFFICIENT TO ENCOMPASS THE FIBROUS ROOT FEEDING SYSTEMS NECESSARY FOR THE HEALTHY DEVELOPMENT OF THE PLANT. NO PLANT SHALL BE ACCEPTED WHEN THE BALL OF EARTH SURROUNDING ITS ROOTS HAS BEEN BADLY CRACKED OR BROKEN PREPARATORY TO OR DURING THE PROCESS OF PLANTING. THE BALLS SHALL REMAIN INTACT DURING ALL OPERATIONS. ALL PLANTS THAT CANNOT BE PLANTED AT ONCE MUST BE HEELED-IN BY SETTING IN THE GROUND AND COVERING THE BALLS WITH SOIL OR MULCH AND THEN WATERING. HEMP BURLAP AND TWINE IS PREFERABLE TO TREATED. IF TREATED BURLAP IS USED, ALL TWINE IS TO BE CUT FROM AROUND THE TRUNK AND ALL BURLAP IS TO BE REMOVED.
8. PLANTS TRANSPORTED TO THE PROJECT IN OPEN VEHICLES SHALL BE COVERED WITH TARPS OR OTHER SUITABLE COVERS SECURELY FASTENED TO THE BODY OF THE VEHICLE TO PREVENT INJURY TO THE PLANTS. CLOSED VEHICLES SHALL BE ADEQUATELY VENTILATED TO PREVENT OVERHEATING OF THE PLANTS. EVIDENCE OF INADEQUATE PROTECTION FOLLOWING DIGGING, CARELESSNESS WHILE IN TRANSIT, OR IMPROPER HANDLING OR STORAGE SHALL BE CAUSE FOR REJECTION OF PLANT MATERIAL. ALL PLANTS SHALL BE KEPT MOIST, FRESH, AND PROTECTED. SUCH PROTECTION SHALL ENCOMPASS THE ENTIRE PERIOD DURING WHICH THE PLANTS ARE IN TRANSIT, BEING HANDLED, OR ARE IN TEMPORARY STORAGE.
9. ALL PLANT MATERIAL SHALL BE INSTALLED IN ACCORDANCE WITH THE CORRESPONDING LANDSCAPE PLAN AND PLANTING DETAILS.
10. LANDSCAPE CONTRACTOR SHALL MAKE BEST EFFORT TO INSTALL PLANTINGS ON THE SAME DAY AS DELIVERY. IF PLANTS ARE NOT PLANTED IMMEDIATELY ON SITE, PROPER CARE SHALL BE TAKEN TO PLACE THE PLANTINGS IN PARTIAL SHADE WHEN POSSIBLE. THE ROOT BALL SHALL BE KEPT MOIST AT ALL TIMES AND COVERED WITH MOISTENED MULCH OR ADDED WOODCHIPS. PROPER IRRIGATION SHALL BE SUPPLIED SO AS TO NOT ALLOW THE ROOT BALL TO DRY OUT. PLANTINGS SHALL BE UNTIED AND PROPER SPACING SHALL BE ALLOTTED FOR AIR CIRCULATION AND TO PREVENT DISEASE, WILTING, AND LEAF LOSS. PLANTS THAT REMAIN UNPLANTED FOR A PERIOD OF TIME GREATER THAN THREE (3) DAYS SHALL BE HEALED IN WITH TOPSOIL OR MULCH AND WATERED AS REQUIRED TO PRESERVE ROOT MOISTURE.
11. NO PLANT MATERIAL SHALL BE PLANTED IN MUDDY OR FROZEN SOIL.
12. PLANTS WITH INJURED ROOTS OR BRANCHES SHALL BE PRUNED PRIOR TO PLANTING UTILIZING CLEAN, SHARP TOOLS. ONLY DISEASED OR INJURED PLANTS SHALL BE REMOVED.
13. IF ROCK OR OTHER UNDERGROUND OBSTRUCTION IS ENCOUNTERED, THE LANDSCAPE DESIGNER RESERVES THE RIGHT TO RELOCATE OR ENLARGE PLANTING PITS OR DELETE PLANT MATERIAL FROM THE CONTRACT.
14. IF PLANTS ARE PROPOSED WITHIN SIGHT TRIANGLES, TREES SHALL BE LIMBED AND MAINTAINED TO A HEIGHT OF EIGHT FEET (8') ABOVE GRADE, AND SHRUBS, GROUND COVER, PERENNIALS, AND ANNUALS SHALL BE MAINTAINED TO A HEIGHT NOT TO EXCEED TWO FEET (2') ABOVE GRADE UNLESS OTHERWISE NOTED OR SPECIFIED BY THE GOVERNING MUNICIPALITY OR AGENCY.
15. INSTALLATION SHALL OCCUR DURING THE FOLLOWING SEASONS:
    PLANTS (MARCH 15 - DECEMBER 15)
    LAWNS (MARCH 15 - JUNE 15 OR SEPTEMBER 1 - DECEMBER 1)
16. THE FOLLOWING TREES ARE SUSCEPTIBLE TO TRANSPLANT SHOCK AND SHALL NOT BE PLANTED DURING THE FALL SEASON (STARTING SEPTEMBER 15):

ABIES CONCOLOR	CORNUS VARIETIES	OSTRYA VIRGINIANA
ACER BUERGERIANUM	CRATAEGUS VARIETIES	PINUS NIGRA
ACER FREEMANII	CUPRESSOCYPARIS LEYLANDII	PLATANUS VARIETIES
ACER RUBRUM	FAGUS VARIETIES	POPULUS VARIETIES
ACER SACCHARINUM	HALESIA VARIETIES	PRUNUS VARIETIES
BETULA VARIETIES	ILEX X FOSTERII	PYRUS VARIETIES
CARPINUS VARIETIES	ILEX NELLIE STEVENS	QUERCUS VARIETIES (NOT Q. PALUSTRIS)
CEDRUS DEODARA	ILEX OPACA	SALIX WEEPING VARIETIES
CELTIS VARIETIES	JUNIPERUS VIRGINIANA	SORBUS VARIETIES
CERCIDIPHYLLUM VARIETIES	KOELREUTERIA PANICULATA	TAXODIUM VARIETIES
CERCIS CANADENSIS	LIQUIDAMBAR VARIETIES	TAXUX B REPANDENS
CORNUS VARIETIES	LIRIODENDRON VARIETIES	TILIA TOMENTOSA VARIETIES
CRATAEGUS VARIETIES	MALUS IN LEAF	ULMUS PARVIFOLIA VARIETIES
	NYSSA SYLVATICA	ZELKOVA VARIETIES

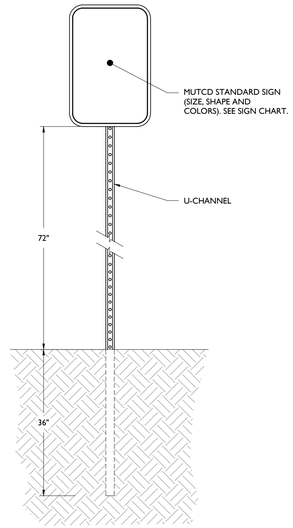
17. IF A PROPOSED PLANT IS UNATTAINABLE OR ON THE FALL DIGGING HAZARD LIST, AN EQUIVALENT SPECIES OF THE SAME SIZE MAY BE REQUESTED FOR SUBSTITUTION OF THE ORIGINAL PLANT. ALL SUBSTITUTIONS SHALL BE APPROVED BY THE PROJECT LANDSC



ACCESSIBLE PARKING SIGN WITH BOLLARD DETAIL

NOT TO SCALE

1



SIGN POST DETAIL

NOT TO SCALE

2

M.U.T.C.D. NUMBER	TEXT	COLOR		SIZE OF SIGN (WIDTH X HEIGHT)	TYPE OF MOUNT
		LEGEND	BACKGROUND		
STOP SIGN (R1-1)	STOP	RED	WHITE	36"x36"	GROUND

NOTE:
1. ALL SIGNS SHALL BE IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), EXCEPT AS NOTED.
2. ALL SIGNS SHALL BE MOUNTED AS TO NOT OBSTRUCT THE SHAPE OF "STOP" (R1-1) AND "YIELD" (R1-2) SIGNS.

SIGN DATA TABLE

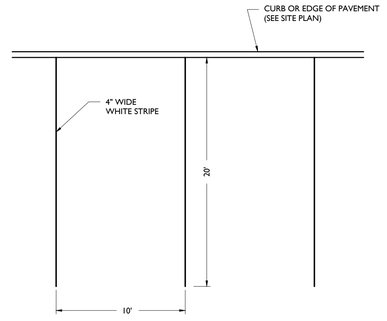
NOT TO SCALE

3

PAVEMENT STRIPING & MARKINGS NOTES:

1. ALL SIGNING AND STRIPING IN EXISTING CONDITION IN CONFLICT WITH THE PROPOSED DESIGN PLAN SHALL BE REMOVED.
2. ALL PROPOSED SIGNING AND STRIPING SHALL CONFORM TO THE CURRENT MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION.
3. PAVEMENT STRIPING AND MARKINGS SHALL BE INSTALLED IN CONFORMANCE WITH ALL APPLICABLE LOCAL, COUNTY AND STATE REQUIREMENTS.
4. UNLESS OTHERWISE SPECIFIED, ALL STRIPING AND MARKINGS IN THE PUBLIC RIGHT-OF-WAY SHALL BE OF THERMOPLASTIC PAINT OR PREFORMED THERMOPLASTIC MARKINGS.
5. UNLESS OTHERWISE SPECIFIED, ON SITE PARKING STALL STRIPING, FIRE LANE STRIPING AND DIRECTIONAL ARROWS SHALL BE EPOXY PAINT. ON SITE STOP BARS, "DO NOT ENTER" BARS, AND ASSOCIATED LETTERING SHALL BE THERMOPLASTIC PAINT OR PREFORMED THERMOPLASTIC MARKINGS.

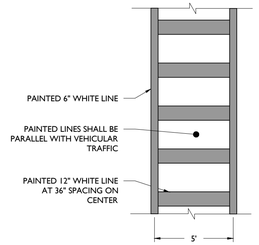
4



PARKING STALL MARKINGS

NOT TO SCALE

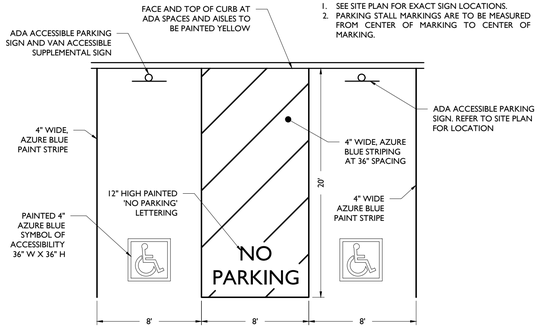
5



CROSSWALK DETAIL

NOT TO SCALE

6

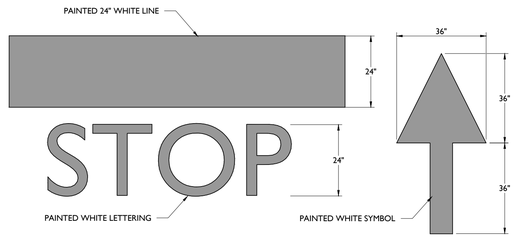


NOTES:
1. SEE SITE PLAN FOR EXACT SIGN LOCATIONS.
2. PARKING STALL MARKINGS ARE TO BE MEASURED FROM CENTER OF MARKING TO CENTER OF MARKING.

ACCESSIBLE PARKING STALL MARKINGS

NOT TO SCALE

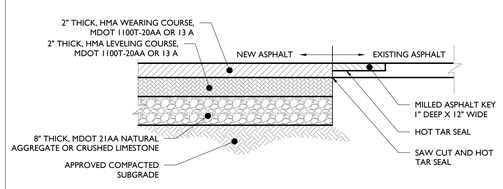
7



STOP BAR & ARROW DETAILS

NOT TO SCALE

8

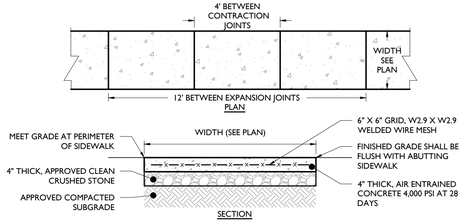


FULL DEPTH ASPHALT PAVEMENT DETAIL

NOT TO SCALE

NOTE:
HMA MIX AND DENSE GRADED AGGREGATE SHALL CONFORM TO STATE DEPARTMENT OF TRANSPORTATION SPECIFICATIONS.

9

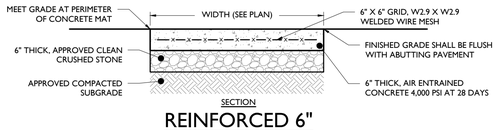


REINFORCED CONCRETE WALKWAY DETAIL

NOT TO SCALE

NOTES:
1. MAXIMUM CROSS SLOPE SHALL BE ¼" PER FOOT.
2. ½" EXPANSION JOINTS SHALL BE PROVIDED AT 12' INTERVALS WITH PRE-MOLDED, BITUMINOUS JOINT FILLER, RECESSED ¼" FROM THE SURFACE.
3. 1" DEEP BY ½" WIDE, TOOLED CONTRACTION JOINTS SHALL BE PROVIDED AT 4' INTERVALS.
4. EXPANSION JOIN SHALL BE PROVIDED WHERE ADJACENT TO A BUILDING.

10

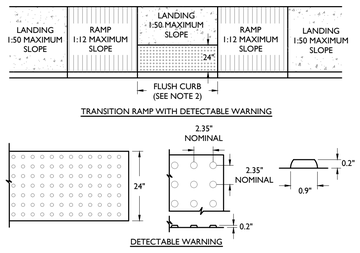


REINFORCED 6" CONCRETE MAT

NOT TO SCALE

NOTES:
1. ½" EXPANSION JOINTS WITH WATER SEAL SHALL BE PROVIDED AT 12' INTERVALS WITH PRE-MOLDED, BITUMINOUS JOINT FILLER, RECESSED ¼" FROM THE SURFACE. LONGITUDINAL REBAR TO BE CUT AT EXPANSION JOINTS.
2. 1" DEEP BY ½" WIDE, TOOLED CONTRACTION JOINTS SHALL BE PROVIDED AT MID-POINT BETWEEN EXPANSION JOINTS OR 6' INTERVALS MAX.
3. CONCRETE SHALL RECEIVE BROOM FINISH.
4. ALL EXPOSED CORNERS TO HAVE 12" CHAMFER.

11

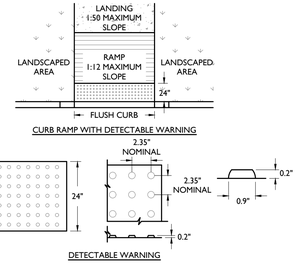


TRANSITION RAMP DETAIL

NOT TO SCALE

NOTES:
1. CROSS SLOPE ON RAMP SHALL NOT EXCEED 2%
2. A FLUSH CURB SHALL HAVE A MINIMUM WIDTH OF 36". SEE PLAN FOR EXACT WIDTH.
3. DOMES SHALL BE ALIGNED ON A SQUARE GRID IN THE PREDOMINANT DIRECTION OF TRAVEL TO PERMIT WHEELS TO ROLL BETWEEN DOMES.
4. VISUAL CONTRAST: THERE SHALL BE A MINIMUM OF 70% CONTRAST IN LIGHT REFLECTANCE BETWEEN THE DETECTABLE WARNING AND AN ADJOINING SURFACE.
5. DETECTABLE WARNING STRIP REQUIRED WHERE RAMP DIRECTS PEDESTRIAN TRAFFIC TOWARDS VEHICLE TRAVEL WAY. WARNING STRIP SHALL BE CAST-IN-PLACE.
6. RAMP SHALL HAVE A MAXIMUM RISE OF 6" WITHOUT A HANDRAIL

12



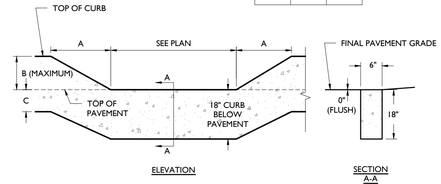
CURB RAMP DETAIL

NOT TO SCALE

NOTES:
1. CROSS SLOPE ON RAMP SHALL NOT EXCEED 2%
2. A FLUSH CURB SHALL HAVE A MINIMUM WIDTH OF 36". SEE PLAN FOR EXACT WIDTH.
3. DOMES SHALL BE ALIGNED ON A SQUARE GRID IN THE PREDOMINANT DIRECTION OF TRAVEL TO PERMIT WHEELS TO ROLL BETWEEN DOMES.
4. VISUAL CONTRAST: THERE SHALL BE A MINIMUM OF 70% CONTRAST IN LIGHT REFLECTANCE BETWEEN THE DETECTABLE WARNING AND AN ADJOINING SURFACE.
5. DETECTABLE WARNING STRIP REQUIRED WHERE RAMP DIRECTS PEDESTRIAN TRAFFIC TOWARDS VEHICLE TRAVEL WAY. WARNING STRIP SHALL BE CAST-IN-PLACE.
6. RAMP SHALL HAVE A MAXIMUM RISE OF 6" WITHOUT A HANDRAIL

13

FLUSH CURB DIMENSIONS		
A	B	C
72"	6"	12"
60"	5"	13"
48"	4"	14"
36"	3"	15"



FLUSH CURB DETAIL

NOT TO SCALE

14

ISSUE	DATE	BY	DESCRIPTION
1	04/27/2022	MPH	CITY SITE PLAN REVIEW

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SITE DEVELOPMENT PLANS

Schostak BROTHERS & COMPANY

WONDERLAND FLATS
PROPOSED RESIDENTIAL DEVELOPMENT

PARCEL IDS: 137-99-0008-010 & 137-99-0004-002
CITY OF LIVONIA
WAYNE COUNTY, MICHIGAN

STATE OF MICHIGAN — JONATHAN FRED COONSEY — ENGINEER — LICENSED PROFESSIONAL ENGINEER

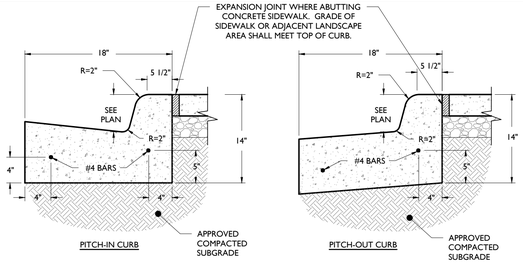
STONEFIELD engineering & design

SCALE: AS SHOWN | PROJECT ID: M-19052.01

TITLE: CONSTRUCTION DETAILS

DRAWING: C-12

V:\PROJECTS\M\19052.01 SCHOSTAK BROTHERS-MIDDLEBELT ROAD AND PLYMOUTH ROAD, LIVONIA, MI\CAD\PLOTTED\M-19052.01 (1) 3 SHEETS.DWG

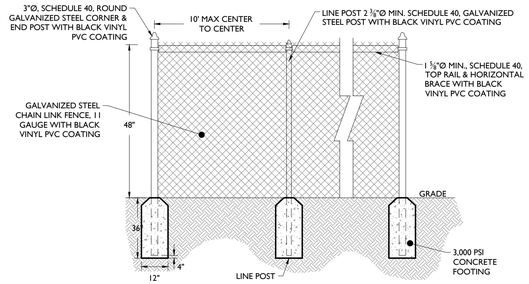


CONCRETE CURB AND GUTTER DETAIL

NOT TO SCALE

NOTES:
1. CONCRETE SHALL BE 3500 PSI AT 28 DAYS, AIR-ENTRAINED.
2. TRANSVERSE EXPANSION JOINTS SHALL BE PROVIDED AT 20 FOOT INTERVALS WITH PRE-MOLDED, BITUMINOUS JOINT FILLER, RECESSED ½" FROM SURFACE.
3. HALF DEPTH CONTRACTION JOINTS SHALL BE PROVIDED AT 10 FOOT INTERVALS.
4. 14" CURB DEPTH SHALL BE MAINTAINED AT DEPRESSED OR FLUSH CURBED AREAS.

1

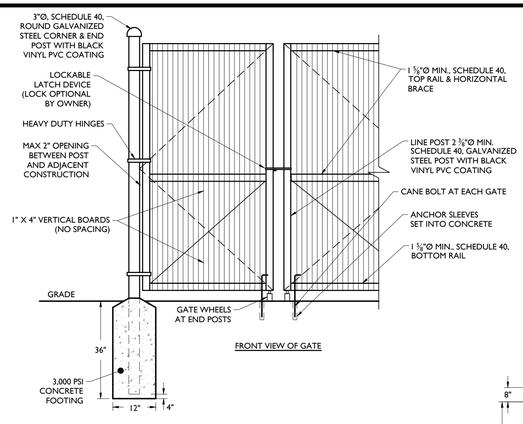


CHAIN LINK FENCE (DOG PARK)

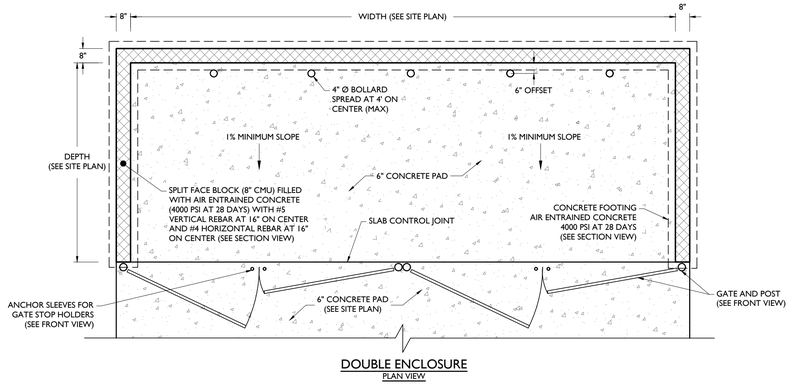
NOT TO SCALE

NOTES:
1. CONTRACTOR TO PROVIDE ALL HARDWARE NECESSARY FOR FENCE CONSTRUCTION AND OPERATION, PER SITE DESIGN. INSTALLATION SHALL COMPLY WITH MANUFACTURER'S REQUIREMENTS.
2. FENCE DETAIL ONLY APPLIES TO FENCE WITHOUT PRIVACY SLATS.
3. FENCE TO BE INSTALLED FOLLOWING SITE GRADING.
4. FENCE TO BE INSTALLED ONE FOOT WITHIN PROPERTY LINE WHERE SHOWN ON PROPERTY LINE ON SITE PLAN.
5. VIBRATE OR TAMP BACKFILL FOR CONSOLIDATION SURROUNDING FENCE POSTS.

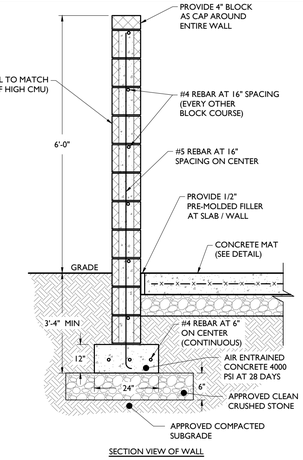
2



FRONT VIEW OF GATE



DOUBLE ENCLOSURE
PLAN VIEW



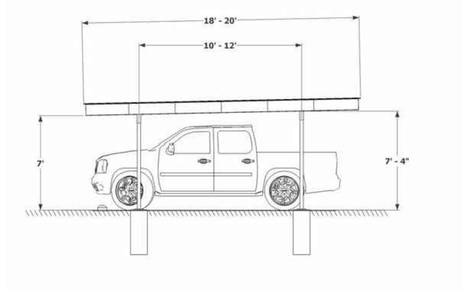
SECTION VIEW OF WALL

NOTE:
BLOCK COLOR TO MATCH BUILDING OR AS SPECIFIED BY OWNER

TRASH / RECYCLE ENCLOSURE DETAIL

NOT TO SCALE

3

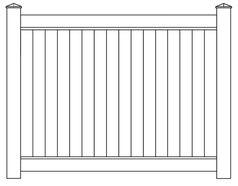


CAR PORT DETAIL

NOT TO SCALE

4

VINYL FEATURES:
-MAINTENANCE FREE
-WILL NOT PEAL, FLAKE, SPLINTER OR ROT - EVER
-REQUIRES NO PAINTING OR STAINING
-GUARANTEED TO LAST A LIFETIME
-IMPERVIOUS TO MOISTURE AND TERMITES
-WILL MAINTAIN ITS BEAUTY YEAR AFTER YEAR
-SAVE MONEY OVER THE LONG TERM
-WILL ENHANCE THE APPEARANCE AND VALUE OF YOUR PROPERTY

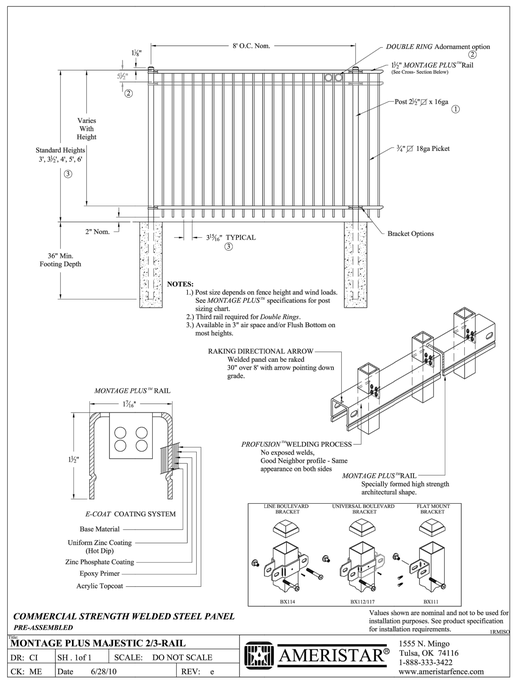


NOTES:
1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
2. DO NOT SCALE DRAWING.
3. THIS DRAWING IS INTENDED FOR USE BY ARCHITECTS, ENGINEERS, CONTRACTORS, CONSULTANTS AND DESIGN PROFESSIONALS FOR PLANNING PURPOSES ONLY. THIS DRAWING MAY NOT BE USED FOR CONSTRUCTION.
4. ALL INFORMATION CONTAINED HEREIN WAS CURRENT AT THE TIME OF DEVELOPMENT BUT MUST BE REVIEWED AND APPROVED BY THE PRODUCT MANUFACTURER TO BE CONSIDERED ACCURATE.
5. CONTRACTOR'S NOTE: FOR PRODUCT AND COMPANY INFORMATION VISIT www.CADdetails.com/info AND ENTER REFERENCE NUMBER 3437-029.

PrivacyLink® VINYL FENCING

VINYL FENCE DETAIL

NOT TO SCALE



COMMERCIAL STRENGTH WELDED STEEL PANEL
PRE-ASSEMBLED

Values shown are nominal and not to be used for installation purposes. See product specification for installation requirements. 1RMISO

MONTAGE PLUS MAJESTIC 2/3-RAIL			
DR: CI	SH . 1of 1	SCALE: DO NOT SCALE	
CK: ME	Date 6/28/10		REV: e

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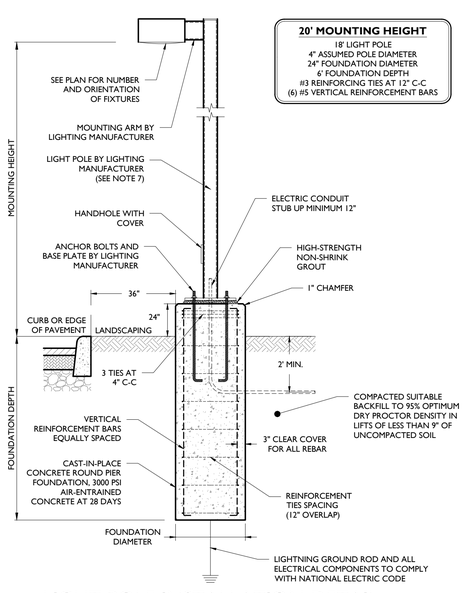


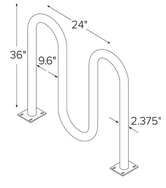
LIGHT POLE INSTALLATION DETAIL

NOT TO SCALE

NOTES:
1. MINIMUM SOIL BEARING PRESSURE OF 1500 PSF, SOIL FRICTION ANGLE OF 30 DEGREES, AND SOIL DRY UNIT WEIGHT OF 120 PCF SHALL BE CONFIRMED IN THE FIELD BY A QUALIFIED PROFESSIONAL.
2. CAST-IN-PLACE CONCRETE SHALL BE CONSOLIDATED USING VIBRATOR.
3. ALL REBAR TO BE NEW GRADE 60 STEEL.
4. PRE-CAST PIERS ACCEPTABLE UPON WRITTEN APPROVAL OF SHOP DRAWING BY ENGINEER.
5. CONCRETE TO BE INSTALLED A MINIMUM OF 7 DAYS PRIOR TO INSTALLING LIGHT POLE. POURED CONCRETE MIX REQUIRED TO OBTAIN 80% OF DESIGN STRENGTH PRIOR TO INSTALLING LIGHT POLE.
6. CONCRETE SHALL HAVE A MAXIMUM SLUMP OF 4" (WITHIN 1" TOLERANCE).
7. POLE SHALL BE RATED FOR 10 MPH HIGHER THAN MAXIMUM WIND SPEED 33FT ABOVE GROUND FOR THE AREA BASED ON ANSI/ASCE 7-93.
8. POUR TO BE TERMINATED AT A FORM.
9. WORK SHALL CONFORM TO ACI BEST PRACTICES FOR APPROPRIATE TEMPERATURE AND WEATHER CONDITIONS.
10. CONTRACTOR TO TEMPORARILY SUPPORT ADJACENT SOIL AND STRUCTURES DURING EXCAVATION IF REQUIRED.

6

ROLLING RACK
Submittal Sheet

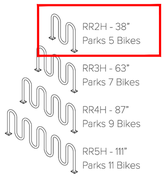


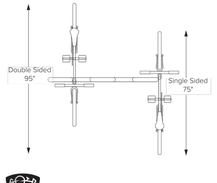
CAPACITY
RR2H: 5 Bikes
RR3H: 7 Bikes
RR4H: 9 Bikes
RR5H: 11 Bikes

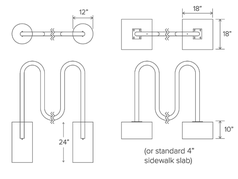
MATERIALS
2.375" OD Schedule 40 Steel Pipe

FINISHES
- ☐ **Galvanized** — An after fabrication hot dipped galvanized finish is our standard option.
- ☐ **Powder Coat** — Our powder coat finish assures a high level of adhesion and durability by following these steps: 1. Sandblast 2. Epoxy primer electrostatically applied 3. Final thick TGIC polyester powder coat
- ☐ **Stainless** — Stainless Steel: 304 grade stainless steel material finished in either a high polished shine or a satin finish.

MOUNT OPTIONS
- ☐ **In-ground** — In ground mount is embedded into concrete base. Specify in ground mount for this option.
- ☐ **Surface** — Foot Mount has two 5"x6"x.25" feet with four anchors per foot. Specify foot mount for this option.







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BIKE RACK DETAIL

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7

ISSUE	DATE	BY	DESCRIPTION
1	04/27/2022	MPH	CITY SITE PLAN REVIEW

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SITE DEVELOPMENT PLANS

Schostak BROTHERS & COMPANY

WONDERLAND FLATS
PROPOSED RESIDENTIAL DEVELOPMENT

PARCEL IDS: 137-99-0008-010 & 137-99-0004-002
CITY OF LIVONIA
WAYNE COUNTY, MICHIGAN

STATE OF MICHIGAN — JONATHAN REID COOKSEY — ENGINEER — LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE: AS SHOWN | PROJECT ID: M-19052.01

TITLE: **CONSTRUCTION DETAILS**

DRAWING: **C-13**

V:\PROJ\M-19052.0\DOT\TAK BROTHERS-MIDDLEBELT ROAD AND PLYMOUTH ROAD, LIVONIA, MI\CAD\PLOTDEP\11-13 STFL.DWG

SU-30 - Single Unit Truck	
Overall Length	30.000ft
Overall Width	8.000ft
Overall Body Height	13.500ft
Min Body Ground Clearance	1.367ft
Track Width	8.000ft
Lock-to-lock time	5.00s
Max Steering Angle (Virtual)	31.80°

V:\19052.01\PM\19052.01-SCHOSTAK BROTHERS-MIDDLEBELT ROAD AND PLYMOUTH ROAD, LIVONIA, MI\CAD\PROP\TRUCK EXHIBIT-14-17 TRUCK.DWG

ISSUE	DATE	BY	DESCRIPTION
1	04/27/2022	MPH	CITY SITE PLAN REVIEW

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SITE DEVELOPMENT PLANS

Schostak BROTHERS & COMPANY

WONDERLAND FLATS
PROPOSED RESIDENTIAL DEVELOPMENT

PARCEL IDS: 137-99-0008-010 & 137-99-0004-002
CITY OF LIVONIA
WAYNE COUNTY, MICHIGAN

STONEFIELD engineering & design

SCALE: 1" = 40' | PROJECT ID: M-19052.01

TITLE:
TRUCK EXHIBIT
(MOVING TRUCK)

DRAWING:
EX-1

E-ONE HP100 Aerial	
Overall Length	40.000ft
Overall Width	8.333ft
Overall Body Height	11.000ft
Min Body Ground Clearance	1.393ft
Track Width	8.333ft
Lock-to-lock time	6.00s
Max Wheel Angle	45.00°

40' 0' 40' 80'

GRAPHIC SCALE IN FEET
1" = 40'

ISSUE	DATE	BY	DESCRIPTION
1	04/27/2022	MPH	CITY SITE PLAN REVIEW

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SITE DEVELOPMENT PLANS

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PROPOSED RESIDENTIAL DEVELOPMENT

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CITY OF LIVONIA
WAYNE COUNTY, MICHIGAN

STATE OF MICHIGAN
JONATHAN REID
COOKSEY
ENGINEER
6201
LICENSED PROFESSIONAL ENGINEER
JOHN E. STONEFIELD
LICENSED PROFESSIONAL ENGINEER

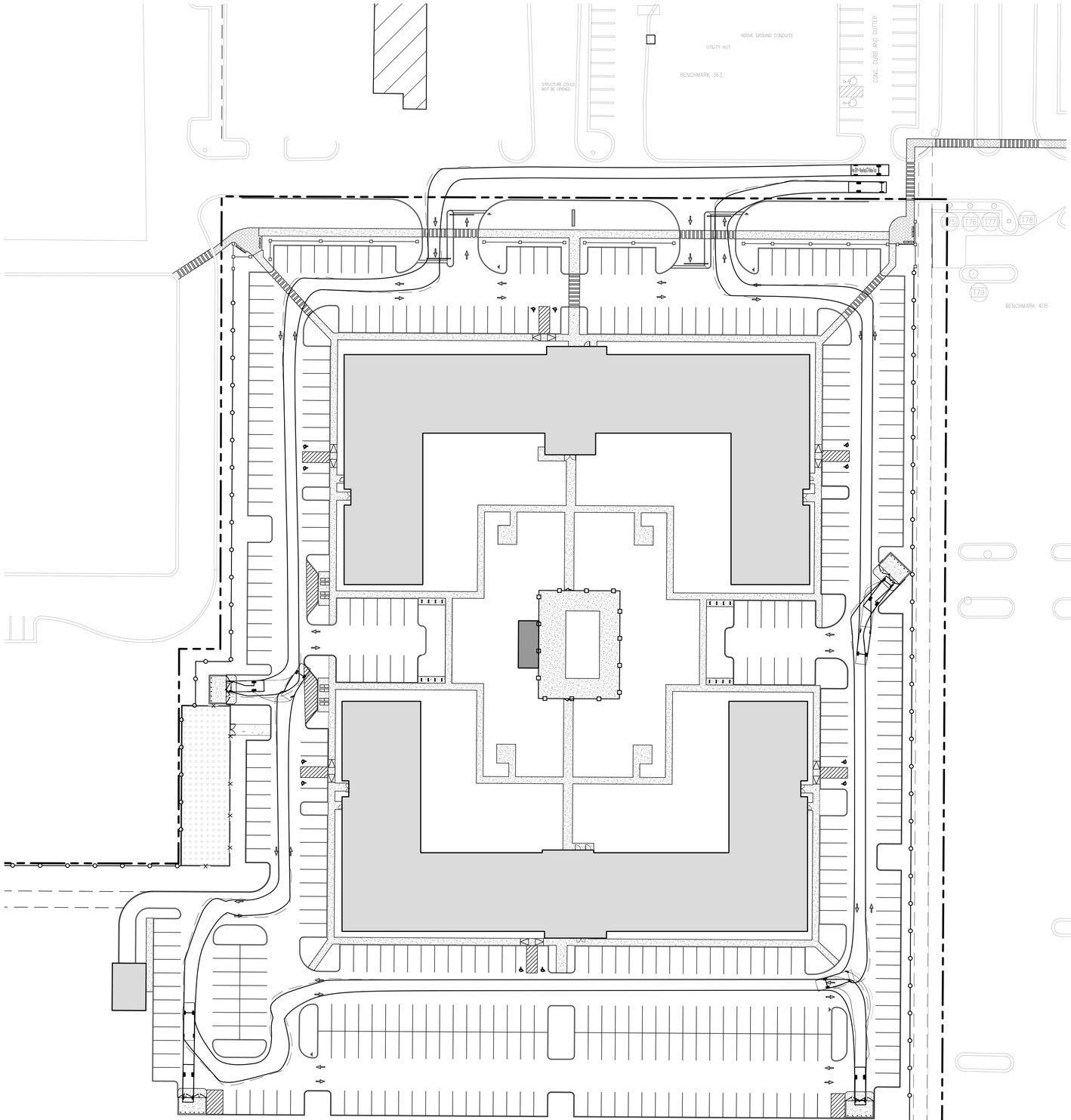
STONEFIELD engineering & design

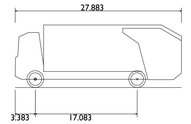
SCALE: 1" = 40' | PROJECT ID: M-19052.01

TITLE:
TRUCK EXHIBIT
(FIRE TRUCK)

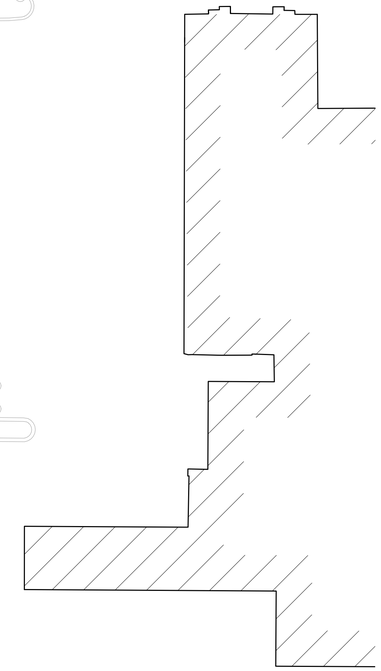
DRAWING:
EX-2

V:\19000\PM\19052.01\CHOSTAK BROTHERS-MIDDLEBELT ROAD AND PLYMOUTH ROAD, LIVONIA, MI\CAD\PDF\TOP-14-17 TRUCK.DWG





Hino 338 M + Wayne Royal GT14 Refuse Truck	
Overall Length	27.883ft
Overall Width	8.042ft
Overall Body Height	10.488ft
Min Body Ground Clearance	1.318ft
Track Width	8.042ft
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	27.400ft



40' 0' 40' 80'

GRAPHIC SCALE IN FEET
1" = 40'

ISSUE	DATE	BY	DESCRIPTION
1	04/27/2022	MPH	CITY SITE PLAN REVIEW

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WAYNE COUNTY, MICHIGAN

STATE OF MICHIGAN
JONATHAN REID COOKSEY
ENGINEER
LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE: 1" = 40' | PROJECT ID: M-19052.01

TITLE:
TRUCK EXHIBIT
(TRASH TRUCK)

DRAWING:
EX-3

V:\19052.M\M_19052.01.SCHOSTAK BROTHERS-MIDDLEBELT ROAD AND PLYMOUTH ROAD, LIVONIA, MI\CAD\PLOT\SDP-14-17 TRUCK.DWG

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FLOOD ZONE INFORMATION

SUBJECT PROPERTY FALLS IN ZONE "X", MINIMAL FLOODING, AS SHOWN IN FEMA MAP 26163C0227E, DATED 02/02/2012.

NOTES:

NO EVIDENCE OF RECENT EARTH MOVING WORK ON SITE.

I AM NOT AWARE OF ANY PROPOSED CHANGES IN STREET RIGHT OF WAY LINES.

UTILITY STATEMENT

THE LOCATIONS AND ELEVATIONS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS DRAWING ARE ONLY APPROXIMATE. NO GUARANTEE IS EITHER EXPRESSED OR IMPLIED AS TO THE COMPLETENESS OR ACCURACY THEREOF. THE CONTRACTOR SHALL BE EXCLUSIVELY RESPONSIBLE FOR DETERMINING THE EXACT UTILITY LOCATIONS AND ELEVATIONS PRIOR TO THE START OF CONSTRUCTION.

LEGEND

BUILDING
STORM — ST
SANITARY — SA
WATERMAIN — WM
GAS
UND. TELEPHONE — T
UND. ELECTRICAL — E
TRAVERSE LINE & TRAVERSE POINT
BENCH MARK SYMBOL
DEAD TREE
DECIDUOUS TREE
DECIDUOUS SHRUB
CONIFERIOUS TREE
CONIFERIOUS SHRUB
STUMP
SQ. & RD. CATCH BASINS & INLETS IN PAVEMENT
STORM MANHOLE & PIPE END
UNSPECIFIED MH.
RISER & DOWN SPOUT
PUMP STATION
FIRE HYDRANT
GATE & VALVE, & WELL
CISTERN & WELL
WATER STOP BOX & SPRINKLER HEAD
WATER TOWER BASE & METER PIT
UTILITY POLE
LIGHT POLE
GUY WIRE ANCHOR
UNDERGROUND MARKER
RISER
GAS BOX & BLOW OFF
BUILD. CORNER & 1st FLOOR ELEV.
℄ OF DITCH & TOE OF SLOPE
TOP OF BANK & RIDGE
TOP OF BERM & TOE OF BERM
EDGE OF WATER & WATER SURFACE
HEADWALL & RETAINING WALL
SIGNS & SIGN POST
LOCAL LOW POINT & LOCAL HIGH POINT
COLUMN OR PIER

BENCHMARK

BENCHMARK No. 408
N. END TOP LAMP POLE BASE
ELEVATION 639.62 NAVD 88 DATUM

BENCHMARK No. 409
CHISELED SQUARE W. TOP OF CONC. LAMP POLE BASE
ELEVATION 641.24 NAVD 88 DATUM

BENCHMARK No. 415
ARROW ON FIRE HYDRANT
ELEVATION 638.59 NAVD 88 DATUM

N

0' 25' 50' 100'
SCALE: 1"=50'

NE CORNER OF SECTION 35, T1S, R9E, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN. L. 27004, P. 587, W.C.R.

N89°49'46"W 1439.16'
S00°10'14"W 60.00'
S00°10'14"W 411.54'
N89°57'47"W 34.00'
S00°19'25"W 779.21'
S00°19'53"E 1318.07'
S.89°49'46"E. 537.00'
N.00°10'14"E. 335.09'
S.89°49'46"E. 30.48'
N.00°10'14"E. 158.97'
S.89°49'46"E 148.20'
N.00°10'14"E. 284.57'
N89°44'39"W 713.60'
N89°51'00"W 2200.01'

BENCHMARK No. 415
BENCHMARK No. 408
BENCHMARK No. 409
BENCHMARK No. 450
POINT OF BEGINNING

14 20' WIDE WATER MAIN EASEMENT L.14112, P.576
ACCESS EASEMENT AND PERMANENT ACCESS DRIVE L. 45505, P. 375 L. 46492, P. 914
12' WATER MAIN EASEMENT L.14112, P.576
ABANDONED 10' GAS EASEMENT L.13843, P.598
30' WIDE SANITARY, STORM, WATER MAIN EASEMENT L.14112, P.576
6' WIDE GAS EASEMENT L.13843, P.598
DTE OVERHEAD ESMT L.48070, P.708
PARKING EASEMENT L.23507, P.725
6' WIDE TELEPHONE EASEMENT L.17364, P.746
10' WIDE WALL EASEMENT L.24145, P.812 & 826
10' WIDE WALL EASEMENT L.24145, P.826 & 840
10' WIDE WALL EASEMENT L.24145, P.840 & 854
10' WIDE WALL EASEMENT L.24145, P.854 & 868
10' WIDE WALL EASEMENT L.24145, P.868 & 882

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SANITARY STRUCTURE DATA	
Structure Name	Structure Details
49	RIM=637.64 INV IN=623.37 SW 12" FROM 10809 INV IN=623.14 W 12" FROM INV OUT=623.14 E 18" TO 10672
5441	RIM=637.46 INV IN=625.40 NE 12" FROM INV OUT=624.75 E 12" TO 10816
10672	RIM=637.68 INV IN=623.08 W 18" FROM 49 INV OUT=623.07 E 18" TO
10809	RIM=638.10 INV IN=624.26 W 12" FROM 10956 INV OUT=624.22 NE 12" TO 49
10816	RIM=638.27 INV IN=624.69 W 12" FROM 5441 INV OUT=624.65 SE 12" TO 10956
10956	RIM=637.50 INV IN=623.66 NW 12" FROM 10816 INV OUT=623.59 E 12" TO 10809
11007	RIM=637.47
20029	RIM=639.69 INV IN=629.74 W 12" FROM INV OUT=629.72 E 12" TO

WATER STRUCTURE DATA	
Structure Name	Structure Details
5437	RIM=638.19 T/P IN=632.26 W 12" DI FROM T/P OUT=632.26 E 12" DI TO
5475	RIM=636.90 T/P IN=629.90 N 12" DI FROM T/P OUT=629.90 S 12" DI TO
10810	RIM=638.31 T/P IN=631.95 W 12" DI FROM T/P OUT=631.95 E 12" DI TO
11064	RIM=636.76 T/P IN=630.21 W 12" DI FROM T/P OUT=630.21 E 12" DI TO
11072	RIM=636.60 T/P IN=630.60 W 12" DI FROM T/P OUT=630.60 N 12" DI TO

STORM STRUCTURE DATA	
Structure Name	Structure Details
71	RIM=635.73 INV OUT=631.61 N 12" RCP TO 20309
5026	RIM=636.34 INV IN=631.70 E 12" RCP TO 10871
5029	RIM=636.88 INV IN=632.38 E 12" RCP TO 10817 INV OUT=632.03 NW 12" RCP
5054	RIM=635.87 INV OUT=632.72 SW 12" RCP TO 5020
5384	RIM=637.91 INV IN=628.22 E 24" RCP FROM INV OUT=628.11 W 24" RCP TO
5440	RIM=638.07 INV IN=631.61 N 15" RCP FROM INV IN=631.44 W 12" RCP FROM INV OUT=631.36 S 15" RCP TO 10908
5575	RIM=637.14 (FILLED WITH WATER & DIRT)
5576	RIM=636.82 (FILLED WITH WATER & DIRT)
5689	RIM=640.77 (FILLED WITH DEBRIS)
5721	RIM=634.88 INV OUT=632.11 S 12"
6124	RIM=634.85 INV IN=626.91 N 48" CONC FROM 11068 INV OUT=626.91 S 48" CONC TO
10692	RIM=635.71 INV OUT=632.19 E 12" RCP TO 10691
10708	RIM=635.67 INV IN=632.21 W 12" RCP FROM 10709 INV OUT=631.91 E 12" RCP TO 10596
10709	RIM=635.59 INV OUT=632.46 E 12" RCP TO 10708
10747	RIM=635.72 INV OUT=632.60 S 12" RCP TO 10770
10770	RIM=637.75 INV IN=633.40 N 12" RCP FROM 10747 INV OUT=633.33 E 12" RCP TO 10598
10800	RIM=638.59 INV IN=630.87 NE 36" RCP FROM INV OUT=630.74 SW 48" RCP TO 11015
10814	RIM=638.42 INV IN=631.85 N 18" RCP FROM 10817 INV IN=631.66 W 48" RCP FROM INV IN=631.46 E 48" RCP FROM INV OUT=631.85 S 18" RCP TO 10952
10817	RIM=638.44 INV IN=631.96 N 18" RCP FROM 10831 INV IN=632.84 W 12" RCP FROM 5029 INV OUT=631.94 S 18" RCP TO 10814
10831	RIM=637.18 INV IN=631.62 N 18" RCP FROM 10850 INV IN=631.62 W 12" RCP FROM 10871 INV IN=632.63 E 12" RCP FROM INV OUT=631.41 S 18" RCP TO 10817
10850	RIM=637.63 INV IN=631.47 N 18" RCP FROM 10851 INV IN=631.47 W 12" RCP FROM 10868 INV IN=632.26 E 12" RCP FROM INV OUT=631.33 S 18" RCP TO 10831
10851	RIM=637.81 INV IN=631.97 W 12" RCP FROM 5020 INV IN=631.84 NE 12" RCP FROM 10861 INV OUT=631.77 S 18" RCP TO 10850
10859	RIM=636.73 INV OUT=632.76 W 12" RCP TO 10861
10861	RIM=637.36 INV IN=632.30 E 12" RCP FROM 10859 INV OUT=632.26 SW 12" RCP TO 10851
10868	RIM=635.93 INV IN=631.97 W 12" RCP FROM 5019 INV OUT=631.71 E 12" RCP TO 10850
10871	RIM=636.31 INV IN=631.82 W 12" RCP FROM 5026 INV OUT=632.01 E 12" RCP TO 10831
10908	RIM=635.93 INV IN=630.79 N 15" RCP FROM 5440 INV IN=0.00 W 33" RCP FROM 11067 INV OUT=628.21 E 48" RCP TO 10931

STORM STRUCTURE DATA	
Structure Name	Structure Details
11068	RIM=637.11 INV IN=628.53 S 48" RCP FROM INV OUT=628.49 N 48" RCP TO
11069	RIM=637.99 INV IN=632.73 S 12" RCP FROM 11070 INV OUT=632.71 N 12" RCP TO 11067
11070	RIM=638.11 INV OUT=633.11 N 12" RCP TO 11069
20028	RIM=644.28 INV IN=630.73 S 12" CONC FROM 20305 INV OUT=627.73 W CONC FROM 20309 INV IN=627.83 E
20034	RIM=634.73 INV IN=628.87 N 21" RCP FROM 20062 INV OUT=628.83 E 24" RCP TO
20062	RIM=635.90 INV IN=631.25 N 15" RCP FROM 20078 INV OUT=631.00 S 21" RCP TO 20034
20078	RIM=635.98 INV OUT=631.56 S 15" RCP TO 20062
20113	RIM=635.90 INV OUT=631.72 E 12" RCP TO
20136	RIM=636.26 INV OUT=630.76 NW 12" RCP TO
20295	RIM=636.03 INV OUT=632.08 N 12" RCP TO
20296	RIM=641.20 INV IN=622.92 W 24" RCP FROM 20319 INV OUT=622.70 E 24" RCP TO 20300
20300	RIM=641.85 INV IN=622.13 W 24" RCP FROM 20296 INV IN=622.33 N 24" RCP FROM INV OUT=622.25 E 24" RCP TO 20303
20303	RIM=642.35 INV IN=621.91 W 24" RCP FROM 20300 INV OUT=621.79 E 24" RCP TO
20305	RIM=635.46 INV OUT=631.26 N 12" RCP TO
20309	RIM=645.02 INV IN=627.81 E 48" RCP FROM INV IN=631.10 S 12" RCP FROM 71 INV OUT=627.98 W 48" RCP TO 20313
20313	RIM=646.87 INV IN=627.85 E 48" RCP FROM 20309 INV OUT=627.75 W 48" RCP TO 20315
20315	RIM=647.23 INV IN=627.36 E 48" RCP FROM 20313 INV IN=628.11 W 48" RCP FROM
20319	RIM=644.93 INV IN=623.50 W 24" RCP FROM 20327 INV OUT=623.43 E 24" RCP TO 20296
20327	RIM=632.57 INV IN=625.15 NW 12" RCP FROM 20328 INV OUT=623.75 E 24" RCP TO 20319
20328	RIM=632.82 INV OUT=627.24 SE 12" RCP TO 20327
20463	RIM=630.68 T/P=627.48
10924	RIM=635.71 INV IN=631.41 NW 12" RCP FROM INV OUT=629.35 S 12" RCP TO 10931
10931	RIM=635.77 INV IN=629.07 N 12" RCP FROM 10924 INV IN=629.01 W 48" RCP FROM 10908 INV OUT=629.01 E 48" RCP TO 10952
10952	RIM=636.93 INV IN=630.17 N 18" RCP FROM 10814 INV IN=629.43 W 48" RCP FROM 10931 INV OUT=629.43 E 48" RCP TO 10996
10996	RIM=636.01 INV IN=628.53 W 48" RCP FROM 10952 INV OUT=628.53 E 48" RCP TO 11015
11015	RIM=637.37 INV IN=629.82 W 48" RCP FROM 10996 INV IN=0.00 NE 48" RCP FROM 10800 INV OUT=629.82 E 48" RCP TO
11067	RIM=638.35 INV IN=633.73 SW 12" RCP FROM INV IN=628.74 NW 33" RCP FROM INV IN=632.54 S 12" RCP FROM 11069 INV OUT=628.75 E 33" RCP TO 10908

PROPERTY DESCRIPTION

Part of the Northeast ¼ of Section 35, Township 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as:
Commencing at the Northeast Corner of said Section 35; thence North 89 degrees 49 minutes 46 seconds West 1439.16 feet along the north line of said Section and centerline of Plymouth Road (120 feet wide); thence South 00 degrees 10 minutes 14 seconds West 60.00 feet to the South line of Plymouth Road; thence continuing South 00 degrees 10 minutes 14 seconds West 411.54 feet ; thence North 89 degrees 57 minutes 47 seconds West 34.00 feet to the POINT OF BEGINNING; thence South 00 degrees 19 minutes 25 seconds West 779.21 feet; thence North 89 degrees 44 minutes 39 seconds West 713.60 feet; thence North 00 degrees 10 minutes 14 seconds East 284.57 feet; thence South 89 degrees 49 minutes 46 seconds East 148.20 feet; thence North 00 degrees 10 minutes 14 seconds East 158.97 feet; thence South 89 degrees 49 minutes 46 seconds East 30.48 feet; thence North 00 degrees 10 minutes 14 seconds East 335.09 feet; thence South 89 degrees 46 minutes 36 seconds East 537.00 feet to the POINT OF BEGINNING. Containing 473,257.9 SF and/or 10.86 acres.

EXCEPTIONS

(11) Water Easement in favor of Board of County Road Commissioners of the County of Wayne and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 6221, page 394, Register #E614552. (CANNOT DETERMINE LOCATION DUE TO POOR UNREADABLE DOCUMENT)

(12) Underground Permit in favor of Michigan Bell Telephone Company and the Covenants, Conditions and Restrictions contained in Instrument recorded in Liber 10350, page 682, Register #D444586, as to Parcel IV. (CANNOT DETERMINE LOCATION DUE TO POOR UNREADABLE DOCUMENT)

(13) Agreement for Right of Way in favor of Consumers Power Company and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 13843, page 598, Register #E394605. (CANNOT DETERMINE LOCATION DUE TO POOR UNREADABLE DOCUMENT)

(14) Terms and Conditions contained in Easement as disclosed by instrument recorded in Liber 14112, page 572, Register #E480956, Liber 14112, page 576, Register #E480957, and in Liber 14112, page 581, Register #E480958. (AS SHOWN ON SURVEY)

(15) Release of Right-of-Way in favor of County of Wayne and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 14186, page 497, Register #E506326, as to Parcels I, II and IV. (SHOWN ON SURVEY)

(16) Terms and Conditions contained in Warranty Deed as disclosed by instrument recorded in Liber 16839, page 70, Register #F334920, as to Parcel IV. (NOT PLOTTABLE)

(17) Terms and Conditions contained in Easement Right of Way as disclosed by Instrument recorded in Liber 17364, page 746, Register #F493791, as to Parcel III. (SHOWN ON SURVEY)

(18) Easement in favor of Consumers Power Company and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 19200, page 933, Register #G32769, as to Parcel II. (SHOWN ON SURVEY)

(19) Right of Way in favor of Michigan Bell Telephone Company and the Covenants, Conditions and Restrictions contained in Instrument recorded in Liber 21399, page 129, Register #G663495. (SHOWN ON SURVEY)

(20) Right of Way in favor of Michigan Bell Telephone Company and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 21399, page 130, Register #G663496 and Modification of Right of Way recorded in Liber 21645, page 636, Register #G736037. (SHOWN ON SURVEY)

(21) Grant of Easement in favor of The Detroit Edison Company and the Covenants, Conditions and Restrictions contained in Instrument recorded in Liber 22458, page 91. (SHOWN ON SURVEY)

(22) Terms and Conditions contained in Easement Agreement as disclosed by instrument recorded in Liber 23507, page 725. (SHOWN ON SURVEY)

(23) Terms and Conditions contained in Wall Easement Agreement as disclosed by instrument recorded in Liber 24145, page 804, Liber 24145, page 812, Liber 24145, page 816, Liber 24145, page 820, Liber 24145, page 824, Liber 24145, page 828, Liber 24145, page 832, Liber 24145, page 836, Liber 24145, page 840, Liber 24145, page 844, Liber 24145, page 848, Liber 24145, page 852, Liber 24145, page 856, Liber 24145, page 860, Liber 24145, page 864, Liber 24145, page 868, Liber 24145, page 872, and in Liber 24145, page 876. (AS SHOWN ON SURVEY)

(24) Highway Easement Release for signal pole in favor of Michigan Department of Transportation and the Covenants, Conditions and Restrictions contained in instrument recorded in Liber 24610, page 483, as to Parcel II. (SHOWN ON SURVEY)

(25) Terms and Conditions contained in Beautification Easement Agreement as disclosed by instrument recorded in Liber 34069, page 321, and in Liber 34069, page 339. (SHOWN ON SURVEY)

(26) Terms and Conditions contained in Easement as disclosed by instrument recorded in Liber 35211, page 153, as to Parcel IV. (SHOWN ON SURVEY)

(27) Easements, Terms and Conditions contained in Easement as disclosed by instrument recorded in Liber 45464, page 1201, as to Parcels I and II. (NOT PLOTTABLE)

(28) Terms and Conditions contained in Grant of Easement as disclosed by instrument recorded in Liber 45464, page 275, as to Parcel I and II. (NOT PLOTTABLE)

(29) Terms and Conditions contained in Operation and Easement Agreement as disclosed by instrument recorded in Liber 45505, page 375, and in First Amendment to Operation and Easement Agreement as disclosed by instrument recorded in Liber 46492, page 914. (SHOWN ON SURVEY)

(30) Terms and Conditions contained in Declaration of Covenants, Conditions, Restrictions, and Easements as disclosed by instrument recorded in Liber 46878, page 103, as to Parcel IV. (SHOWN ON SURVEY)

(31) Detroit Edison Underground Easement (Right of Way) In favor of The Detroit Edison Company and the Covenants, Conditions and Restrictions contained in Instrument recorded in Liber 48070, page 708, as to Parcel IV. (SHOWN ON SURVEY)

(36) Survey by Hubbell, Roth and Clark, Inc., dated February 27, 2003, Job No. 20030115;, discloses the following:
- a. Theater is built over 10 foot gas main, which has been abandoned. (N/A)
- b. Party Wall between the enclosed mall and the Target Store. (N/A)
- c. Power lines overhead at various locations.
- d. Asphalt paving over the easement areas, gas mains, water, sewer, telephone and electrical lines.
- e. Building designated as the Montgomery Wards Building encroaches onto the Easement Parcel at various points. (N/A)
- f. Building designated as Ward's Automotive Center is built over the easement for sanitary sewer recorded in Liber 14112, page 572, Wayne County Records

NOTE: (THE FOLLOWING WAS SHOWN ON HRC JOB No. 20090336.04, WITH A REVISION DATE OF 07/23/09.)

EASEMENTS SCHEDULED FOR TERMINATION PER DEVELOPER INFORMATION AND EASEMENT DRAWING OF HUBBELL, ROTH & CLARK DEPICTION DATED 02-09-06-, FINAL REVISION 03-02-06.
- 6' WIDE GAS EASEMENT, L.13843, P.598
- 10' WIDE GAS EASEMENT, L. 13843, P.598 (ABANDONED LINE)
- 12' WIDE STORM SEWER EASEMENT, L.14112, P.572
- 24' WIDE SANITARY, STORM, WATER MAIN EASEMENT, L.14112, P.572
- 30' WIDE SANITARY, STORM, WATER MAIN EASEMENT, L.14112, P.572
- 12' WIDE SANITARY SEWER EASEMENT, L.14112, P.572
- 12' WIDE WATER MAIN EASEMENT, L.14112, P.576
- 12' WIDE WATER MAIN EASEMENT, L.14112, P.576
- 20' WIDE WATER MAIN EASEMENT, L.14112, P.576
- 30' WIDE STORM SEWER AND WATER SYSTEM EASEMENT, L.14112, P.576
- 30' WIDE SANITARY, STORM, WATER MAIN EASEMENT, L.14112, P.576
- 30' WIDE SANITARY, STORM, WATER MAIN EASEMENT, L.14112, P.576
- 24' WIDE SANITARY SEWER AND WATER MAIN EASEMENT, L.14112, P.576
- 12' WIDE STORM SEWER EASEMENT, L.14112, P.576

SURVEYOR'S CERTIFICATION

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 5, 8, 9, 11, 13, 14, 16, 17, OF TABLE A THEREOF.

GARY M. CHALICE
PROFESSIONAL SURVEYOR No. 55939

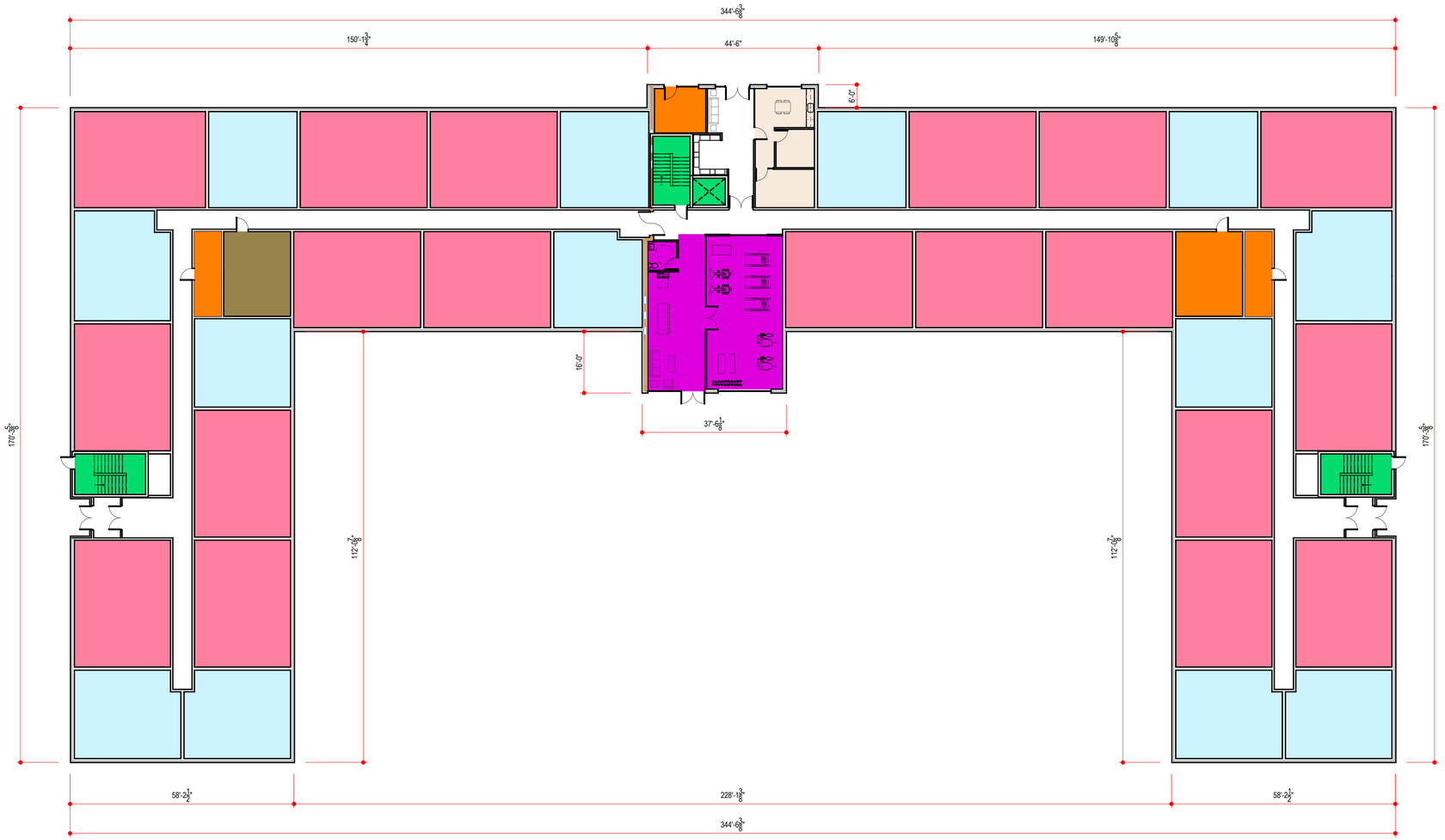
schostak BROTHERS & COMPANY

HRC
HUBBELL, ROTH & CLARK, INC
CONSULTING ENGINEERS SINCE 1915
555 HULET DRIVE
BLOOMFIELD HILLS, MICH.
P.O. BOX 824
48303 - 0824
PHONE: (248) 454-6300
FAX (1st. Floor): (248) 454-6312
FAX (2nd. Floor): (248) 454-6359
WEB SITE: http: // www.hrcengr.com

DATE	ADDITIONS AND/OR REVISIONS

UNIT MATRIX

	1ST FLOOR	2ND FLOOR	3RD FLOOR	TOTAL
ONE BED	13	13	13	39
TWO BED	19	21	21	61
TOTAL	32	34	34	100



1 Building A First Floor
SCALE: 1/16" = 1'

NORTH

VERTICAL CIRCULATION
ONE BED UNIT
COMMUNITY SPACES
MECHANICAL/MAINTENANCE
TWO BED UNIT
LEASING OFFICE
STORAGE

SPIRE | DESIGN GROUP
248.921.0794 MARK@SPIREDG.COM

Schostak BROTHERS & COMPANY

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SPA SUBMITTAL	4.22.22
REVISION/ISSUE	DATE

Wonderland Village
11320 Middlebelt Rd.
Livonia, MI 48150

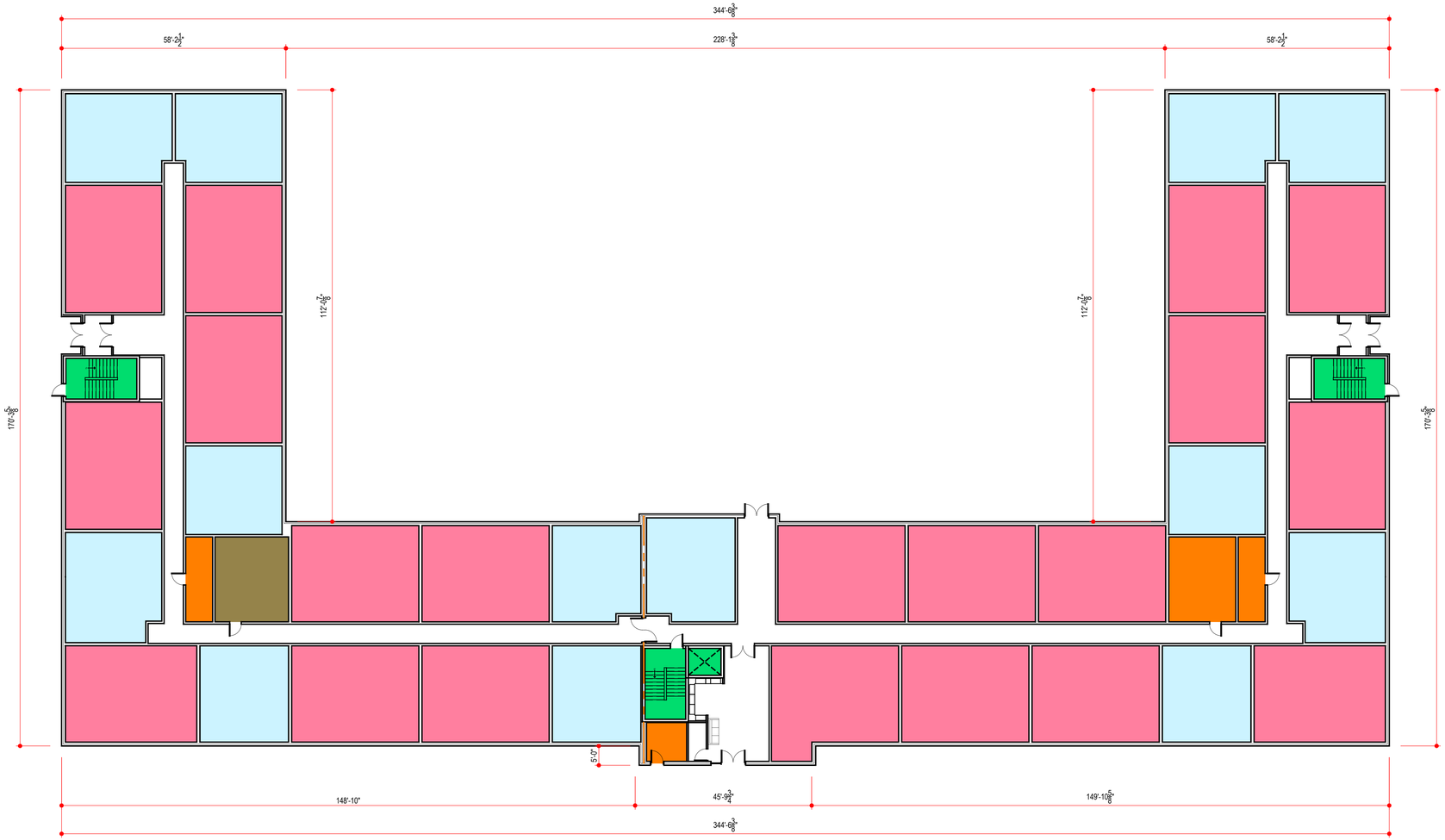
Building A First Floor

A101-A

020014

UNIT MATRIX

	1ST FLOOR	2ND FLOOR	3RD FLOOR	TOTAL
ONE BED	13	13	13	39
TWO BED	20	21	21	61
TOTAL	33	34	34	101



1 Building B First Floor
SCALE: 1/16" = 1'

NORTH

VERTICAL CIRCULATION
ONE BED UNIT
MECHANICAL
TWO BED UNIT
STORAGE

SPIRE | DESIGN GROUP
248.921.0794 MARK@SPIREDG.COM

Schostak BROTHERS & COMPANY

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SPA SUBMITTAL	4.22.22
REVISION/ISSUE	DATE

Wonderland Village
11320 Middlebelt Rd.
Livonia, MI 48150

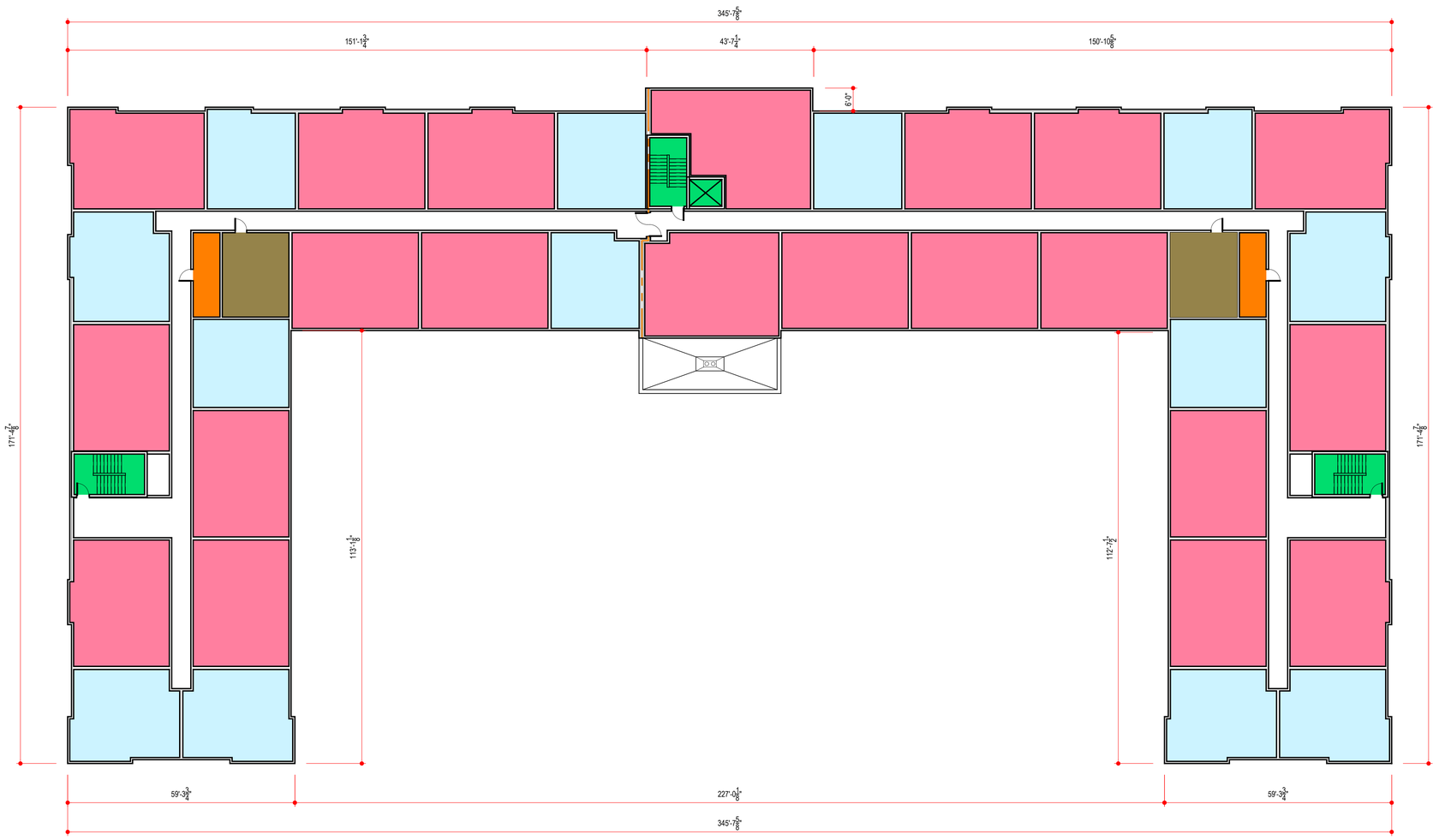
Building B First Floor

A101-B

020014

UNIT MATRIX

	1ST FLOOR	2ND FLOOR	3RD FLOOR	TOTAL
ONE BED	13	13	13	39
TWO BED	19	21	21	61
TOTAL	32	34	34	100



1 Building A Second Floor
SCALE: 1/16" = 1'

NORTH

VERTICAL CIRCULATION
ONE BED UNIT
MECHANICAL
TWO BED UNIT
STORAGE

SPIRE | DESIGN GROUP
248.921.0794 MARK@SPIREDG.COM

Schostak BROTHERS & COMPANY

REVISION/ISSUE	DATE
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---	---
---	---
---	---
SPA SUBMITTAL	4.22.22

Wonderland Village
11320 Middlebelt Rd.
Livonia, MI 48150

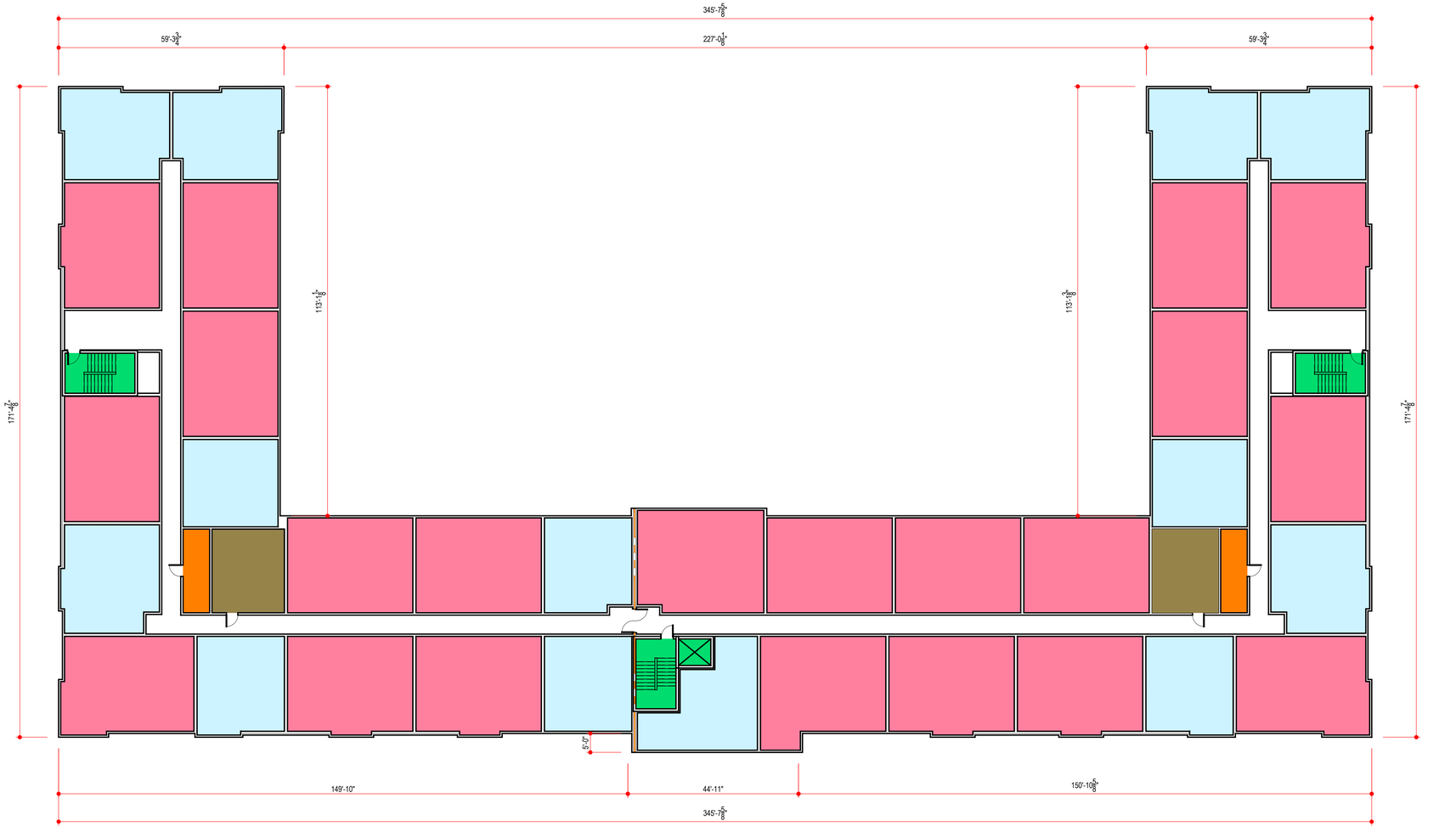
Building A Second Floor

A102-A

020014

UNIT MATRIX

	1ST FLOOR	2ND FLOOR	3RD FLOOR	TOTAL
ONE BED	13	13	13	39
TWO BED	20	21	21	61
TOTAL	33	34	34	101



1 Building B Second Floor

SCALE: 1/16" = 1'

NORTH

VERTICAL CIRCULATION

ONE BED UNIT

MECHANICAL

TWO BED UNIT

STORAGE

SPIRE | DESIGN GROUP
248.921.0794 MARK@SPIREDG.COM

Schostak BROTHERS & COMPANY

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SPA SUBMITTAL	4.22.22
REVISION/ISSUE	DATE

Wonderland Village
11320 Middlebelt Rd.
Livonia, MI 48150

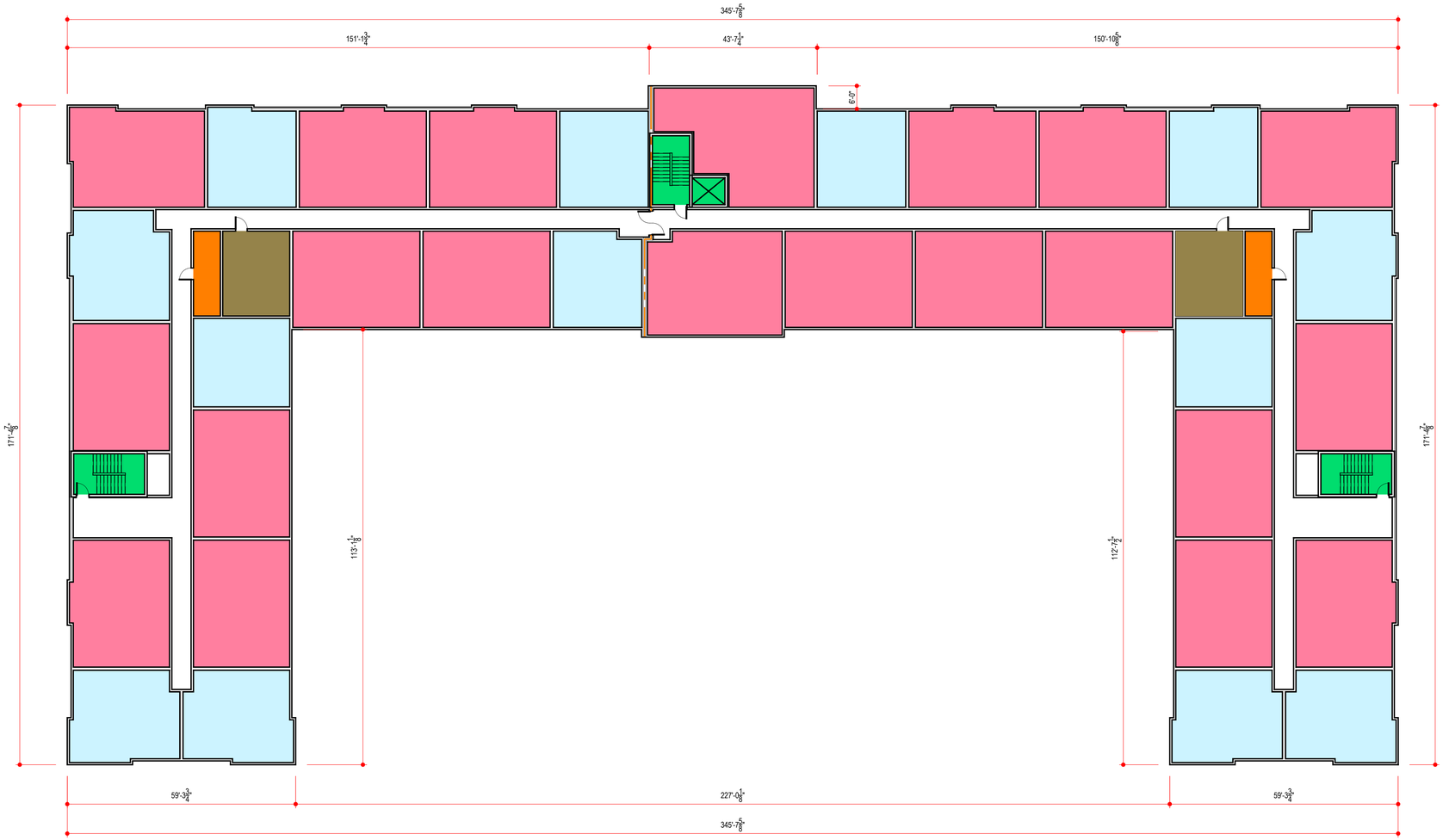
Building B Second Floor

A102-B

020014

UNIT MATRIX

	1ST FLOOR	2ND FLOOR	3RD FLOOR	TOTAL
ONE BED	13	13	13	39
TWO BED	19	21	21	61
TOTAL	32	34	34	100



1 Building A Third Floor

SCALE: 1/16" = 1'

NORTH

VERTICAL CIRCULATION

ONE BED UNIT

MECHANICAL

TWO BED UNIT

STORAGE

SPIRE | DESIGN GROUP
248.921.0794 MARK@SPIREDG.COM

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SPA SUBMITTAL	4.22.22
REVISION/ISSUE	DATE

Wonderland Village
11320 Middlebelt Rd.
Livonia, MI 48150

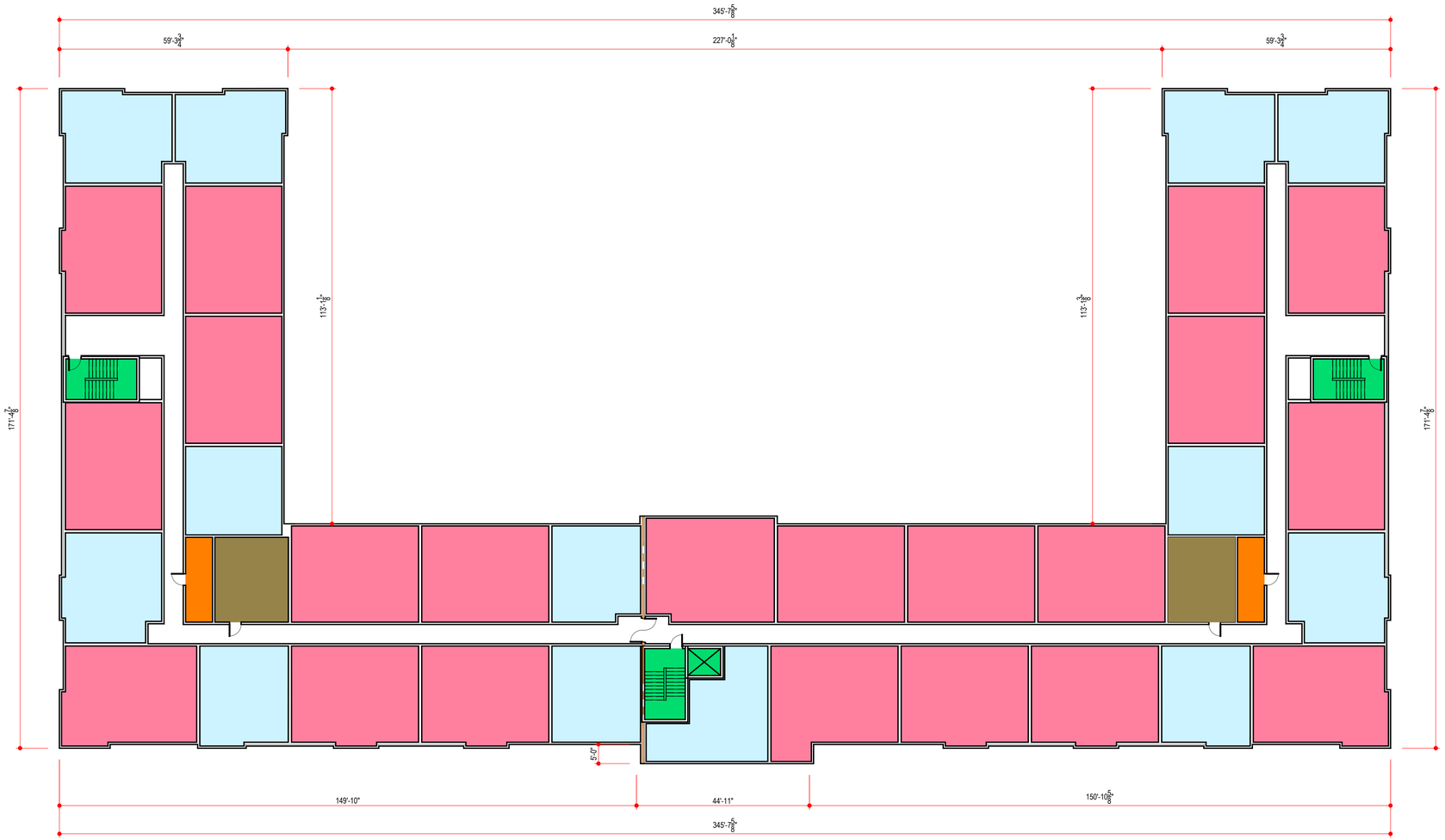
Building A Third Floor

A103-A

020014

UNIT MATRIX

	1ST FLOOR	2ND FLOOR	3RD FLOOR	TOTAL
ONE BED	13	13	13	39
TWO BED	20	21	21	61
TOTAL	33	34	34	101



1 Building B Third Floor

SCALE: 1/16" = 1'

NORTH

VERTICAL CIRCULATION

ONE BED UNIT

MECHANICAL

TWO BED UNIT

STORAGE

SPIRE | DESIGN GROUP
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Schostak BROTHERS & COMPANY

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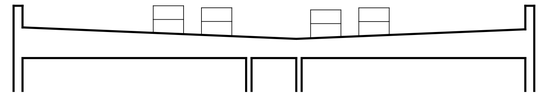
Wonderland Village
11320 Middlebelt Rd.
Livonia, MI 48150

Building B Third Floor

A103-B

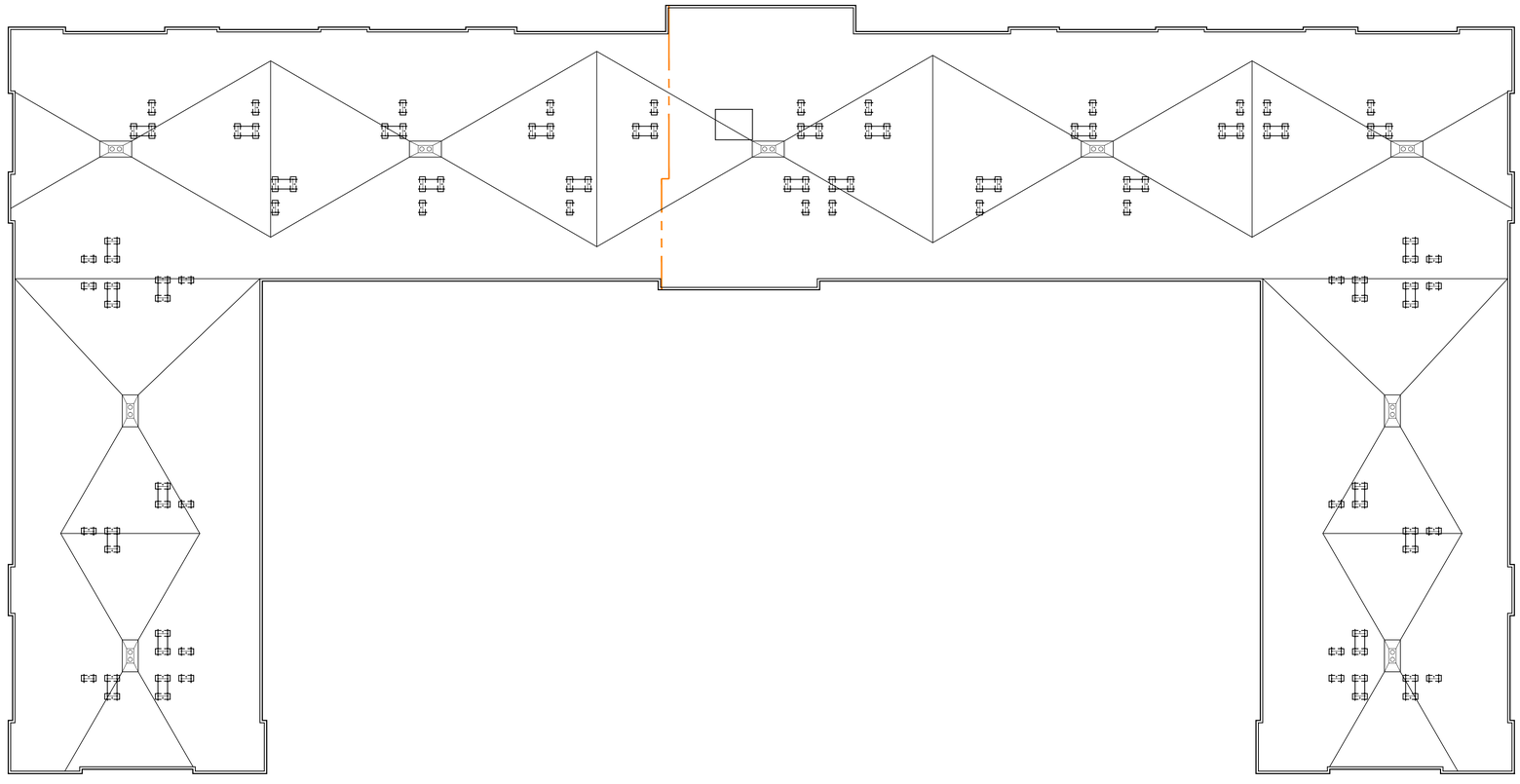
020014



NOTE: TOP OF MECHANICAL UNITS BELOW PARAPET

2 Mechanical Screen

SCALE: 1/8" = 1'



1 Building A Roof Plan

SCALE: 1/16" = 1'

NORTH

SPIRE | DESIGN GROUP
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Schostak BROTHERS & COMPANY

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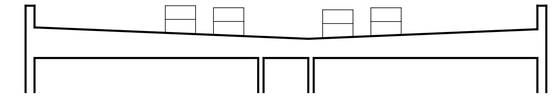
Wonderland Village
11320 Middlebelt Rd.
Livonia, MI 48150

Building A Roof Plan

A104-A

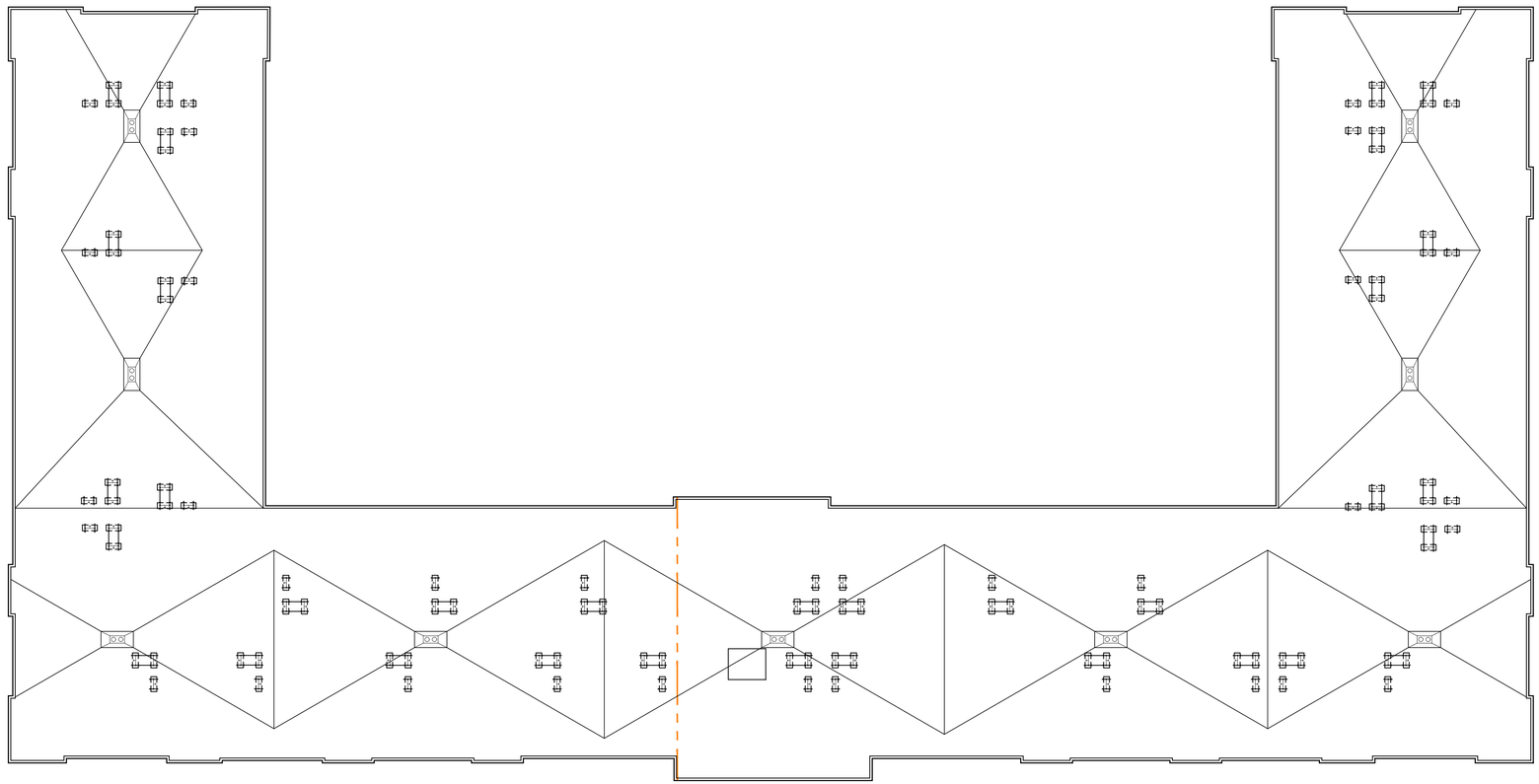
020014



NOTE: TOP OF MECHANICAL UNITS BELOW PARAPET

2 Mechanical Screen

SCALE: 1/8" = 1'



1 Building B Roof Plan

SCALE: 1/16" = 1'

NORTH

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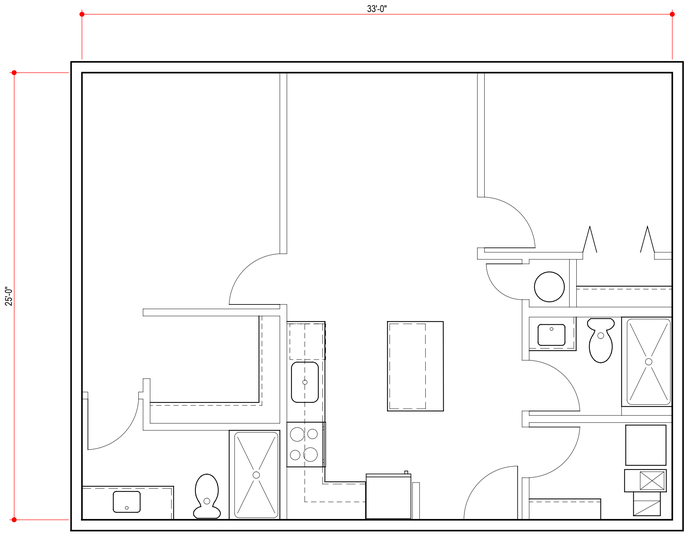
11320 Middlebelt Rd.
Livonia, MI 48150

Building B Roof Plan

A104-B

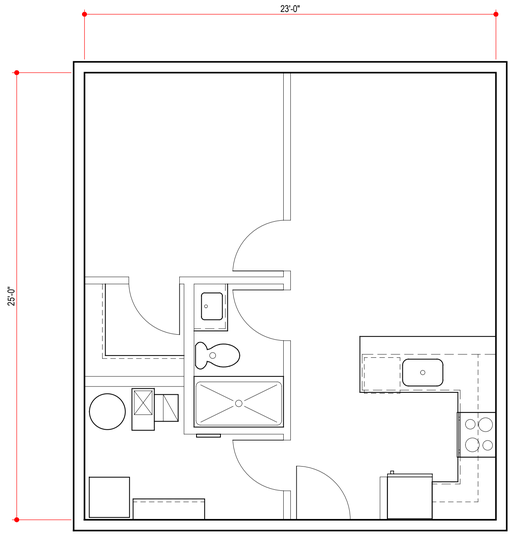
020014



AREA: 825 SQ FT

2 Typical Two Bed

SCALE: 1/4" = 1'



AREA: 575 SQ FT

1 Typical One Bed

SCALE: 1/4" = 1'

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Typical Units

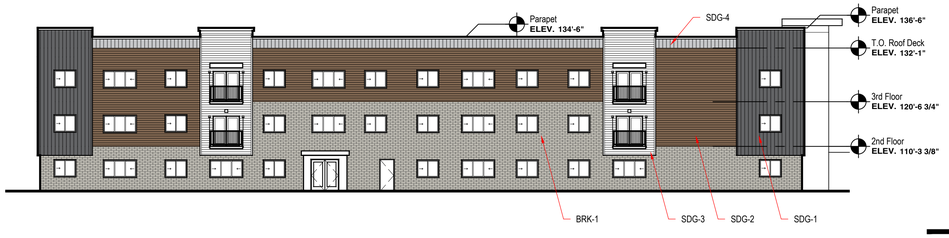
A105

020014



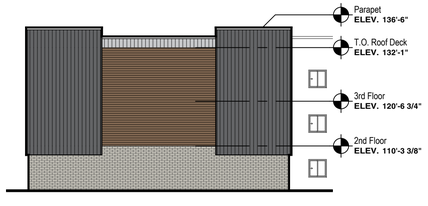
11 Building A East Courtyard Elevation

SCALE: 1/16" = 1'



10 Building A East Elevation

SCALE: 1/16" = 1'



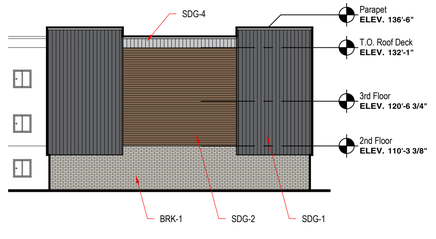
9 Building A South Elevation West Wing

SCALE: 1/16" = 1'



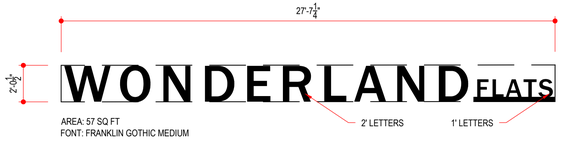
8 Building A South Courtyard Elevation

SCALE: 1/16" = 1'



7 Building A South Elevation East Wing

SCALE: 1/16" = 1'



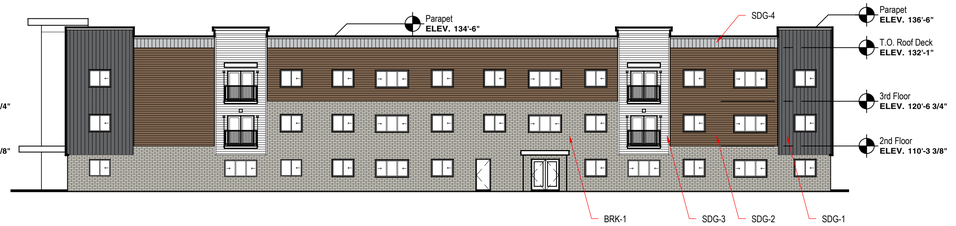
6 Building Sign

SCALE: 1/4" = 1'



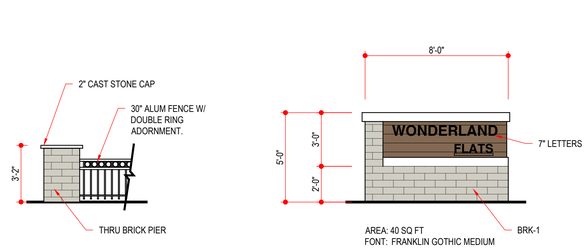
5 Building A West Courtyard Elevation

SCALE: 1/16" = 1'



4 Building A West Elevation

SCALE: 1/16" = 1'

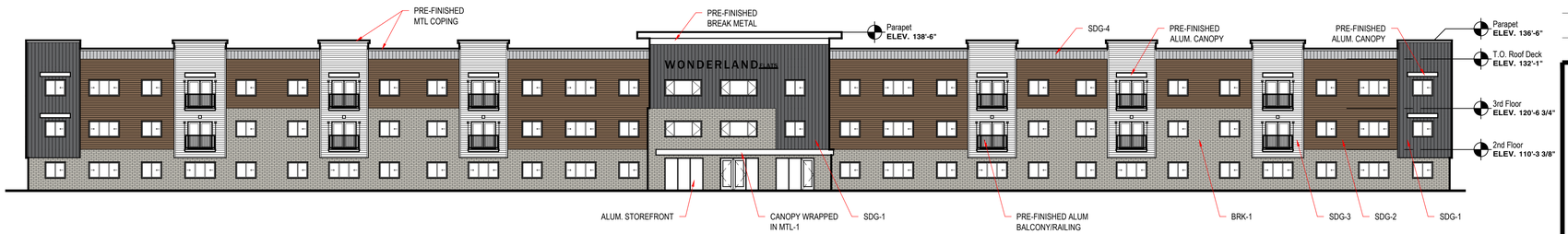


3 Decorative Fence Detail

SCALE: 1/4" = 1'

2 Monument Sign

SCALE: 1/4" = 1'



1 Building A North Elevation

SCALE: 1/16" = 1'

BRK-1 BRICK VENEER MFR: TBD SIZE: UTILITY	SDG-1 VINYL BOARD AND BATTEN MFR: CERTAINTEED SIZE: 7" COLOR: SLATE	SDG-2 VINYL SIDING MFR: CERTAINTEED SIZE: DOUBLE 4" COLOR: RUSTIC BLEND	SDG-3 VINYL SIDING MFR: CERTAINTEED SIZE: DOUBLE 4" COLOR: COLONIAL WHITE	SDG-4 VINYL BOARD AND BATTEN MFR: CERTAINTEED SIZE: 7" COLOR: STERLING GRAY

*MANUFACTURER AND COLORS MAY BE ADJUSTED AT TIME OF CONSTRUCTION BASED ON PRODUCT AVAILABILITY

SPIRE DESIGN GROUP
248.921.0794 MARK@SPIREDG.COM

Schostak BROTHERS & COMPANY

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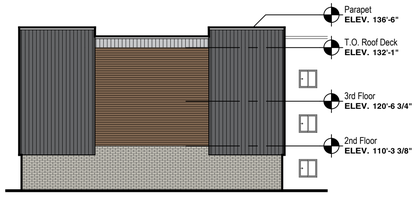
Building A Elevations

A201-A

020014



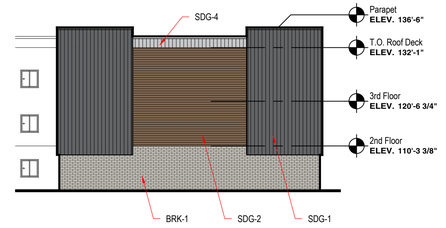
6 Building B North Elevation East Wing

SCALE: 1/16" = 1'



5 Building B North Courtyard Elevation

SCALE: 1/16" = 1'



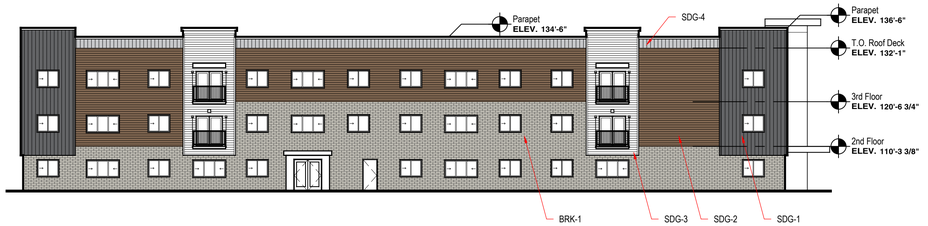
4 Building B North Elevation West Wing

SCALE: 1/16" = 1'



8 Building B West Courtyard Elevation

SCALE: 1/16" = 1'



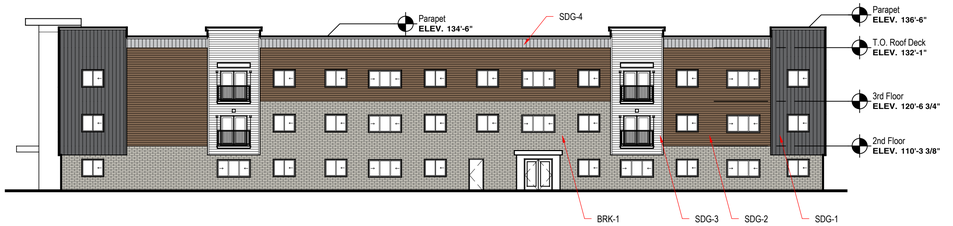
7 Building B West Elevation

SCALE: 1/16" = 1'



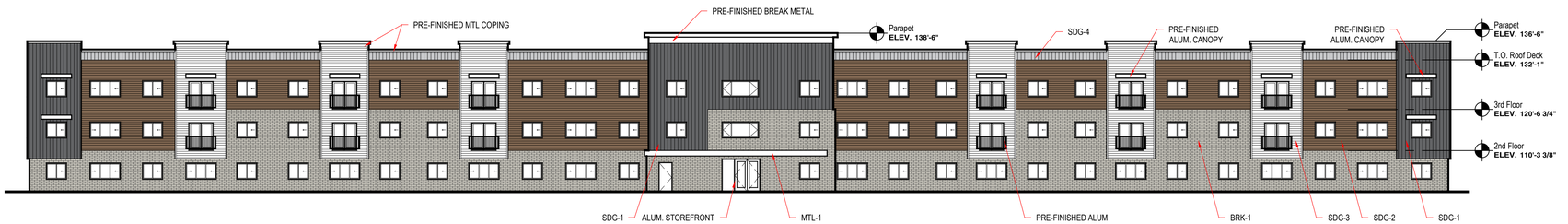
3 Building B East Courtyard Elevation

SCALE: 1/16" = 1'



2 Building B East Elevation

SCALE: 1/16" = 1'



1 Building B South Elevation

SCALE: 1/16" = 1'

BRK-1 BRICK VENEER MFR: TBD SIZE: UTILITY	SDG-1 VINYL BOARD AND BATTEN MFR: CERTAINTEED SIZE: 7" COLOR: SLATE	SDG-2 VINYL SIDING MFR: CERTAINTEED SIZE: DOUBLE 4" COLOR: RUSTIC BLEND	SDG-3 VINYL SIDING MFR: CERTAINTEED SIZE: DOUBLE 4" COLOR: COLONIAL WHITE	SDG-4 VINYL BOARD AND BATTEN MFR: CERTAINTEED SIZE: 7" COLOR: STERLING GRAY

*MANUFACTURER AND COLORS MAY BE ADJUSTED AT TIME OF CONSTRUCTION BASED ON PRODUCT AVAILABILITY

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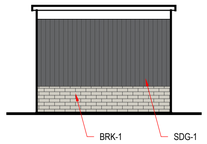
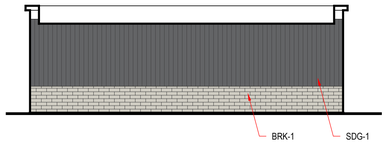
Building B Elevations

A201-B

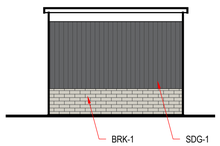
020014



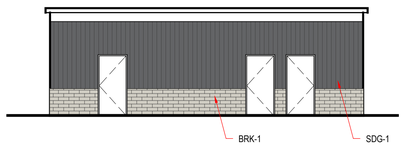
10 Pool House South Elevation
SCALE: 1/8" = 1'



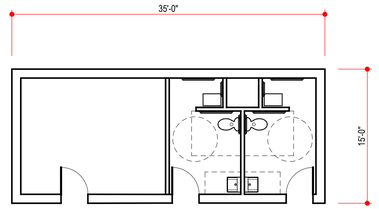
9 Pool House West Elevation
SCALE: 1/8" = 1'



8 Pool House North Elevation
SCALE: 1/8" = 1'



7 Pool House East Elevation
SCALE: 1/8" = 1'

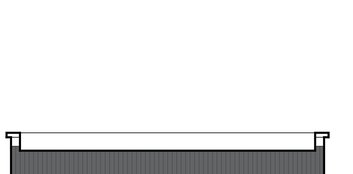


6 Pool House Floor Plan
SCALE: 1/8" = 1'

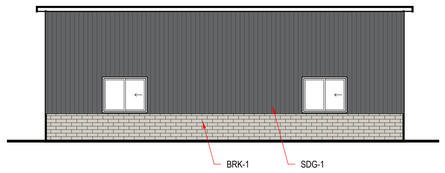
NORTH



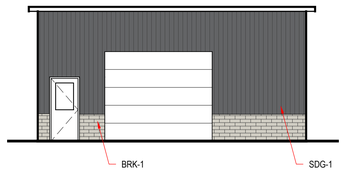
5 Maintenance Garage West Elevation
SCALE: 1/8" = 1'



4 Maintenance Garage South Elevation
SCALE: 1/8" = 1'



3 Maintenance Garage East Elevation
SCALE: 1/8" = 1'



2 Maintenance Garage North Elevation
SCALE: 1/8" = 1'

1 Maintenance Garage Floor Plan
SCALE: 1/8" = 1'

NORTH

BRK-1 BRICK VENEER MFR: TBD SIZE: UTILITY	SDG-1 VINYL BOARD AND BATTEN MFR: CERTAINTEED SIZE: 7" COLOR: SLATE

*MANUFACTURER AND COLORS MAY BE ADJUSTED AT TIME OF CONSTRUCTION BASED ON PRODUCT AVAILABILITY

SPIRE DESIGN GROUP
248.921.0794 MARK@SPIREDG.COM

Schostak BROTHERS & COMPANY

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11320 Middlebelt Rd.
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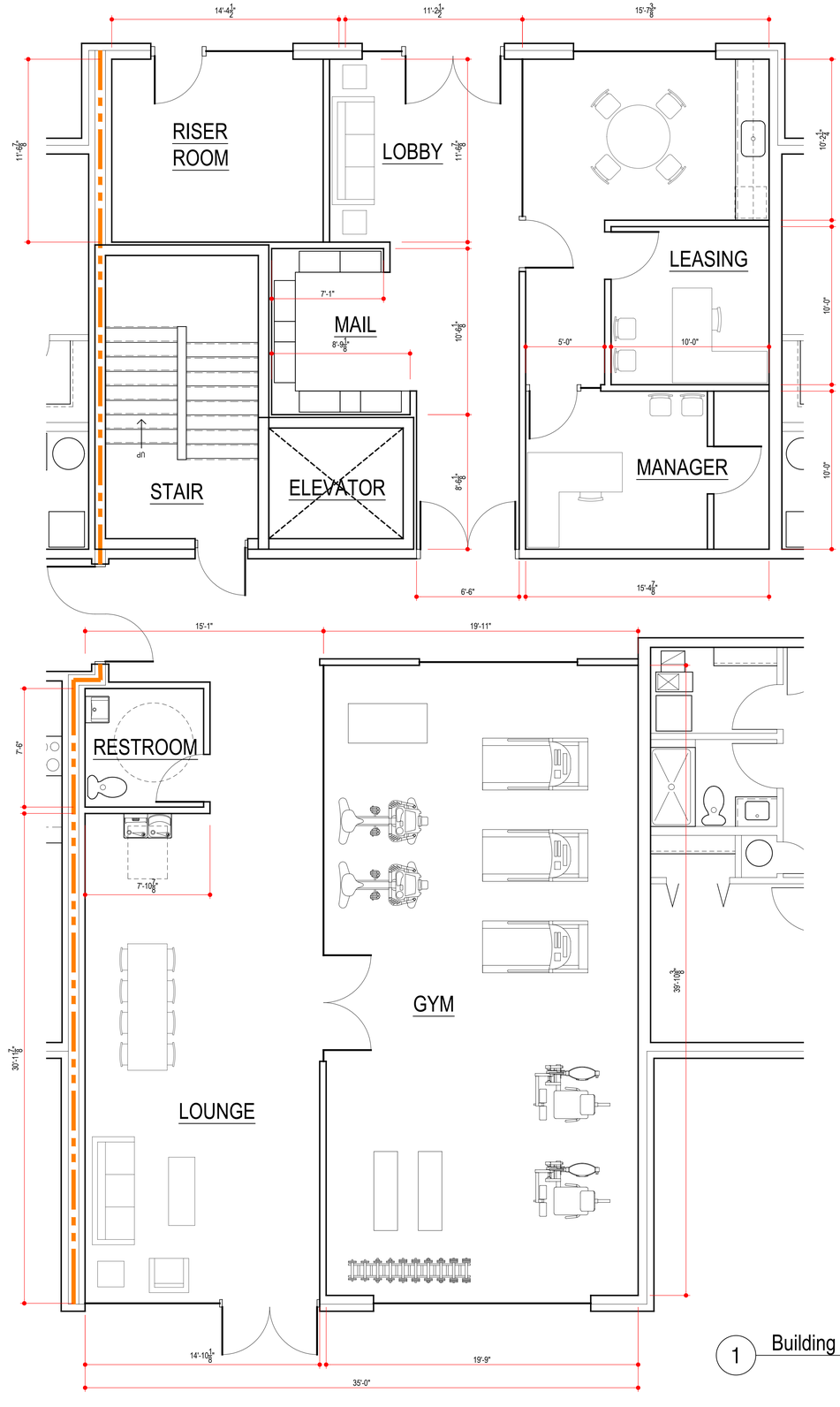
Accessory Buildings

A111

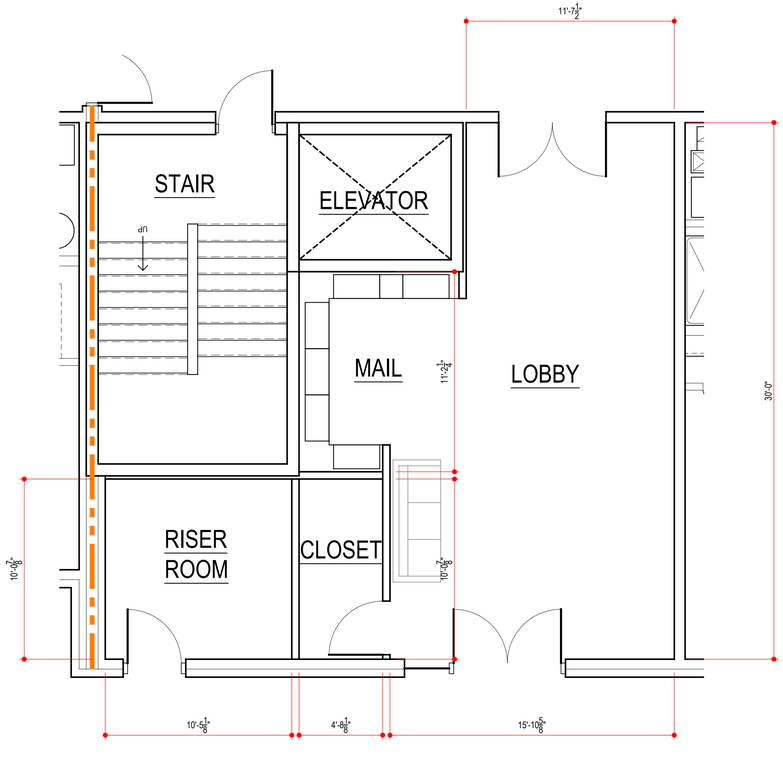
020014



1 Building A Lobby

SCALE: 1/4" = 1'

NORTH



2 Building B Lobby

SCALE: 1/4" = 1'

NORTH

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Wonderland Village
11320 Middlebelt Rd.
Livonia, MI 48150

Lobby Detail

A401

020014



WONDERLAND FLATS

LIVONIA, MI

APRIL 22, 2022

OWNER: MIDDLEBELT PLYMOUTH VENTURE LLC

DEVELOPER:

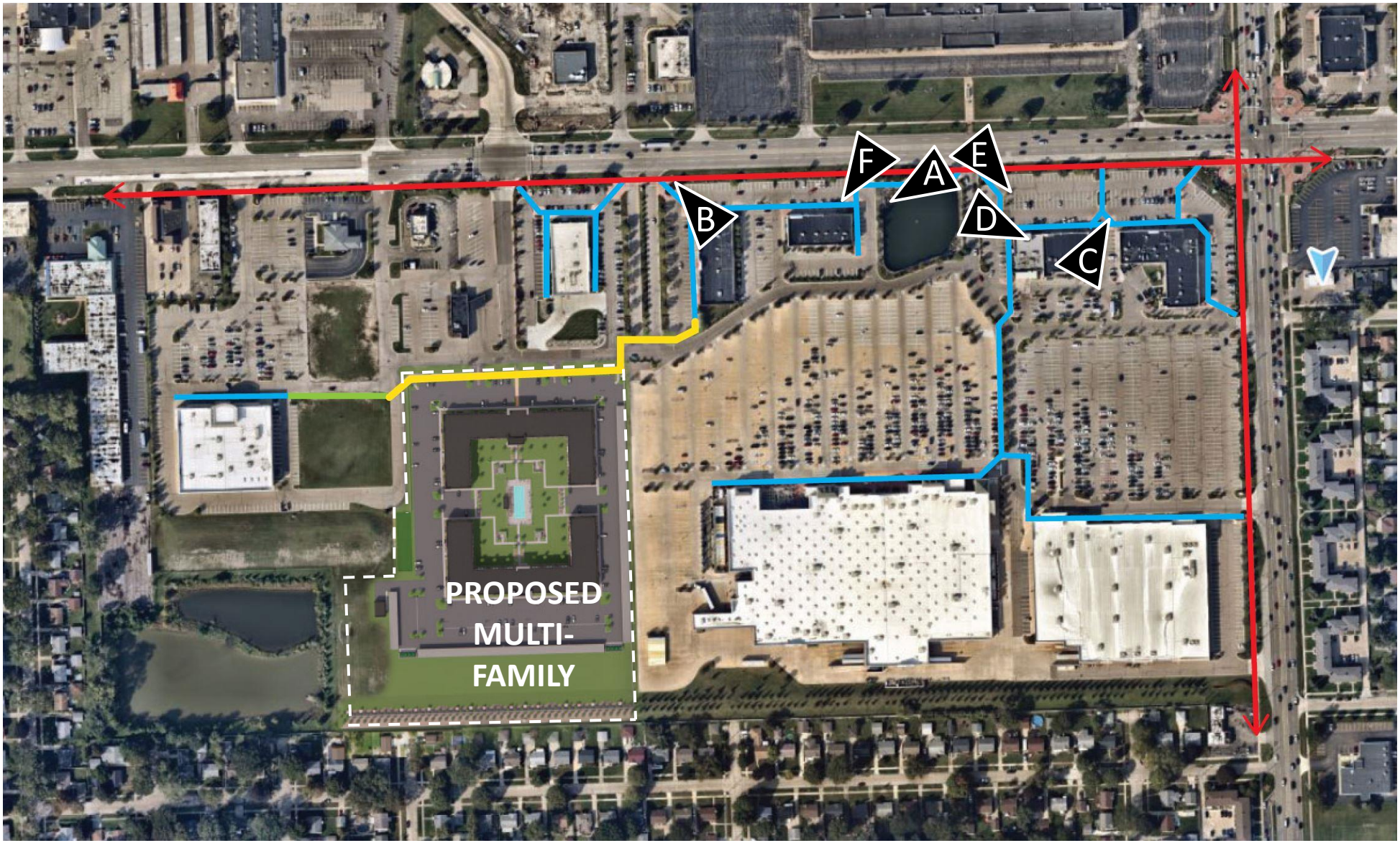
Schostak Brothers & Company

ARCHITECT:

SDG
SPIRE DESIGN GROUP

CIVIL ENGINEER &
LANDSCAPE ARCHITECT:

STONEFIELD
engineering & design

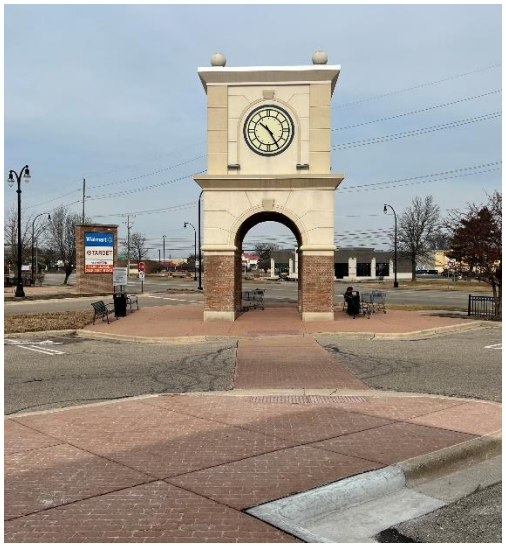


EXISTING ROAD PEDESTRIAN PATH
EXISTING DEVELOPMENT PEDESTRIAN PATH
PROPOSED PEDESTRIAN PATH
FUTURE PEDESTRIAN PATH

MIXED USE PEDESTRIAN CIRCULATION



A



B



C



D

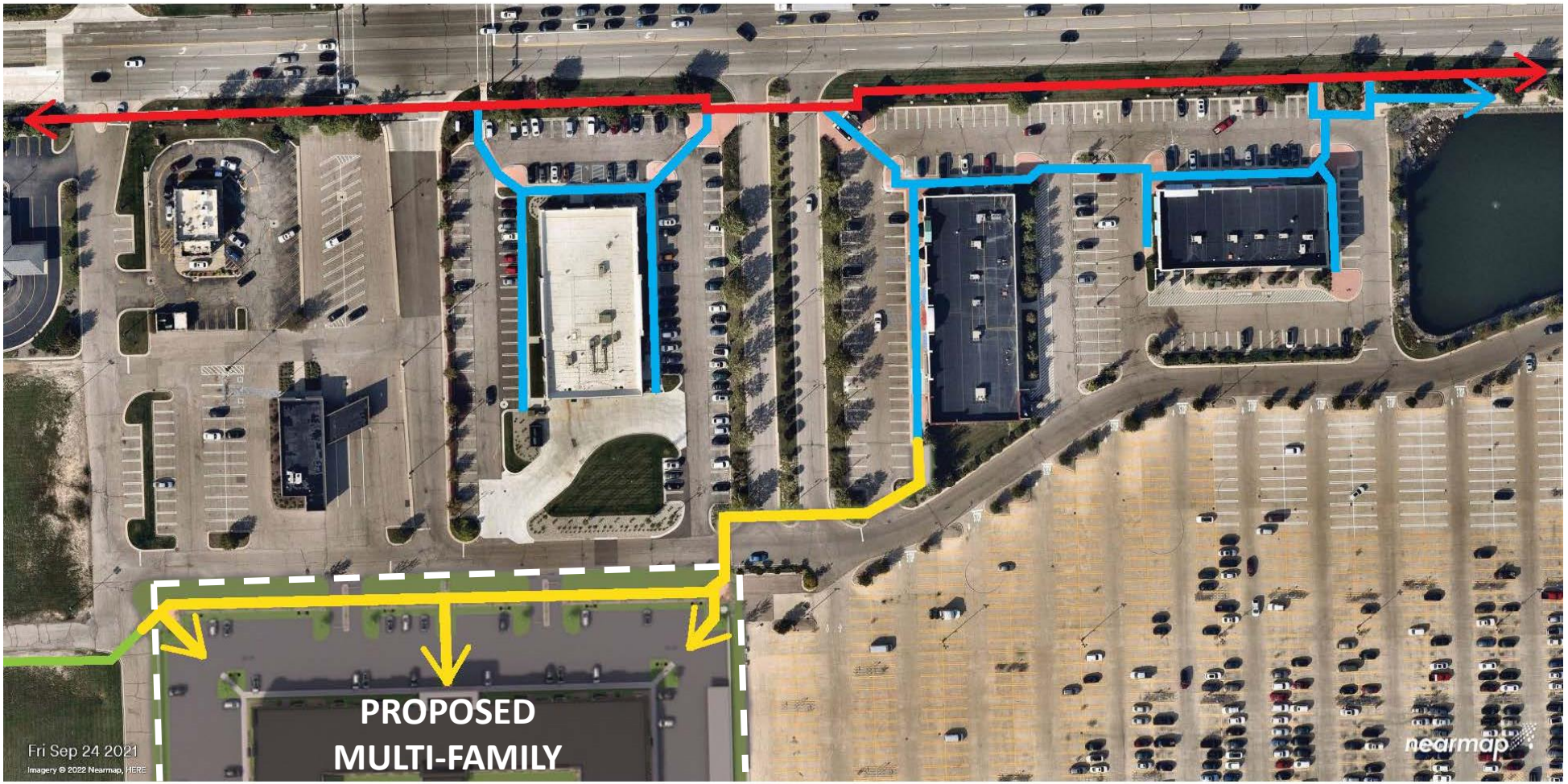


E



F

EXISTING MIXED USE PATH CONNECTIVITY AND SITTING AREAS



EXISTING ROAD PEDESTRIAN PATH
EXISTING DEVELOPMENT PEDESTRIAN PATH
PROPOSED PEDESTRIAN PATH
FUTURE PEDESTRIAN PATH

PROPOSED MULTI-FAMILY PEDESTRIAN CONNECTIVITY TO RETAIL MIXED USE



PROPOSED VEHICULAR SECURITY GATE



PERSPECTIVE OF MIXED USE PROPOSED PEDESTRIAN CONNECTION



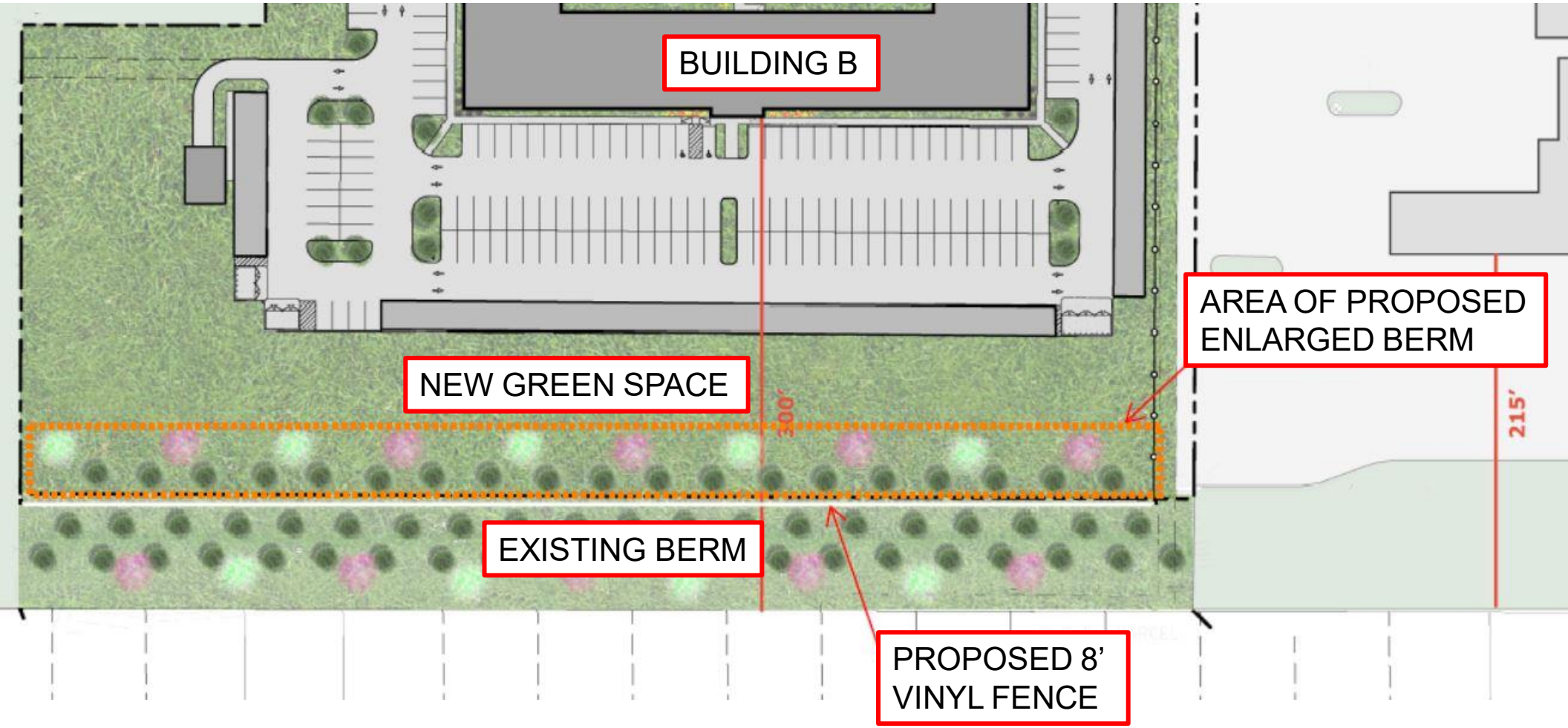
PERSPECTIVE OF MIXED USE PROPOSED PEDESTRIAN CONNECTION



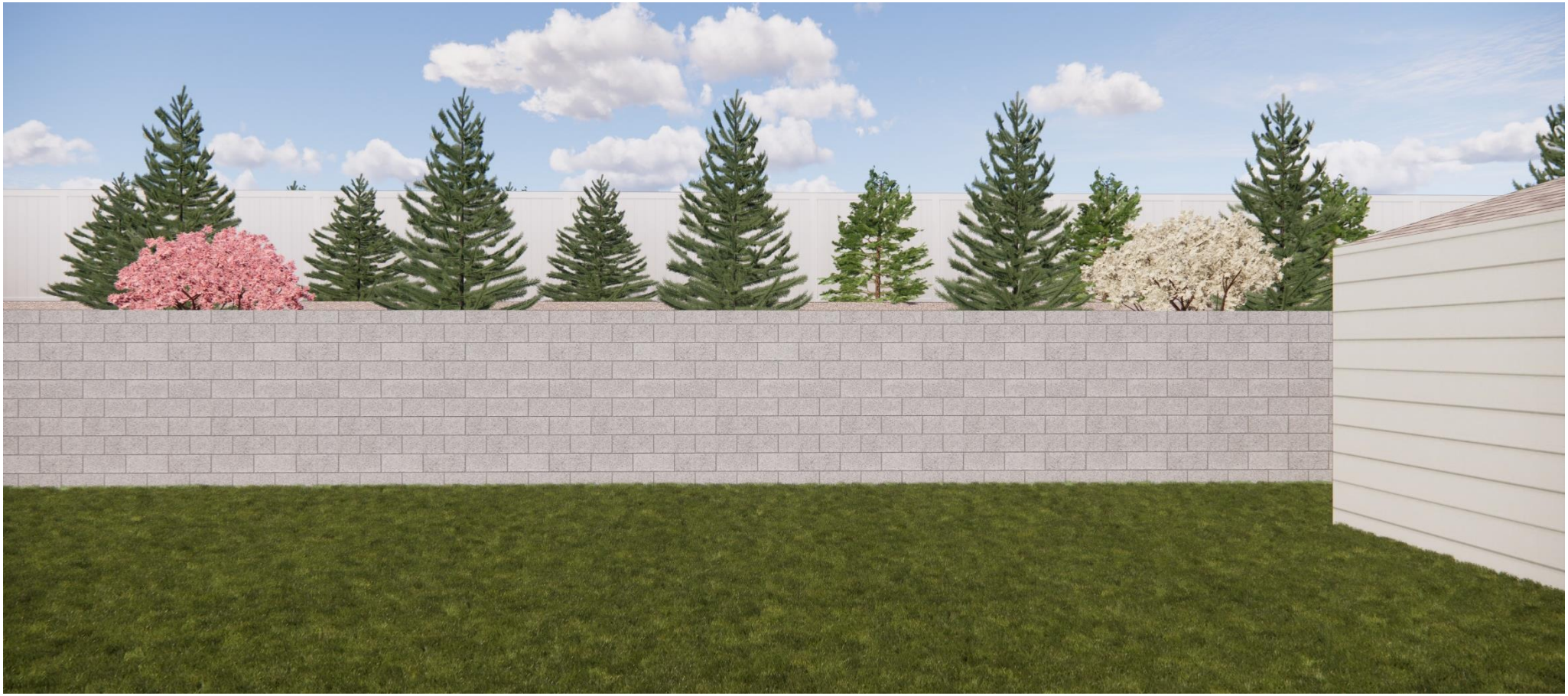
PERSPECTIVE OF MIXED USE PROPOSED PEDESTRIAN CONNECTION



PERSPECTIVE OF MIXED USE PROPOSED PEDESTRIAN CONNECTION



REAR BERM ENHANCEMENT





VIEW FROM BACKYARD OF SINGLE-FAMILY HOUSES



VIEW FROM THIRD FLOOR OF APARTMENTS



PERSPECTIVE VIEW OF BUILDING A – FROM PLYMOUTH RD



PERSPECTIVE VIEW OF BUILDING A – FROM PLYMOUTH RD



PERSPECTIVE VIEW OF BUILDING B – FROM SINGLE FAMILY



AERIAL VIEW



COURTYARD AERIAL VIEW



COURTYARD NIGHT VIEW



COURTYARD POOL PERSPECTIVE



COURTYARD PERSPECTIVE



PACKAGE PICK UP SITE AMENITY

DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

TODD J. ZILINCIK, P.E.
CITY ENGINEER

DAVID W. LEAR, P.E.
ASST. CITY ENGINEER

MAUREEN MILLER BROSNAN
MAYOR

DONALD R ROHRAFF
DIRECTOR OF PUBLIC WORKS

12973 FARMINGTON ROAD
LIVONIA, MICHIGAN 48150
(734) 466-2571
FAX: (734) 466-2195

May 5, 2022

Mr. Scott Miller
Planner IV
City of Livonia

Re: Petition 2022-04-08-02 – #29707 & #30273 Plymouth Road

Dear Mr. Miller:

In accordance with your request, the Engineering Division has reviewed the above referenced petition. We have no objections to the proposed project at this time. The parcels are assigned the addresses of **#29707 and #30273 Plymouth Road**. The legal descriptions submitted by the owner for the proposed project appears to be correct, and should be used to describe the parcel if approved, although he owner will need to slit and combine properties to be able to develop the lot as shown.

The proposed development is currently serviced by water main, sanitary and storm sewers, which may need to be extended to service any new development. The submitted drawings do not indicate any utility connections or calculations, so we do not have any knowledge of impacts to the existing systems at this time. The existing site has a mix of public and private utilities, which may require additional easements or relocations to provide sanitary and water service to a new parcel.

It should be noted that should the project move forward, the proposed construction will be required to meet the Wayne County Stormwater Ordinance, including revised detention requirements. A full review of the proposed development will be completed when plans are submitted for permitting.

Should you have any additional questions on this matter, please feel free to contact myself at (734) 466-2608 or the City Engineer, Mr. Todd Zilincik at (734) 466-2561. If you would prefer, you can e-mail either of us at dlear@livonia.gov or tzilincik@livonia.gov.

Sincerely,

David W. Lear, P.E.
Assistant City Engineer

cc: 2021 Petition File

M:\ALL OTHER MATTERS\Planning Petition Responses\2021\2020-08-01-06 - #29707 & #30273 Plymouth Road (Revised).doc

DEPARTMENT OF PUBLIC SAFETY
LIVONIA FIRE & RESCUE

DAVE HEAVENER
FIRE CHIEF

MAUREEN MILLER BROSNAN
MAYOR

14910 FARMINGTON ROAD
LIVONIA, MICHIGAN 48154-5419
734-466-2444
734-466-2082 fax

DATE: May 17, 2022

TO: Scott O. Miller, Planner IV

FROM: Livonia Fire Prevention Division

SUBJECT: Petition 2022-04-08-02 29707, 30273 Plymouth Rd. Wonderland Flats

This office has reviewed the site plan submitted in connection with a request to construct a commercial building on property located at the above referenced address.

We have no objections to this proposal with the following stipulations:

1. Subject building(s) are to be provided with an automatic sprinkler system, fire alarm system and onsite hydrants shall be located between 50 feet and 100 feet from the Fire Department connection.

2. Hydrant spacing shall be consistent with City of Livonia Ordinances.

3. A fire access road shall be provided with not less than 20 feet of unobstructed width and have a minimum of 13 feet 6 inches of vertical clearance in accordance to 18.2.3.4.1.1 and 18.2.3.4.1.2 of NFPA 1, 2015.

4. Knox Box installation is required for Fire Department access through the gate and the buildings.

A further detailed plan review will take place when this division receives an official plan set.

Sincerely,

Brian Kukla

Brian Kukla-Fire Marshal

DEPARTMENT OF PUBLIC SAFETY
DIVISION OF POLICE

THOMAS GORALSKI
CHIEF OF POLICE

MAUREEN MILLER BROSNAN
MAYOR

15050 Farmington Road
Livonia, Michigan 48154-5499
(734) 466-2470
FAX: (734) 261-2265

RECEIVED
MAY 05 2022
CITY OF LIVONIA
PLANNING COMMISSION

May 4, 2022

Mr. Scott Miller
City of Livonia Planning Dept
33000 Civic Center Drive
Livonia, MI 48154

Re: Petition 2022-04-08-02 - 29707 & 30273 Plymouth Rd

Mr. Miller,
I have reviewed the plans in connection with the petition. Concerning is the large volume of residents mixed in a busy commercial area. I foresee many of the residents wishing to walk to the Walmart and Target locations. I do not see any sidewalks or other traffic control measures. Without any, I am concerned with the safety of the residents/pedestrian traffic.

Please feel free to contact me, should you have any questions.

Sincerely,

FOR THE CHIEF OF POLICE,

Sgt. Scott Sczepanski #543

Scott Sczepanski, Sergeant
Traffic Bureau
(734) 466-2107

INSPECTION DEPARTMENT

BUILDING
HEATING
PLUMBING
ELECTRICAL
ZONING
ENVIRONMENTAL PROTECTION
ORDINANCE ENFORCEMENT

MAUREEN MILLER BROSNAN
MAYOR

JEROME A. HANNA
DIRECTOR

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2580
FAX: (734) 466-2095

Date: June 3, 2022

To: Scott O. Miller

From: Jerome Hanna

RE: Petition 2022-04-08-02 – 29707 & 30273 Plymouth Road

Pursuant to your request, the above referenced Petition has been reviewed.

This Department has no objections to this Petition.

I trust this provides the requested information.

Jerome Hanna
Jerome Hanna
Director of Inspection

DEPARTMENT OF FINANCE

Michael T. Slater
DIRECTOR OF FINANCE

Connie Kumpula
CHIEF ACCOUNTANT

MAUREEN MILLER BROSNAN
MAYOR

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2260
FAX: (734) 421-1807

May 3, 2022

Mr. Scott O. Miller
Planning Commission
33000 Civic Center Drive
Livonia, MI 48154

Petition 2022-04-08-02 - 29707 & 30273 Plymouth Road

Dear Mr. Miller,

I have reviewed the address connected with the above noted petition. As there are no outstanding amounts receivable (general or water and sewer), I have no objections to the proposal.

Please contact me if you have any further questions.

Very truly yours,

Connie Kumpula
Chief Accountant

CK: jw

OFFICE OF THE TREASURER

LYNDA L. SCHEEL
CITY TREASURER

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3060
(734) 466-2245
FAX: (734) 421-7230

May 3, 2022

Mr. Scott Miller – Planner IV
Planning Commission
City of Livonia

Re: Petition 2022-04-08-02 29707 & 30273 Plymouth Road
Middlebelt Plymouth Venture LLC

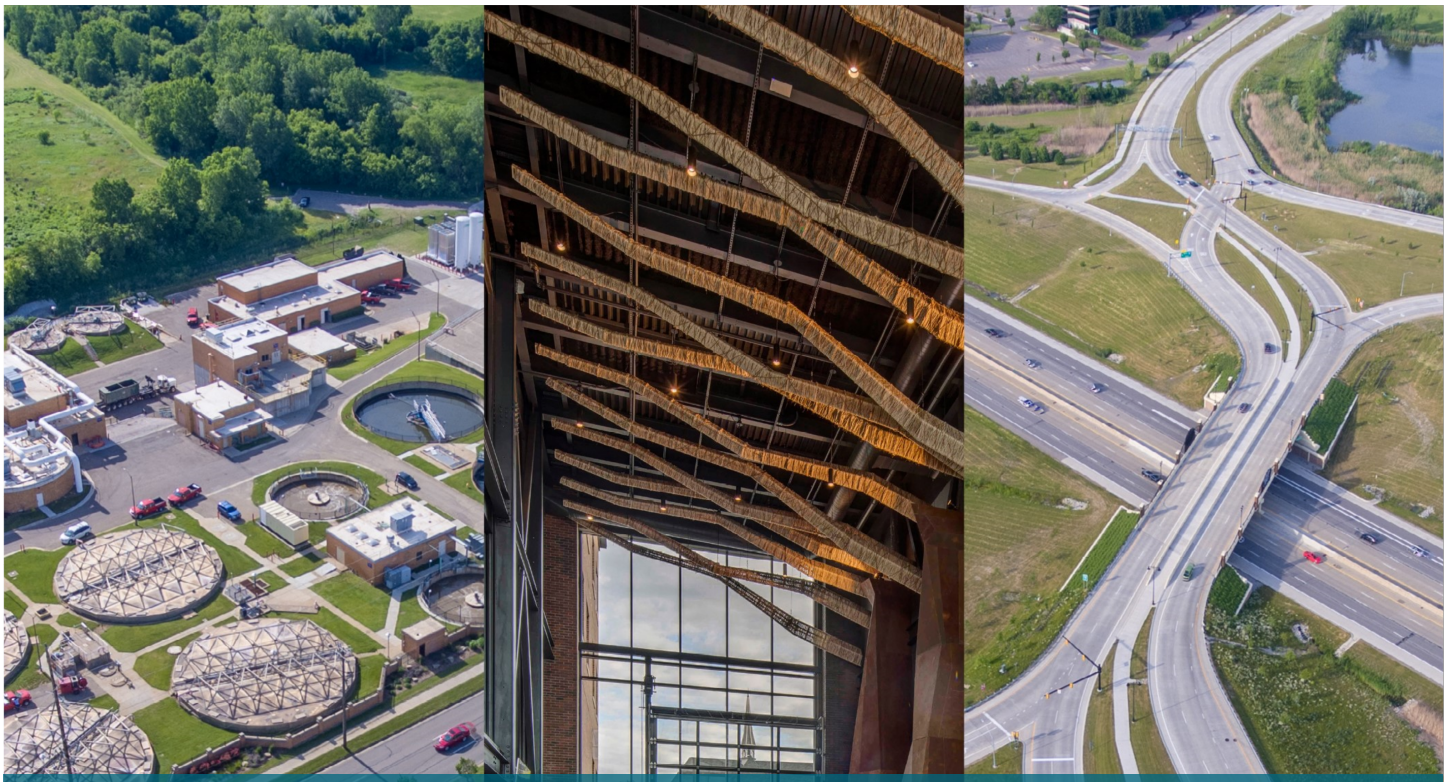
Dear Mr. Miller,

In accordance with your request, the Treasurer's Office has reviewed the name and addresses connected with the above noted petition. At this time there are no taxes due, therefore I have no objections to the proposal.

Sincerely,

Lynda L. Scheel
Lynda L. Scheel
Treasurer, City of Livonia

OTHER ITEMS RELATED TO THE PETITION



Wonderland Residential Development Traffic Impact Study

Project No. 220740
June 2, 2022

FINAL

fishbeck
Engineers | Architects | Scientists | Constructors

fishbeck
Engineers | Architects | Scientists | Constructors

1515 Arboretum Drive, SE
Grand Rapids, Michigan 49546

616.575.3824 | fishbeck.com

Wonderland Residential Development

Traffic Impact Study

Prepared For:
Schostak Brothers & Company Inc.
Livonia, MI

June 2, 2022
Project No. 220740

Final

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Appendix 2 – Existing LOS Output Reports
Appendix 3 – Background LOS Output Reports
Appendix 4 – Trip Generation Calculations
Appendix 5 – Future LOS Output Reports

List of Abbreviations/Acronyms

AADT	Average Annual Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
AWSC	All-Way Stop Control
City	City of Livonia
DU	Dwelling Units
EB	Eastbound
ETCDG	(MDOT) Electronic Traffic Control Device Guidelines
HCM	Highway Capacity Manual
ITE	Institute of Transportation Engineers
LCT	Livonia Community Transit
MDOT	Michigan Department of Transportation
MMUTCD	Michigan Manual on Uniform Traffic Control Devices
MPH	Miles per Hour
NB	Northbound
NEMA	National Electrical Manufacturing Association
LOS	Level of Service
LUC	Land Use Code
SB	Southbound
SEMCOG	Southeast Michigan Council of Governments
SF	Square Foot
TDMS	Transportation Data Management System
TIS	Traffic Impact Study
TMC	Turning Movement Count
TWLTL	Two-Way Left Turn Lane
WB	Westbound
WCDPS	Wayne County Department of Public Services
SMART	Suburban Mobility Authority for Regional Transportation
DDOT	Detroit Department of Transportation

References

The Highway Capacity Manual, 6th Edition. (2016). Washington, DC: Transportation Research Board (TRB).
The Highway Capacity Manual: 2000. (2000). Washington, DC: Transportation Reserach Board (TRB).
Trip Generation Handbook, 3rd Edition. (2017). Washington DC: Institute of Transportation Engineers (ITE).
Trip Generation Manual, 11th Edition. (2021). Washington DC: Institute of Transportation Engineers (ITE).

Executive Summary

Fishbeck has completed a TIS related to a proposed residential development located along the south side of Plymouth Road, west of Middlebelt Road in the City of Livonia (City), Wayne County, Michigan. The existing site is south of Bank of America and BioLife Plasma Services and is currently vacant. The development will be completed and assumed to be open and fully operational in 2024.

The site will share access within the existing commercial development. The primary access point is on Plymouth Road at Tech Center Drive.

Vehicular, pedestrian, and cyclist TMCs were collected at the study intersection on Thursday, April 28, 2022 during the weekday a.m. (7 a.m. to 9 a.m.) and p.m. (4 p.m. to 6 p.m.) peak periods of the roadway network. There is one known project in the site vicinity that would add additional traffic volumes or alter traffic patterns within the study network. The following developments were included:

- Livonia Shoppes/Chick-fil-A

Site-generated traffic was forecast using the information and methodologies specified in the latest version of Trip Generation (Trip Generation Manual, 11th Edition, 2021),. The existing traffic volumes, site layout, and engineering judgement were used to develop a trip distribution model for the a.m. and p.m. peak hours for the new traffic that will be generated by the proposed development. Additionally, directions of origin, surrounding residential densities, and commuting patterns were considered.

Capacity analyses were conducted for existing, background, and total future conditions based on HCM 6th Edition (The Highway Capacity Manual, 6th Edition, 2016) methodologies using Synchro traffic analysis software. Synchro network models were also simulated using SimTraffic to evaluate network operations including intersection queueing.

Based on the findings of the HCM operational analyses and site traffic generation, there are no recommended existing, background, and future improvements to the study intersections to mitigate traffic impacts.

The opinions, findings, and conclusions expressed in this TIS are those of Fishbeck and not necessarily those of the Owner/Applicant, MDOT, WCDPS, or the City of Livonia.

Fishbeck Project Manager
Brandon Hayes, PE, P.Eng., PTOE
Fishbeck

Brandon M. Hayes, PE, P.Eng.,PTOE
2022.06.02 12:31:20-04'00'

1.0 Introduction

1.1 Project Overview

On behalf of Schostak Brothers & Company Inc., Fishbeck has conducted a TIS related to a proposed residential development located along the south side of Plymouth Road, west of Middlebelt Road in the City of Livonia (City), Wayne County, Michigan. The existing site is south of Bank of America and BioLife Plasma Services and is currently vacant. The development will be completed and assumed to be open and fully operational in 2024.

The site will have shared access within the commercial development. The primary access point is on Plymouth Road at Tech Center Drive.

The project location and study intersections are indicated in Figure 1.

Figure 1 – Project Location and Study Network



1.2 Study Methodology

The objectives of this TIS were to determine what impacts, if any, the proposed project will have on adjacent roadway traffic operations, and to develop recommendations for any improvements necessary to mitigate the project impacts on the studied intersections. Study analyses were completed relative to typical weekday a.m. and p.m. peak periods.

This study was conducted according to the methodologies and guidance published by ITE, AASHTO, MDOT, WCDPS, and the City of Livonia.

1.3 Intersection Characteristics

Based on the type and size of the proposed development and the likely area of influence for the site trips, traffic operations were analyzed for the following intersections:

1. Plymouth Road & Middlebelt Road (signalized)
2. Plymouth Road & Tech Center Drive/Commercial Driveway (signalized; shared site access point)
3. Middlebelt Road & Commercial Driveway (signalized; shared site access point)

The existing intersection lane configurations, traffic controls, and posted speed limits are indicated in Figure 2.

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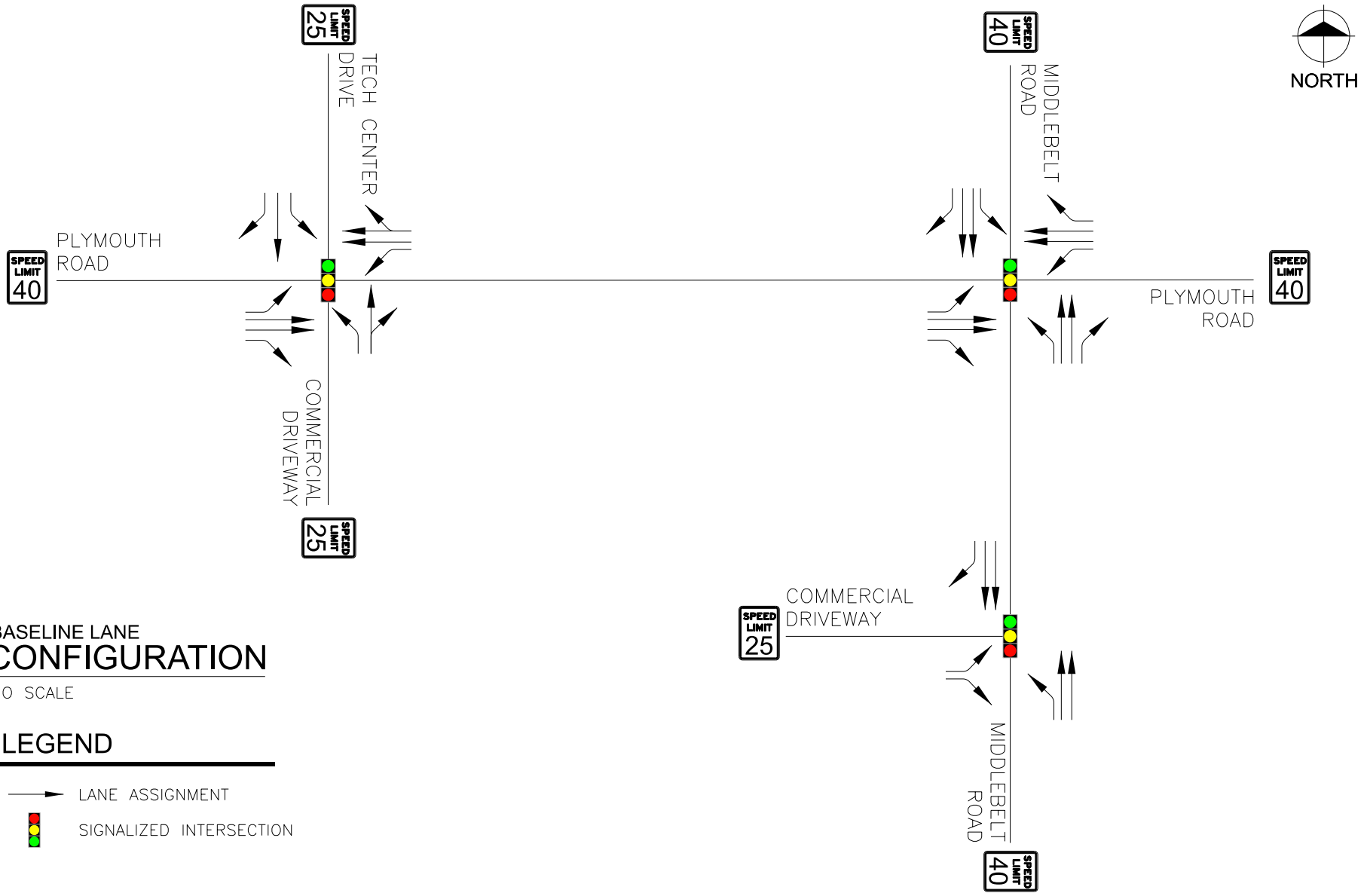

BASELINE LANE CONFIGURATION

NO SCALE

LEGEND

LANE ASSIGNMENT

SIGNALIZED INTERSECTION

Wonderland Residential Development

Livonia, MI 48150

Traffic Impact Study

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PROJECT NO. 220740

FIGURE NO. 2

1.4 Roadway Characteristics

The characteristics of the study area roadways and signalized intersections are described in Table 1 and Table 2 below. These data points were referenced from the SEMCOG Traffic Volumes and Road Jurisdiction online maps.

Table 1 – Roadway Characteristics

Roadway	Jurisdiction	Speed Limit (MPH)	Number of Lanes	Roadway Classification	Direction	AADT (vpd)
Plymouth Road	MDOT	40	5	Other Principal Arterial	2-way	21,300, west of Middlebelt Road
					2-way	19,400, east of Middlebelt Road
Middlebelt Road	WCDPS	40	6, north of Plymouth Road	Other Principal Arterial	2-way	18,800, north of Plymouth Road
			5, south of Plymouth Road		2-way	21,400, south of Plymouth Road

Table 2 – Signal Characteristics

Intersection	Jurisdiction	Left Turn Phasing			
		NB	SB	EB	WB
Plymouth Road & Middlebelt Road	MDOT	Permitted & Protected	Permitted & Protected	Permitted & Protected	Permitted & Protected
Plymouth Road & Tech Center Drive/Commercial Driveway	MDOT	Permitted	Permitted	Permitted	Permitted
Middlebelt Road & Commercial Driveway	WCDPS	Permitted	Permitted	Permitted	Permitted

1.5 Existing Traffic Volumes

Vehicular, pedestrian, and cyclist TMCs were collected at the following study intersection during the weekday a.m. (7 to 9 a.m.) and p.m. (4 to 6 p.m.) peak periods of the road network on Thursday, April 28, 2022:

- Plymouth Road and Middlebelt Road
- Plymouth Road & Tech Center Drive/Commercial Driveway
- Middlebelt Road & Commercial Driveway

Due to the impact of COVID-19, current traffic volume data may not be representative of typical operations. Historical traffic data from the MDOT TDMS website were reviewed. Based on this review, there was no compelling evidence to apply an adjustment factor to the collected TMCs. Fishbeck also reviewed the traffic counts used in the Livonia Chick-fil-A study during the COVID adjustment analysis. The 2022 raw traffic counts were generally greater than the normalized 2021 traffic counts used in the Chick-fil-A study, indicating a full recovery of traffic volumes on the adjacent road network.

Traffic volume information can be found in Appendix 1, which include heavy vehicle and pedestrian crossing data. The existing traffic volumes used in this study are shown in Figure 3.

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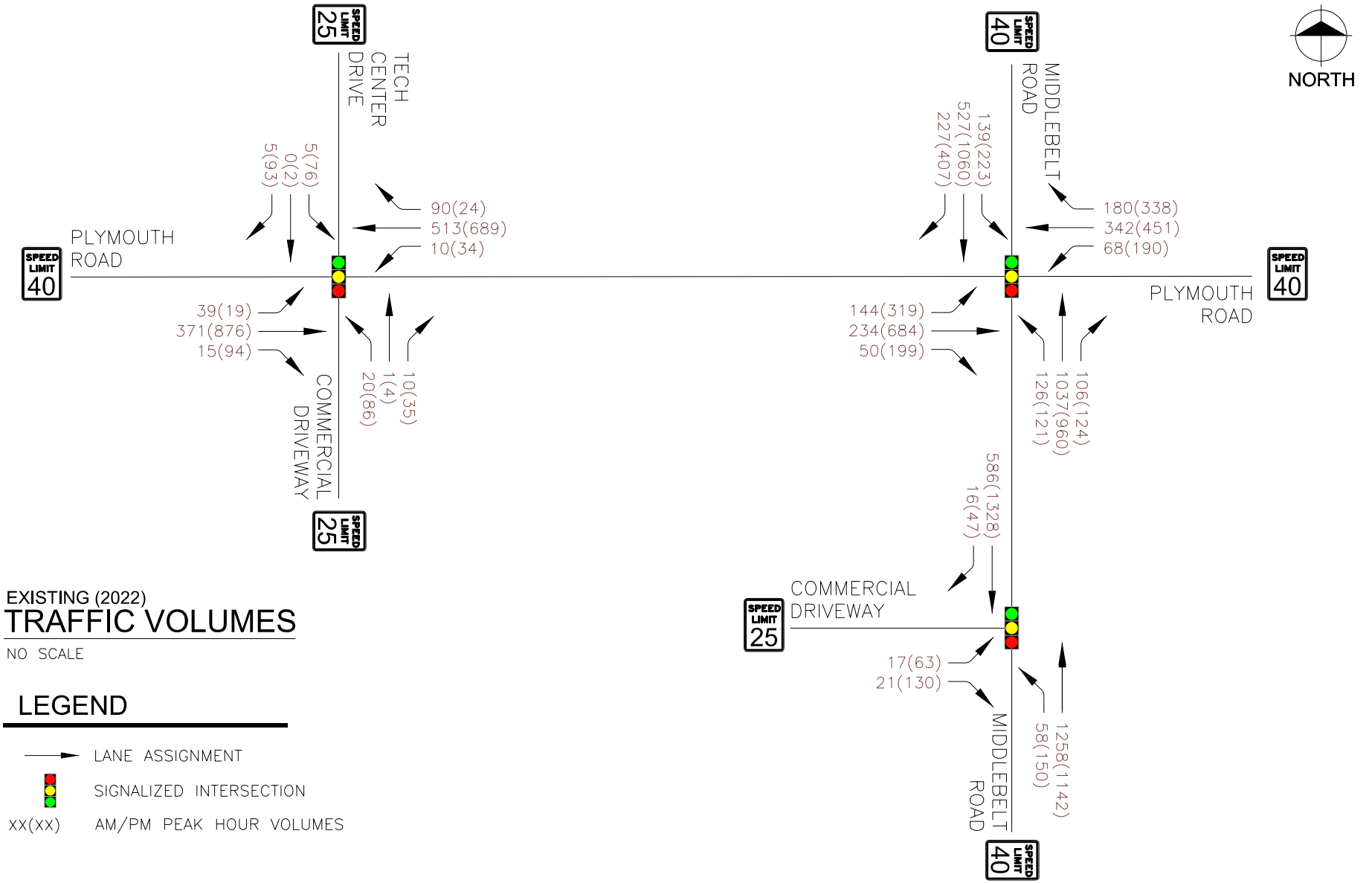

EXISTING (2022)

TRAFFIC VOLUMES

NO SCALE

LEGEND

- LANE ASSIGNMENT
- SIGNALIZED INTERSECTION
- XX(XX) AM/PM PEAK HOUR VOLUMES

FIGURE NO. 3

PROJECT NO. 220740

Wonderland Residential Development

Livonia, MI 48150

Traffic Impact Study

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1.6 Multimodal Characteristics

The primary transportation system user in the study area is vehicular traffic. Accordingly, this study focuses on the potential impacts to the vehicle transportation network. Conservatively in this respect, all users of the site are assumed to travel to/from the site by passenger vehicle; however, there are limited multimodal facilities in the vicinity of the project.

Livonia Community Transit (LCT) is the area transit agency with service for passengers coming into Livonia from Suburban Mobility Authority for Regional Transportation (SMART) and Detroit Department of Transportation (DODT) bus systems. Passengers are shuttled to and from SMART and DDOT to select Livonia bus stops. These are similar fixed route transit services. The proposed project in not expected to have any impact on the existing or planned transit or non-motorized facilities in the site vicinity.

There is currently sidewalk adjacent to the site. Sidewalk is located on both sides of Plymouth Road and Middlebelt Road.

At both intersections of Plymouth Road and Middlebelt Road and Plymouth Road and Tech Center Drive/Commercial Driveway, all legs of the intersection have pedestrian signals with pushbuttons crossing the east and west legs. There are sidewalk ramps on all quadrants of the intersection. There are no pedestrian signals at the intersection of Middlebelt Road and Commercial Driveway. There are sidewalk ramps crossing the west leg.

2.0 Existing Conditions Analysis

2.1 Traffic Operations Analysis Methodology

Synchro was used to perform HCM operational analyses during the a.m. and p.m. peak hours for all the intersections within this study. According to the most recent editions of the HCM (The Highway Capacity Manual, 6th Edition, 2016), LOS is a qualitative measure describing operational conditions of a traffic stream or intersection. LOS ranges from A to F, with LOS A representing desirable traffic operations characterized by low delay and LOS F representing extremely poor traffic operations characterized by excessive delays and long vehicle queues. LOS D is generally considered acceptable for most areas. Table 3 presents the HCM criteria for various LOS for unsignalized and signalized intersections.

Table 3 – LOS Criteria

LOS	Average Stopped Vehicle Delay (seconds)	
	Unsignalized	Signalized
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

2.3 Existing Conditions Traffic Analysis

Synchro models for the existing network were created based on the existing roadway configurations and traffic controls. Where applicable, data concerning the existing intersection and roadway lane configurations, geometry, and traffic control that were observed in the field were entered in the models. The traffic signal timing permit for the signalized intersections were provided by WCDPS for use in the models.

The resulting LOS and delay for the existing conditions are shown in Table 4.

Table 4 – LOS Analysis for Existing Conditions

Approach/Lane Group	LOS/Delay (s)	
	a.m. Peak Hour	p.m. Peak Hour
Plymouth Road & Middlebelt Road (Signalized)		
EB Plymouth Road	D 36.5	E 57.6
WB Plymouth Road	C 27.8	D 38.5
NB Middlebelt Road	D 51.0	D 51.1
SB Middlebelt Road	D 38.6	E 58.1
Overall	D 41.5	D 52.5
Plymouth Road & Tech Center Drive/Commercial Driveway (Signalized)		
EB Plymouth Road	A 1.9	A 4.6
WB Plymouth Road	A 2.2	A 0.5
NB Commercial Driveway	D 51.2	D 46.2
SB Tech Center Drive	D 50.3	D 46.5
Overall	A 4.2	A 8.3
Middlebelt Road & Commercial Driveway (Signalized)		
EB Commercial Driveway	D 43.5	D 43.4
NB Middlebelt Road	A 2.5	A 4.4
SB Middlebelt Road	A 1.7	A 3.4
Overall	A 2.9	A 5.7

Further analysis of the LOS results for existing conditions revealed that most movements, approaches, and intersections are expected to operate at an acceptable LOS D or better during both the a.m. and p.m. peak hours, with the following exceptions:

- Plymouth Road and Middlebelt Road
  - The EB approach/left turn movement operates at LOS E and LOS F, respectively, during the p.m. peak hour.
  - The WB left turn movement operates at LOS E during the p.m. peak hour.
  - The NB left turn movement operates at LOS E during the p.m. peak hour.
  - The SB approach/SB through movement operates at LOS E in the p.m. peak hour. The SB left turn movement operates at LOS E and LOS F during the a.m. and p.m. peak hour, respectively.

The eastbound and southbound approaches at Plymouth Road and Middlebelt Road present poor LOS/delay during the p.m. peak hour. Traffic signal timing favors Plymouth Road (east/west), while there is greater traffic volume on Middlebelt Road (north/south). Optimizing the traffic signal timing and cycle length could alleviate the delay. Updating the cycle length could trigger an optimization of the entire Plymouth Road corridor in order to resolve the issue while maintaining consistent and appropriate cycle lengths at all coordinated signalized intersections along the corridor.

SimTraffic simulations were also reviewed to observe network operations and vehicle queues. For existing conditions, study network operations are acceptable, without significant vehicle queues or spill-back from available storage lanes. 95th percentile queue lengths for the turning movements exceeded the provided storage length at the NB right turn lane during both peak hours. The EB left-turn lane exceeds a 500’ storage length during the p.m. peak hour. This lane is a two-way left-turn lane (TWLTL) which vehicles can use up to the Plymouth Road and Tech Center Drive intersection. See Appendix 2 for the existing conditions LOS reports and queueing analysis reports.

3.0 Background Conditions Analysis

Historical traffic data on the MDOT TDMS website and previous studies within the City of Livonia were referenced in order to determine the applicable growth rate for the existing traffic volumes to the project build-out year in 2024. Based on this review, a background growth rate of 0.5% was utilized. In addition, one (1) background development was identified and included in the background traffic conditions. This background development has been approved and is currently under construction. The trip generation listed below is using the Trip Generation, 10th Edition, 2017. The results of the trip generation forecasts for the background developments are provided below in Table 5.

Table 5 – Trip Generation for Background Developments

Development	ITE Land Use	Land Use Code	Units		a.m. Peak Hour			p.m. Peak Hour			Weekday
					In	Out	Total	In	Out	Total	
Livonia Shoppes/Chick-fil-A	Shopping Center	820	50,388	sf	16	10	26	51	56	107	1,061
	Supermarket	850	40,417	sf	92	62	154	202	195	397	4,078
	Fast-Food Restaurant with Drive-Through Window	934	2,000	sf	41	40	81	34	32	66	944
	Chick-fil-A[1]	N/A	4,995	sf	51	54	105	143	137	280	-
	Total				200	166	366	430	420	850	6,083
	Internal Capture Reductions: 10% AM (9% In, 11% Out); 28% PM (28% In, 29% Out)				18	18	36	120	120	240	-
	Total External Trips				186	142	328	227	233	460	6,083
	Pass-By Rates, LUC 820: 34% PM				0	0	0	17	19	36	-
	Pass-By Rates, LUC 850: 36% PM				0	0	0	73	70	143	-
	Pass-By Rates, LUC 934: 49% AM; 50% PM				20	20	40	17	16	33	-
	Pass-By Rates, Chick-fil-A[2]: 40% AM; 40% PM				20	22	42	57	55	112	-
	Total New Trips				142	106	248	146	140	286	6,083

[1]Source: Driveway counts generated by multiplying driveway counts by AECOM at Chick-fil-A, South Bend, IN, Thursday, December 15, 2016 with a size of 4,730 SF by 106 percent to be proportional to the 4,995 SF proposed development.
[2]Pass-By rates are provided by AECOM from the Chick-fil-A in South Bend, IN.
Square feet (sf)

These trips were distributed through the road network as described in the Livonia Chick-fil-A TIS report prepared by ROWE Professional Services Company. The total background traffic volumes are shown in Figure 4.

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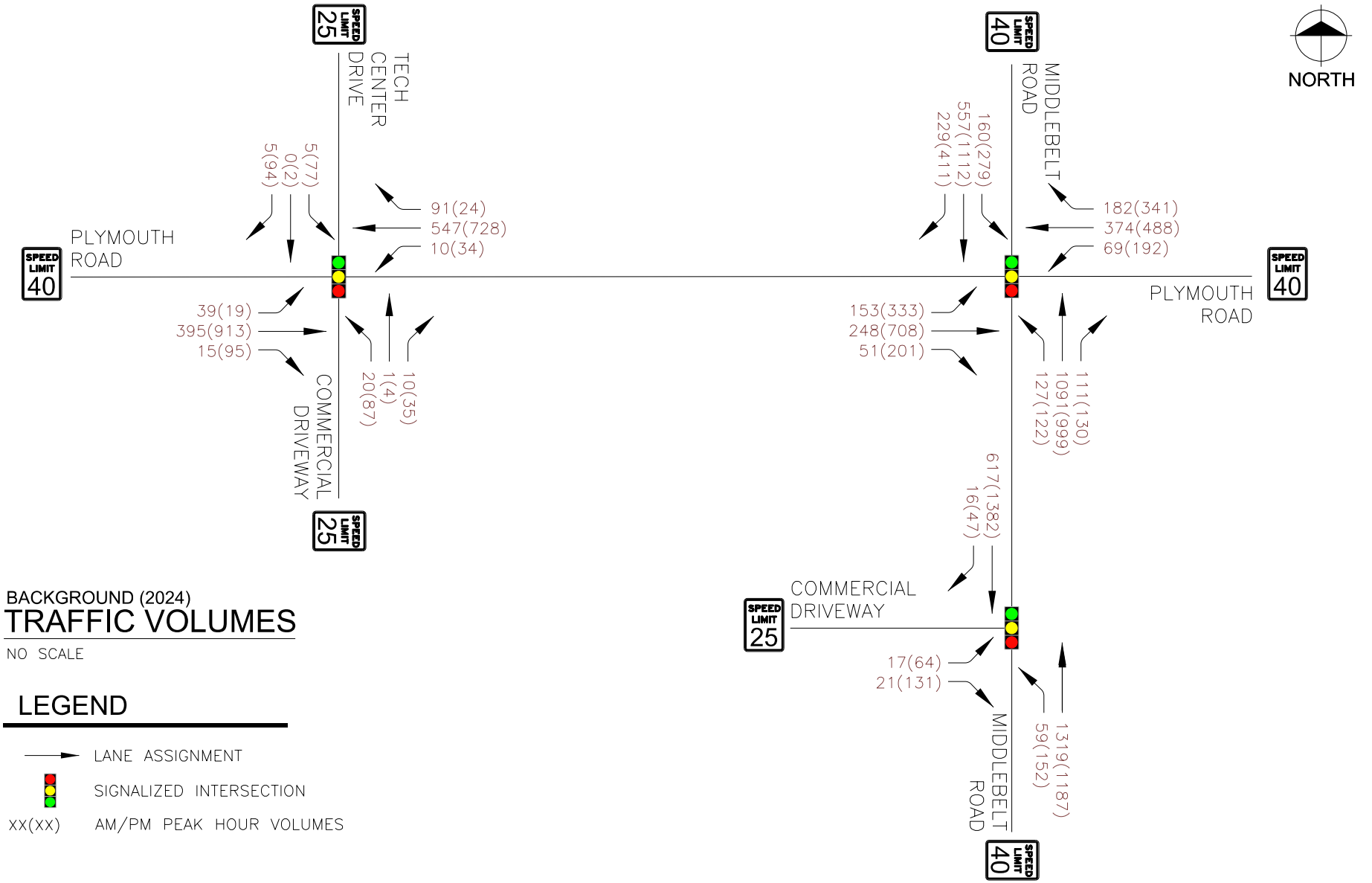

BACKGROUND (2024)

TRAFFIC VOLUMES

NO SCALE

LEGEND

- LANE ASSIGNMENT
- SIGNALIZED INTERSECTION
- XX(XX) AM/PM PEAK HOUR VOLUMES

FIGURE NO. 4	PROJECT NO. 220740		**Wonderland Residential Development** Livonia, MI 48150 **Traffic Impact Study**	Hard copy is intended to be 8.5"x11" when plotted. Scale(s) indicated and graphic quality may not be accurate for any other size.

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3.1 Background Conditions Traffic Analysis

The resulting LOS and delay for the background conditions are shown in Table 6.

Table 6 – LOS Analysis for Background Conditions

Approach/Lane Group	LOS/Delay (s)	
	a.m. Peak Hour	p.m. Peak Hour
Plymouth Road & Middlebelt Road (Signalized)		
EB Plymouth Road	D 37.5	E 65.2
WB Plymouth Road	C 28.1	D 39.2
NB Middlebelt Road	E 60.4	E 56.5
SB Middlebelt Road	D 46.1	F 82.0
Overall	D 47.6	E 63.5
Plymouth Road & Tech Center Drive/Commercial Driveway (Signalized)		
EB Plymouth Road	A 1.9	A 4.7
WB Plymouth Road	A 2.3	A 0.5
NB Commercial Driveway	D 51.2	D 46.1
SB Tech Center Drive	D 50.3	D 46.5
Overall	A 4.2	A 8.2
Middlebelt Road & Commercial Driveway (Signalized)		
EB Commercial Driveway	D 43.5	D 43.5
NB Middlebelt Road	A 2.7	A 4.7
SB Middlebelt Road	A 1.7	A 3.5
Overall	A 3.0	A 5.9

Further analysis of the LOS results for background conditions revealed that most movements, approaches, and intersections are expected to continue to operate at an acceptable LOS D or better during both the a.m. and p.m. peak hours, with the following exceptions:

- Plymouth Road and Middlebelt Road
  - The EB approach/left turn movement operates at LOS E and LOS F, respectively, during the p.m. peak hour.
  - The WB left turn movement operates at LOS E during the p.m. peak hour.
  - The NB approach/through movement operates at LOS E and LOS F, respectively, during the a.m. peak hour. The NB approach/through and left turn movements operate at LOS E during the p.m. peak hour.
  - The SB approach/SB through movement operates at LOS F in the p.m. peak hour. The SB left turn movement operates at LOS F during the a.m. and p.m. peak hours.

SimTraffic simulations were also reviewed to observe network operations and vehicle queues. For background conditions, study network operations continue to be acceptable, without significant vehicle queues or spill-back from available storage lanes at most locations except the intersection of Plymouth Road and Middlebelt Road. During the p.m. peak hour, spill-back is shown for the EB and SB left turns. 95th percentile queue lengths for the EB and SB left turn turning movements exceed the provided storage length of 500 feet for the two-way left turn lanes (TWLTL) during the p.m. peak hour. The NB right turn lane 95th percentile queue length exceeds the provided storage length for both a.m. and p.m. peak hours. See Appendix 3 for the background conditions LOS reports and queueing analysis reports.

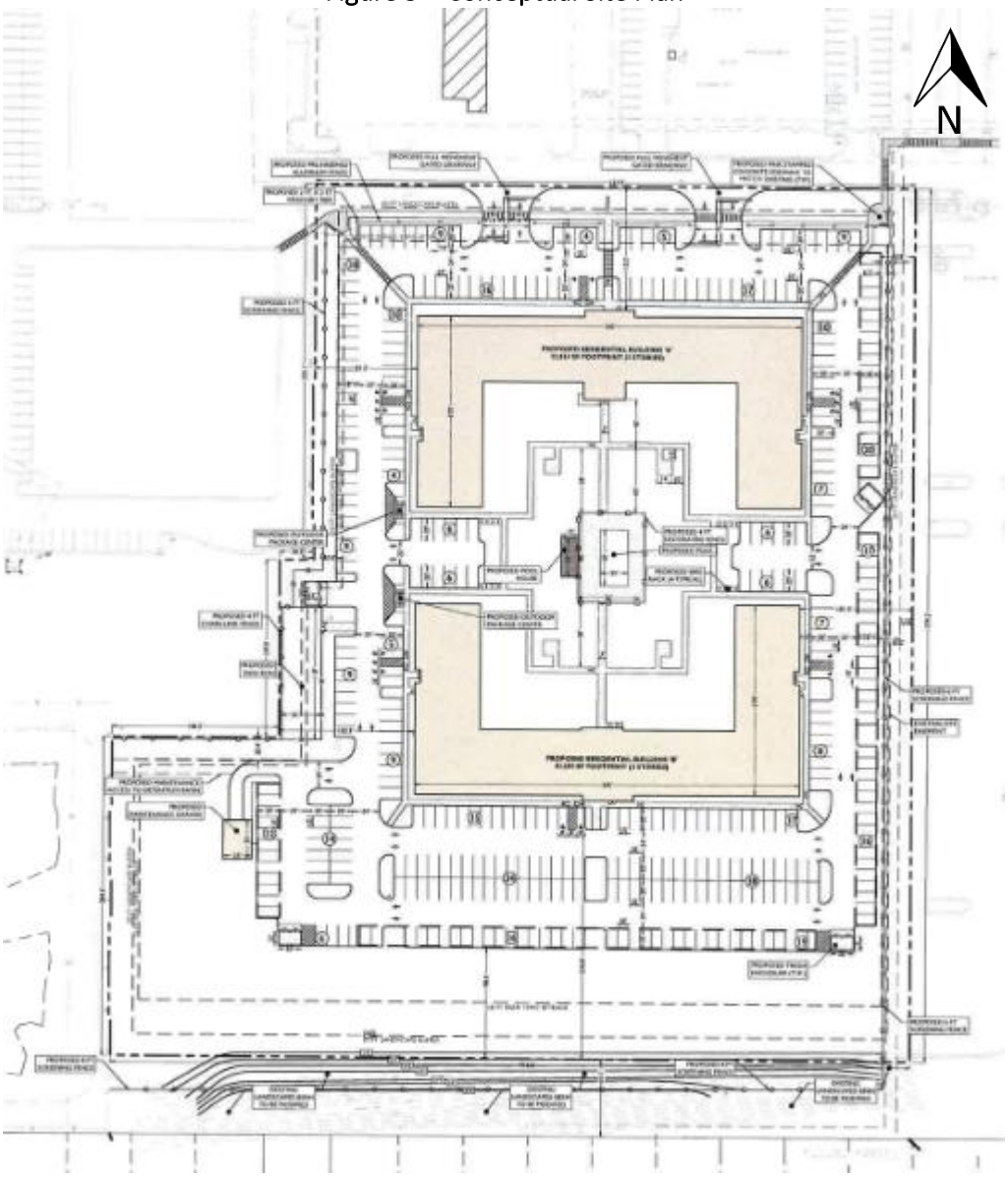
Poor LOS/delay and queueing at the Plymouth Road and Middlebelt Road intersection is due to timing favoring Plymouth Road (east/west), while there is more traffic volume on Middlebelt Road (north/south). A traffic signal optimization of both the cycle length and traffic signal splits could improve traffic operations. As previously

stated, updating the cycle length could trigger an optimization of the entire Plymouth Road corridor in order to resolve the issue while maintaining consistent and appropriate cycle lengths at all coordinated signalized intersections along the corridor.

4.0 Site Traffic Characteristics

A representation of the current conceptual site plan is provided in Figure 5 below.

Figure 5 – Conceptual Site Plan



4.1 Trip Generation

Using the information and methodologies specified in the latest version of Trip Generation (Trip Generation Manual, 11th Edition, 2021), Fishbeck forecast the weekday a.m. and p.m. peak hour trips associated with the proposed development.

In multi-use developments, not all the trips generated are from sources outside the boundaries of the development but are rather trips that are "internally captured" within the site, meaning that a vehicle may visit several components of a mixed-use development in a single trip. The methodology presented in the Trip Generation Handbook (Trip Generation Handbook, 3rd Edition, 2017) was followed to determine an appropriate internal capture rate for the proposed development. To be conservative, it is assumed all traffic forecasted by the development will use the external network. Therefore, no internal capture was used in the analysis, despite the possibility that a small number of trips from the residential development would originate from and be destined to locations within the mixed-used development.

Table 7 presents the resulting trip generation for the development. Refer to Appendix 4 for additional details related to the trip generation.

Table 7 – Trip Generation for Proposed Development

ITE Land Use	Land Use Code	Units	a.m. Peak Hour			p.m. Peak Hour			Weekday
			In	Out	Total	In	Out	Total	
Multifamily Housing (Low Rise)	220	201 DU	20	65	85	67	40	107	1,364

Dwelling Unit (DU)

4.2 Trip Distribution

The directions that site traffic will travel to and from were based upon existing traffic patterns during the a.m. and p.m. peak hours. The existing traffic patterns reflect the gravity between origins and destinations in the study area, and therefore an accurate indication of where the proposed trips would be coming from and going to. **Error! Reference source not found.**Table 8 **– Trip** provides the probable distribution based on the existing traffic patterns.

Table 8 – Trip Distribution

Direction	Via	New Trips			
		a.m. Peak Hour		p.m. Peak Hour	
		To	From	To	From
North	Middlebelt Road	44%	28%	32%	33%
	Tech Center Drive	4%	0%	1%	4%
South	Middlebelt Road	20%	41%	29%	25%
East	Plymouth Road	15%	18%	21%	19%
West	Plymouth Road	17%	13%	17%	19%

The trip distribution for the site is shown in Figure 6 below. These trips were added to the background volumes (Figure 4) to result in the future conditions volumes in Figure 7.

PLOT INFO: M:\CUSTOM\AUTODESK PRODUCTS\ACAD\SYMBOLS\B-85X11.DWG LAYOUT: MODEL DATE: --- TIME: --- USER: DMEADE

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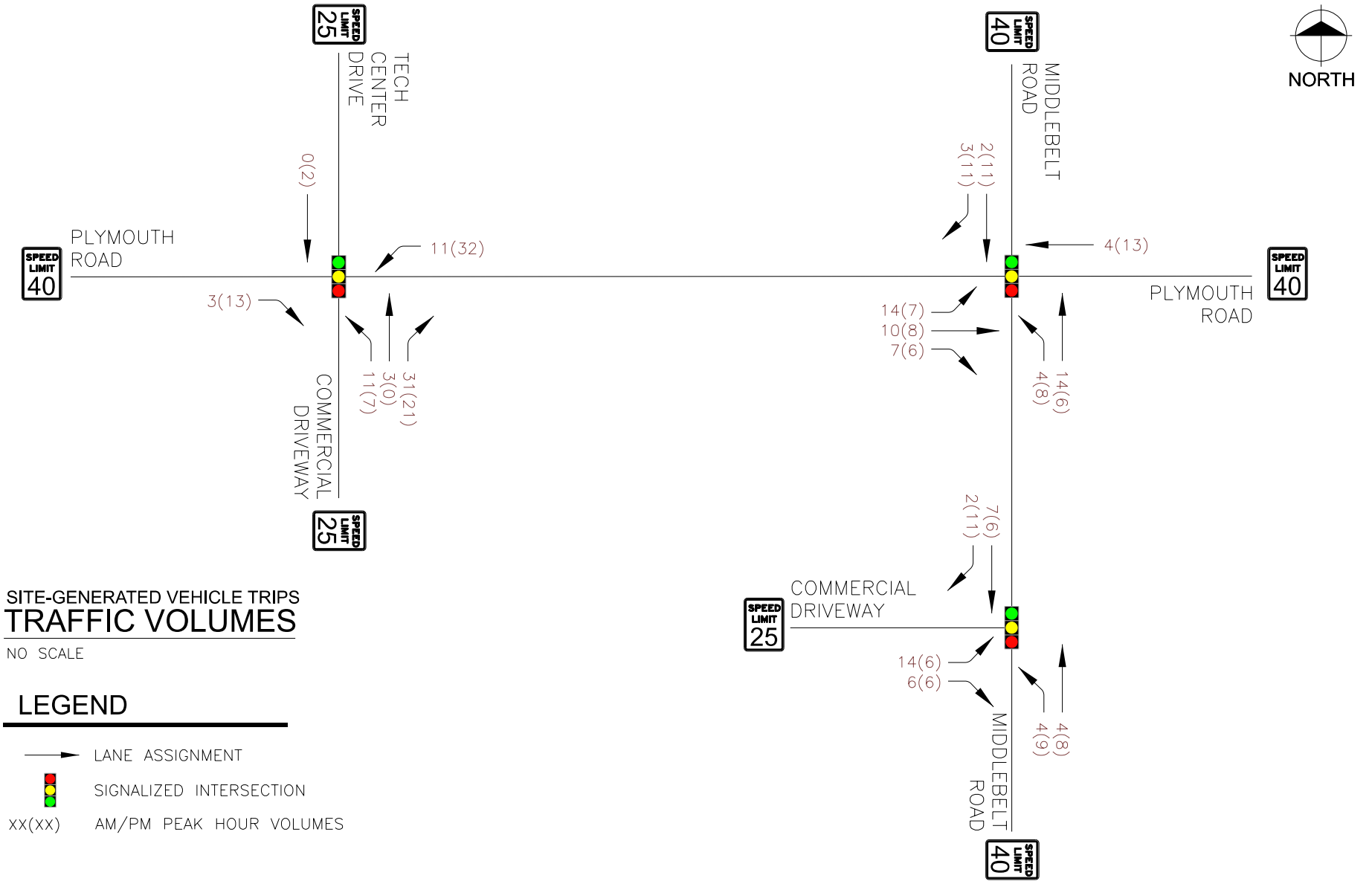

SITE-GENERATED VEHICLE TRIPS

TRAFFIC VOLUMES

NO SCALE

LEGEND

- LANE ASSIGNMENT
- SIGNALIZED INTERSECTION
- XX(XX) AM/PM PEAK HOUR VOLUMES

FIGURE NO. 6

PROJECT NO. 220740

Wonderland Residential Development
Livonia, MI 48150

Traffic Impact Study

Hard copy is intended to be 8.5"x11" when plotted. Scale(s) indicated and graphic quality may not be accurate for any other size.

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Engineers | Architects | Scientists | Constructors

PLOT INFO: M:\CUSTOM\AUTODESK PRODUCTS\ACAD\SYMBOLS\B-85X11.DWG LAYOUT: MODEL DATE: --- TIME: --- USER: DMEADE

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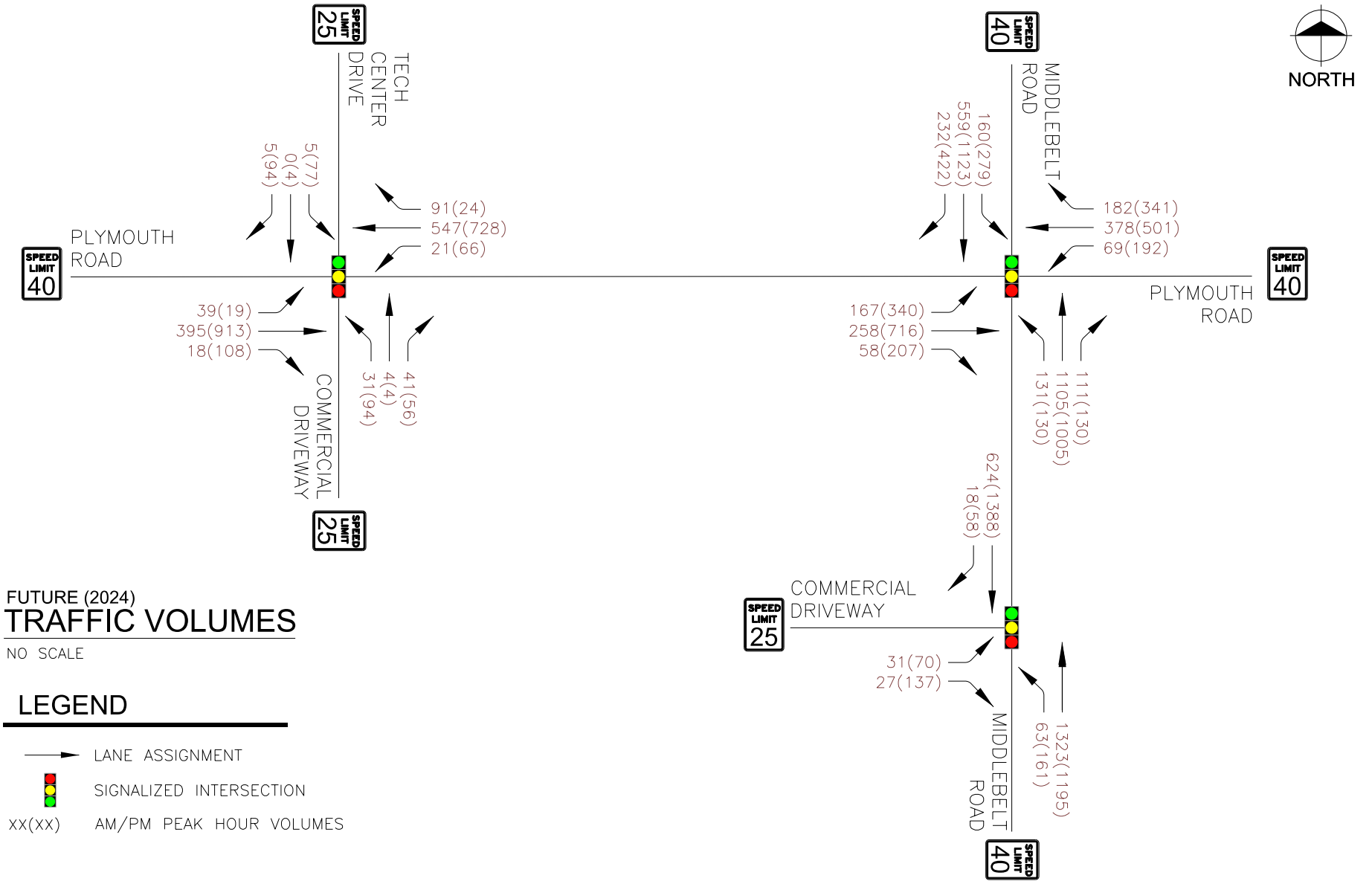

FUTURE (2024)

TRAFFIC VOLUMES

NO SCALE

LEGEND

- LANE ASSIGNMENT
- SIGNALIZED INTERSECTION
- XX(XX) AM/PM PEAK HOUR VOLUMES

FIGURE NO. 7

PROJECT NO. 220740

Wonderland Residential Development
Livonia, MI 48150

Traffic Impact Study

Hard copy is intended to be 8.5"x11" when plotted. Scale(s) indicated and graphic quality may not be accurate for any other size.

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Engineers | Architects | Scientists | Constructors

5.0 Future Conditions Analysis

5.1 Turn Lane Warrants

A typical TIS would include an evaluation in accordance with MDOT and WCDPS requirements to determine if left turn passing lanes or right turn deceleration lanes are required at the site driveways. At the existing driveway locations for the residential development, there are TWLTL and right turn storage lane already present. Therefore, turn lane warrant analysis was not required for this TIS.

5.2 Future Conditions Traffic Analysis

The resulting LOS and delay for the future conditions are shown in Table 9.

Table 9 – LOS Analysis for Future Conditions

Approach/Lane Group	LOS/Delay (s)	
	a.m. Peak Hour	p.m. Peak Hour
Plymouth Road & Middlebelt Road (Signalized)		
EB Plymouth Road	D 38.3	E 68.8
WB Plymouth Road	C 28.2	D 39.4
NB Middlebelt Road	E 63.4	E 57.8
SB Middlebelt Road	D 46.0	F 83.8
Overall	D 48.8	E 65.4
Plymouth Road & Tech Center Drive/Commercial Driveway (Signalized)		
EB Plymouth Road	A 2.2	A 5.2
WB Plymouth Road	A 2.5	A 0.6
NB Commercial Driveway	D 53.4	D 44.9
SB Tech Center Drive	D 51.0	D 45.9
Overall	A 6.9	A 8.8
Middlebelt Road & Commercial Driveway (Signalized)		
EB Commercial Driveway	D 42.5	D 44.2
NB Middlebelt Road	A 3.2	A 5.1
SB Middlebelt Road	A 2.1	A 3.5
Overall	A 4.0	A 6.3

Further analysis of the LOS results for future conditions revealed that most movements, approaches, and intersections are expected to continue to operate at an acceptable LOS D or better during both the a.m. and p.m. peak hours, with the following exceptions:

- Plymouth Road and Middlebelt Road
  - The EB approach/left turn movement operates at LOS E and LOS F, respectively, during the p.m. peak hour.
  - The WB left turn movement operates at LOS E during the p.m. peak hour.
  - The NB approach/through movement operates at LOS E and LOS F, respectively, during the a.m. peak hour. The NB approach/through and left turn movements operate at LOS E during the p.m. peak hour.
  - The SB approach/SB through movement operates at LOS F in the p.m. peak hour. The SB left turn movement operates at LOS F during the a.m. and p.m. peak hours.
- Plymouth Road and Tech Center Drive/Commercial Driveway
  - The NB shared through/right turn movement operates at LOS E during the a.m. peak hour.

Overall, from background to future conditions, LOS for the overall intersections and approaches did not experience a major increase with the addition of the forecasted site-generated vehicle traffic.

SimTraffic simulations were also reviewed to observe network operations and vehicle queues. For future conditions, study network operations continue to be acceptable, without significant vehicle queues or spill-back from available storage lanes at most locations except the intersection of Plymouth Road and Middlebelt Road. During the p.m. peak hour, spill-back is shown for the EB and SB left turns. 95th percentile queue lengths for EB and SB left turn movements exceed the provided storage length of 500 feet for the TWLTL during the p.m. peak hour. The NB right turn lane 95th percentile queue length exceeds the provided storage length for both a.m. and p.m. peak hours. During the p.m. peak hour, at the intersection of Plymouth Road and Tech Center Drive/Commercial Driveway, the SB left turn lane queue length exceeds the provided storage length by approximately 20 feet. Also, during the p.m. peak hour, at the intersection of Middlebelt Road and Commercial Driveway, the EB right turn lane queue length exceeds the provided storage length by approximately 40 feet. See Appendix 5 for the future conditions LOS reports and queueing analysis reports.

The 95th percentile queue lengths were reviewed at the development access driveways. At the intersection of Plymouth Road and Tech Center Drive/Commercial Driveway, the queue length for the NB approach are less than 65 feet (3 vehicles) and 110 feet (4 vehicles) during the a.m. and p.m. peak hours, respectively. At the intersection of Middlebelt Road and Commercial Driveway, the queue length for the EB approach are less than 65 feet (3 vehicles) and 95 feet (4 vehicles) during the a.m. and p.m. peak hours, respectively. If one of the access points in this study have long queues presented, there are minor driveways with access to both Plymouth Road and Middlebelt Road within the mixed-used development.

The forecasted trips from the proposed residential development has little effect on the intersection of Plymouth Road and Middlebelt Road traffic operations. Table 10 displays the comparison of the intersection of Plymouth Road and Middlebelt for the background and future conditions. The results indicate approximate delay increases of one (1) second and two (2) seconds at the intersection for the a.m. and p.m. peak hours, respectively.

Table 10 – Comparison of Background and Future Conditions at Plymouth Road and Middlebelt Road

Approach/Lane Group	Background Conditions		Future Conditions	
	LOS/Delay (s)		LOS/Delay (s)	
	a.m. Peak Hour	p.m. Peak Hour	a.m. Peak Hour	p.m. Peak Hour
Plymouth Road & Middlebelt Road (Signalized)				
EB Plymouth Road	D 37.5	E 65.2	D 38.3	E 68.8
WB Plymouth Road	C 28.1	D 39.2	C 28.2	D 39.4
NB Middlebelt Road	E 60.4	E 56.5	E 63.4	E 57.8
SB Middlebelt Road	D 46.1	F 82.0	D 46.0	F 83.8
Overall	D 47.6	E 63.5	D 48.8	E 65.4

As a result of the analysis indicated that the proposed development will have a negligible effect on traffic operations within the study network, there are no recommended mitigations for the future conditions.

6.0 Findings and Recommendations

The analyses conducted for this TIS indicate that the proposed development will not result in any significant impact to the adjacent road network. The proposed site access configuration is appropriate and will acceptably facilitate site ingress and egress. These conclusions are supported by the following key findings:

1. 95th percentile queue length exceeds the available storage length at several locations, including the NB right turn lane and EB and SB left turn lanes. However, these approaches each have a TWLTL and the queue spill-backs occur in the background and future conditions during the p.m. peak hour only.

2. Lane configurations and physical capacity are appropriate within the study area.
3. Neither existing nor planned transit or non-motorized facilities in the site vicinity will be impacted by the project.

Based on the findings of the HCM operational analyses and site traffic generation, there are no recommended existing, background, and future improvements to the study intersections to mitigate traffic impacts.

Appendix 1

Traffic Volume Data

Plymouth Road & Middlebelt Road - 4 RTOR - TMC

Thu Apr 28, 2022
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 944249, Location: 42.369172, -83.333077

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Plymouth Eastbound							Plymouth Westbound						
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*
2022-04-28 7:00AM	24	43	3	0	4	**74**	0	31	57	12	0	23	**123**	0
7:15AM	36	46	4	0	7	**93**	0	20	54	27	0	16	**117**	0
7:30AM	32	54	4	0	7	**97**	0	17	90	22	0	19	**148**	0
7:45AM	42	68	4	0	7	**121**	0	21	101	25	0	19	**166**	0
Hourly Total	134	211	15	0	25	**385**	0	89	302	86	0	77	**554**	0
8:00AM	43	62	6	0	9	**120**	0	13	91	38	0	19	**161**	0
8:15AM	27	50	6	0	7	**90**	0	17	60	25	0	13	**115**	0
8:30AM	35	40	7	0	13	**95**	0	18	76	33	0	19	**146**	0
8:45AM	48	89	7	0	3	**147**	0	17	73	47	0	17	**154**	7
Hourly Total	153	241	26	0	32	**452**	0	65	300	143	0	68	**576**	7
4:00PM	72	179	15	0	20	**286**	0	60	119	70	0	27	**276**	0
4:15PM	76	201	31	0	9	**317**	1	36	109	70	0	17	**232**	1
4:30PM	92	156	43	0	15	**306**	2	43	108	62	0	20	**233**	3
4:45PM	72	148	30	0	19	**269**	0	56	114	64	0	20	**254**	3
Hourly Total	312	684	119	0	63	**1178**	3	195	450	266	0	84	**995**	7
5:00PM	79	179	31	0	21	**310**	0	55	120	55	0	30	**260**	3
5:15PM	82	137	40	0	22	**281**	0	69	108	50	0	30	**257**	0
5:30PM	58	126	30	0	12	**226**	0	47	99	47	0	27	**220**	0
5:45PM	85	129	24	0	8	**246**	0	41	90	35	0	23	**189**	0
Hourly Total	304	571	125	0	63	**1063**	0	212	417	187	0	110	**926**	3
Total	903	1707	285	0	183	**3078**	3	561	1469	682	0	339	**3051**	17
% Approach	29.3%	55.5%	9.3%	0%	5.9%	**-**	-	18.4%	48.1%	22.4%	0%	11.1%	**-**	-
% Total	5.7%	10.9%	1.8%	0%	1.2%	**19.6%**	-	3.6%	9.3%	4.3%	0%	2.2%	**19.4%**	-
Lights	882	1664	277	0	179	**3002**	-	537	1420	633	0	331	**2921**	-
% Lights	97.7%	97.5%	97.2%	0%	97.8%	**97.5%**	-	95.7%	96.7%	92.8%	0%	97.6%	**95.7%**	-
Articulated Trucks	2	10	4	0	1	**17**	-	8	21	30	0	3	**62**	-
% Articulated Trucks	0.2%	0.6%	1.4%	0%	0.5%	**0.6%**	-	1.4%	1.4%	4.4%	0%	0.9%	**2.0%**	-
Buses and Single-Unit Trucks	19	33	4	0	3	**59**	-	16	28	19	0	5	**68**	-
% Buses and Single-Unit Trucks	2.1%	1.9%	1.4%	0%	1.6%	**1.9%**	-	2.9%	1.9%	2.8%	0%	1.5%	**2.2%**	-
Pedestrians	-	-	-	-	-	-	2	-	-	-	-	-	-	15
% Pedestrians	-	-	-	-	-	-	66.7%	-	-	-	-	-	-	88.2%
Bicycles on Crosswalk	-	-	-	-	-	-	1	-	-	-	-	-	-	2
% Bicycles on Crosswalk	-	-	-	-	-	-	33.3%	-	-	-	-	-	-	11.8%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Plymouth Road & Middlebelt Road - 4 RTOR - TMC

Thu Apr 28, 2022
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 944249, Location: 42.369172, -83.333077

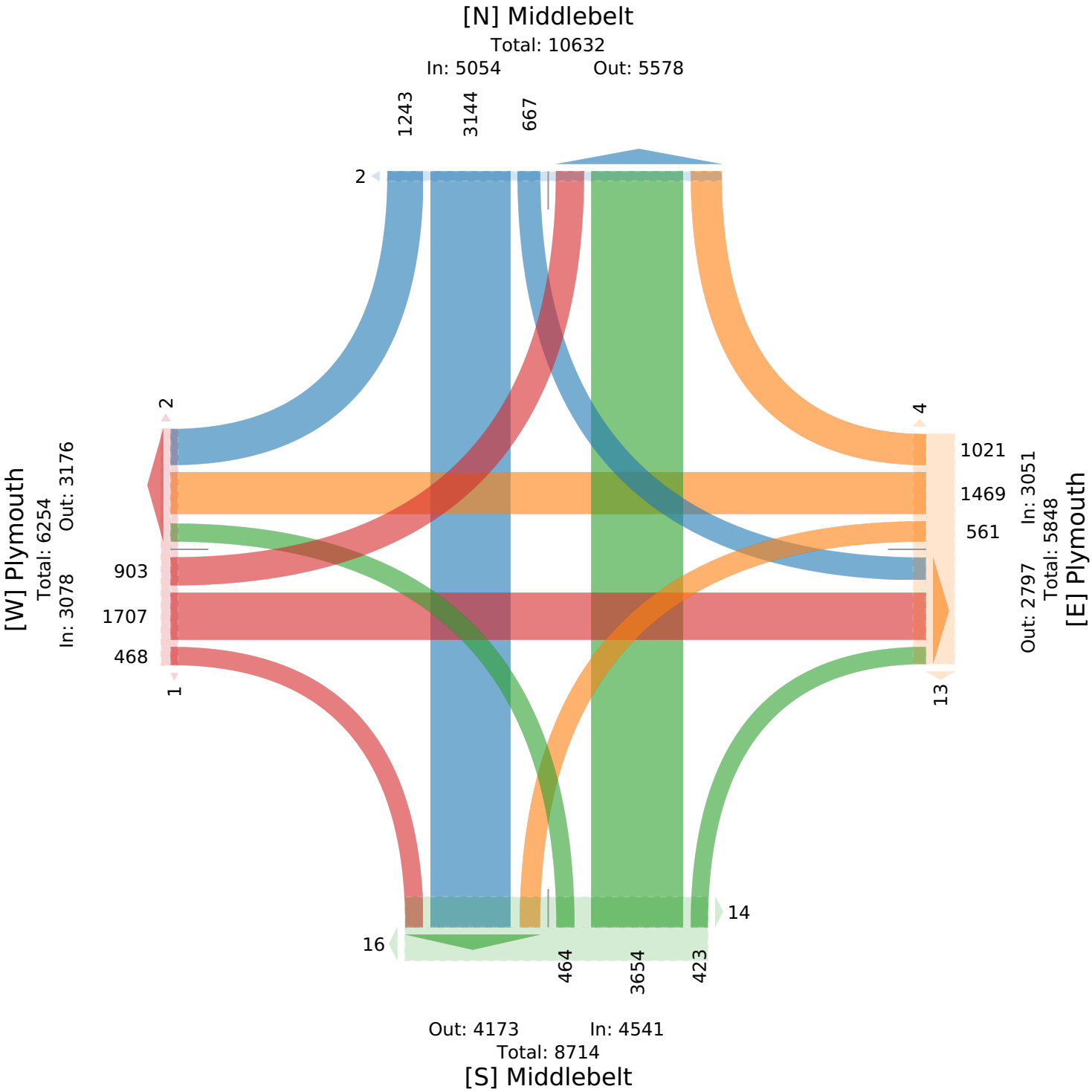
GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Middlebelt							Middlebelt							
Direction	Northbound							Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2022-04-28 7:00AM	21	176	11	0	10	**218**	0	22	136	32	0	24	**214**	0	**629**
7:15AM	30	232	10	0	11	**283**	0	23	128	35	0	12	**198**	0	**691**
7:30AM	38	266	7	0	11	**322**	1	30	134	22	0	29	**215**	0	**782**
7:45AM	31	287	16	0	22	**356**	0	30	140	27	0	27	**224**	0	**867**
Hourly Total	120	961	44	0	54	**1179**	1	105	538	116	0	92	**851**	0	**2969**
8:00AM	30	245	8	0	16	**299**	1	42	141	34	0	29	**246**	0	**826**
8:15AM	27	239	7	0	19	**292**	0	37	112	32	0	27	**208**	0	**705**
8:30AM	29	214	6	0	14	**263**	0	38	124	39	0	11	**212**	0	**716**
8:45AM	33	205	2	0	11	**251**	6	34	122	31	0	34	**221**	2	**773**
Hourly Total	119	903	23	0	60	**1105**	7	151	499	136	0	101	**887**	2	**3020**
4:00PM	23	247	7	0	17	**294**	2	42	246	50	0	38	**376**	0	**1232**
4:15PM	33	280	14	0	10	**337**	0	50	283	55	0	45	**433**	0	**1319**
4:30PM	32	253	18	0	16	**319**	5	61	275	61	0	43	**440**	0	**1298**
4:45PM	33	233	12	0	16	**294**	9	62	252	54	0	40	**408**	0	**1225**
Hourly Total	121	1013	51	0	59	**1244**	16	215	1056	220	0	166	**1657**	0	**5074**
5:00PM	23	194	19	0	19	**255**	3	50	250	63	0	46	**409**	0	**1234**
5:15PM	24	173	9	0	18	**224**	0	52	268	66	0	32	**418**	0	**1180**
5:30PM	26	220	21	0	14	**281**	2	47	258	62	0	43	**410**	0	**1137**
5:45PM	31	190	13	0	19	**253**	1	47	275	61	0	39	**422**	0	**1110**
Hourly Total	104	777	62	0	70	**1013**	6	196	1051	252	0	160	**1659**	0	**4661**
Total	464	3654	180	0	243	**4541**	30	667	3144	724	0	519	**5054**	2	**15724**
% Approach	10.2%	80.5%	4.0%	0%	5.4%	**-**	-	13.2%	62.2%	14.3%	0%	10.3%	**-**	-	-
% Total	3.0%	23.2%	1.1%	0%	1.5%	**28.9%**	-	4.2%	20.0%	4.6%	0%	3.3%	**32.1%**	-	-
Lights	442	3588	173	0	241	**4444**	-	626	3046	704	0	508	**4884**	-	15251
% Lights	95.3%	98.2%	96.1%	0%	99.2%	**97.9%**	-	93.9%	96.9%	97.2%	0%	97.9%	**96.6%**	-	97.0%
Articulated Trucks	6	24	2	0	0	**32**	-	20	37	9	0	7	**73**	-	184
% Articulated Trucks	1.3%	0.7%	1.1%	0%	0%	**0.7%**	-	3.0%	1.2%	1.2%	0%	1.3%	**1.4%**	-	1.2%
Buses and Single-Unit Trucks	16	42	5	0	2	**65**	-	21	61	11	0	4	**97**	-	289
% Buses and Single-Unit Trucks	3.4%	1.1%	2.8%	0%	0.8%	**1.4%**	-	3.1%	1.9%	1.5%	0%	0.8%	**1.9%**	-	1.8%
Pedestrians	-	-	-	-	-	-	28	-	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	93.3%	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	2	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	6.7%	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Plymouth Road & Middlebelt Road - 4 RTOR - TMC
Thu Apr 28, 2022
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 944249, Location: 42.369172, -83.333077

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Plymouth Road & Middlebelt Road - 4 RTOR - TMC

Thu Apr 28, 2022
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 944249, Location: 42.369172, -83.333077

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Plymouth Eastbound							Plymouth Westbound						
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*
2022-04-28 7:30AM	32	54	4	0	7	**97**	0	17	90	22	0	19	**148**	0
7:45AM	42	68	4	0	7	**121**	0	21	101	25	0	19	**166**	0
8:00AM	43	62	6	0	9	**120**	0	13	91	38	0	19	**161**	0
8:15AM	27	50	6	0	7	**90**	0	17	60	25	0	13	**115**	0
Total	144	234	20	0	30	**428**	0	68	342	110	0	70	**590**	0
% Approach	33.6%	54.7%	4.7%	0%	7.0%	**-**	-	11.5%	58.0%	18.6%	0%	11.9%	**-**	-
% Total	4.5%	7.4%	0.6%	0%	0.9%	**13.5%**	-	2.1%	10.8%	3.5%	0%	2.2%	**18.6%**	-
PHF	0.837	0.860	0.833	-	0.833	**0.884**	-	0.810	0.847	0.724	-	0.921	**0.889**	-
Lights	140	218	18	0	28	**404**	-	63	320	97	0	67	**547**	-
% Lights	97.2%	93.2%	90.0%	0%	93.3%	**94.4%**	-	92.6%	93.6%	88.2%	0%	95.7%	**92.7%**	-
Articulated Trucks	1	2	0	0	0	**3**	-	3	8	10	0	1	**22**	-
% Articulated Trucks	0.7%	0.9%	0%	0%	0%	**0.7%**	-	4.4%	2.3%	9.1%	0%	1.4%	**3.7%**	-
Buses and Single-Unit Trucks	3	14	2	0	2	**21**	-	2	14	3	0	2	**21**	-
% Buses and Single-Unit Trucks	2.1%	6.0%	10.0%	0%	6.7%	**4.9%**	-	2.9%	4.1%	2.7%	0%	2.9%	**3.6%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Plymouth Road & Middlebelt Road - 4 RTOR - TMC

Thu Apr 28, 2022
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 944249, Location: 42.369172, -83.333077

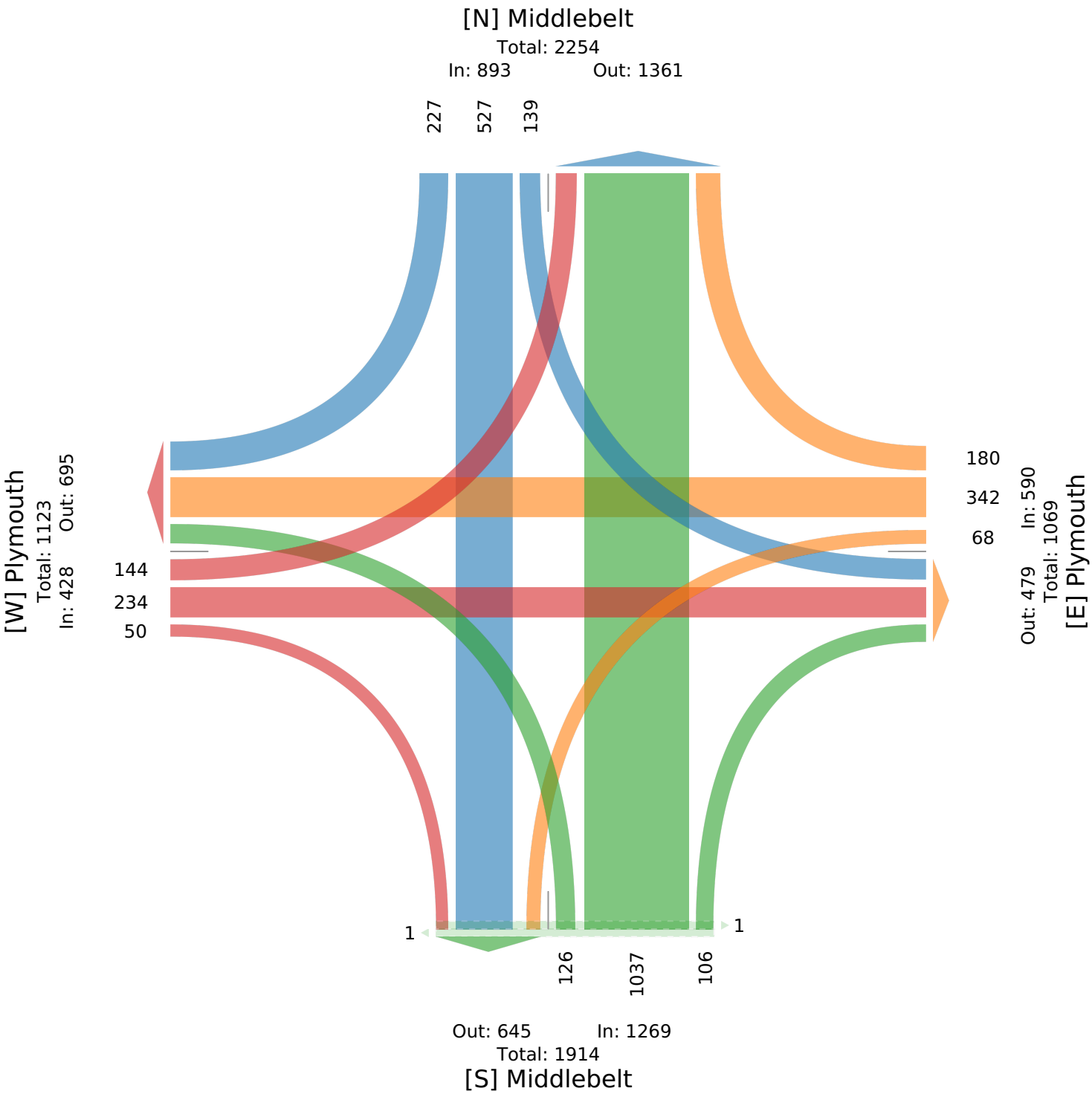
GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Middlebelt Northbound							Middlebelt Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2022-04-28 7:30AM	38	266	7	0	11	**322**	1	30	134	22	0	29	**215**	0	**782**
7:45AM	31	287	16	0	22	**356**	0	30	140	27	0	27	**224**	0	**867**
8:00AM	30	245	8	0	16	**299**	1	42	141	34	0	29	**246**	0	**826**
8:15AM	27	239	7	0	19	**292**	0	37	112	32	0	27	**208**	0	**705**
Total	126	1037	38	0	68	**1269**	2	139	527	115	0	112	**893**	0	**3180**
% Approach	9.9%	81.7%	3.0%	0%	5.4%	**-**	-	15.6%	59.0%	12.9%	0%	12.5%	**-**	-	**-**
% Total	4.0%	32.6%	1.2%	0%	2.1%	**39.9%**	-	4.4%	16.6%	3.6%	0%	3.5%	**28.1%**	-	**-**
PHF	0.829	0.903	0.594	-	0.773	**0.891**	-	0.827	0.934	0.846	-	0.966	**0.908**	-	0.917
Lights	122	1015	35	0	67	**1239**	-	124	500	112	0	108	**844**	-	3034
% Lights	96.8%	97.9%	92.1%	0%	98.5%	**97.6%**	-	89.2%	94.9%	97.4%	0%	96.4%	**94.5%**	-	95.4%
Articulated Trucks	1	8	1	0	0	**10**	-	5	7	1	0	4	**17**	-	52
% Articulated Trucks	0.8%	0.8%	2.6%	0%	0%	**0.8%**	-	3.6%	1.3%	0.9%	0%	3.6%	**1.9%**	-	1.6%
Buses and Single-Unit Trucks	3	14	2	0	1	**20**	-	10	20	2	0	0	**32**	-	94
% Buses and Single-Unit Trucks	2.4%	1.4%	5.3%	0%	1.5%	**1.6%**	-	7.2%	3.8%	1.7%	0%	0%	**3.6%**	-	3.0%
Pedestrians	-	-	-	-	-	-	2	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Plymouth Road & Middlebelt Road - 4 RTOR - TMC
Thu Apr 28, 2022
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 944249, Location: 42.369172, -83.333077

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Plymouth Road & Middlebelt Road - 4 RTOR - TMC

Thu Apr 28, 2022
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 944249, Location: 42.369172, -83.333077

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Plymouth Eastbound							Plymouth Westbound						
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*
2022-04-28 4:15PM	76	201	31	0	9	**317**	1	36	109	70	0	17	**232**	1
4:30PM	92	156	43	0	15	**306**	2	43	108	62	0	20	**233**	3
4:45PM	72	148	30	0	19	**269**	0	56	114	64	0	20	**254**	3
5:00PM	79	179	31	0	21	**310**	0	55	120	55	0	30	**260**	3
Total	319	684	135	0	64	**1202**	3	190	451	251	0	87	**979**	10
% Approach	26.5%	56.9%	11.2%	0%	5.3%	**-**	-	19.4%	46.1%	25.6%	0%	8.9%	**-**	-
% Total	6.3%	13.5%	2.7%	0%	1.3%	**23.7%**	-	3.7%	8.9%	4.9%	0%	1.7%	**19.3%**	-
PHF	0.867	0.851	0.785	-	0.762	**0.948**	-	0.848	0.940	0.896	-	0.725	**0.941**	-
Lights	316	675	131	0	63	**1185**	-	188	437	242	0	86	**953**	-
% Lights	99.1%	98.7%	97.0%	0%	98.4%	**98.6%**	-	98.9%	96.9%	96.4%	0%	98.9%	**97.3%**	-
Articulated Trucks	0	4	2	0	1	**7**	-	2	4	3	0	0	**9**	-
% Articulated Trucks	0%	0.6%	1.5%	0%	1.6%	**0.6%**	-	1.1%	0.9%	1.2%	0%	0%	**0.9%**	-
Buses and Single-Unit Trucks	3	5	2	0	0	**10**	-	0	10	6	0	1	**17**	-
% Buses and Single-Unit Trucks	0.9%	0.7%	1.5%	0%	0%	**0.8%**	-	0%	2.2%	2.4%	0%	1.1%	**1.7%**	-
Pedestrians	-	-	-	-	-	-	2	-	-	-	-	-	-	8
% Pedestrians	-	-	-	-	-	-	66.7%	-	-	-	-	-	-	80.0%
Bicycles on Crosswalk	-	-	-	-	-	-	1	-	-	-	-	-	-	2
% Bicycles on Crosswalk	-	-	-	-	-	-	33.3%	-	-	-	-	-	-	20.0%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Plymouth Road & Middlebelt Road - 4 RTOR - TMC

Thu Apr 28, 2022
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 944249, Location: 42.369172, -83.333077

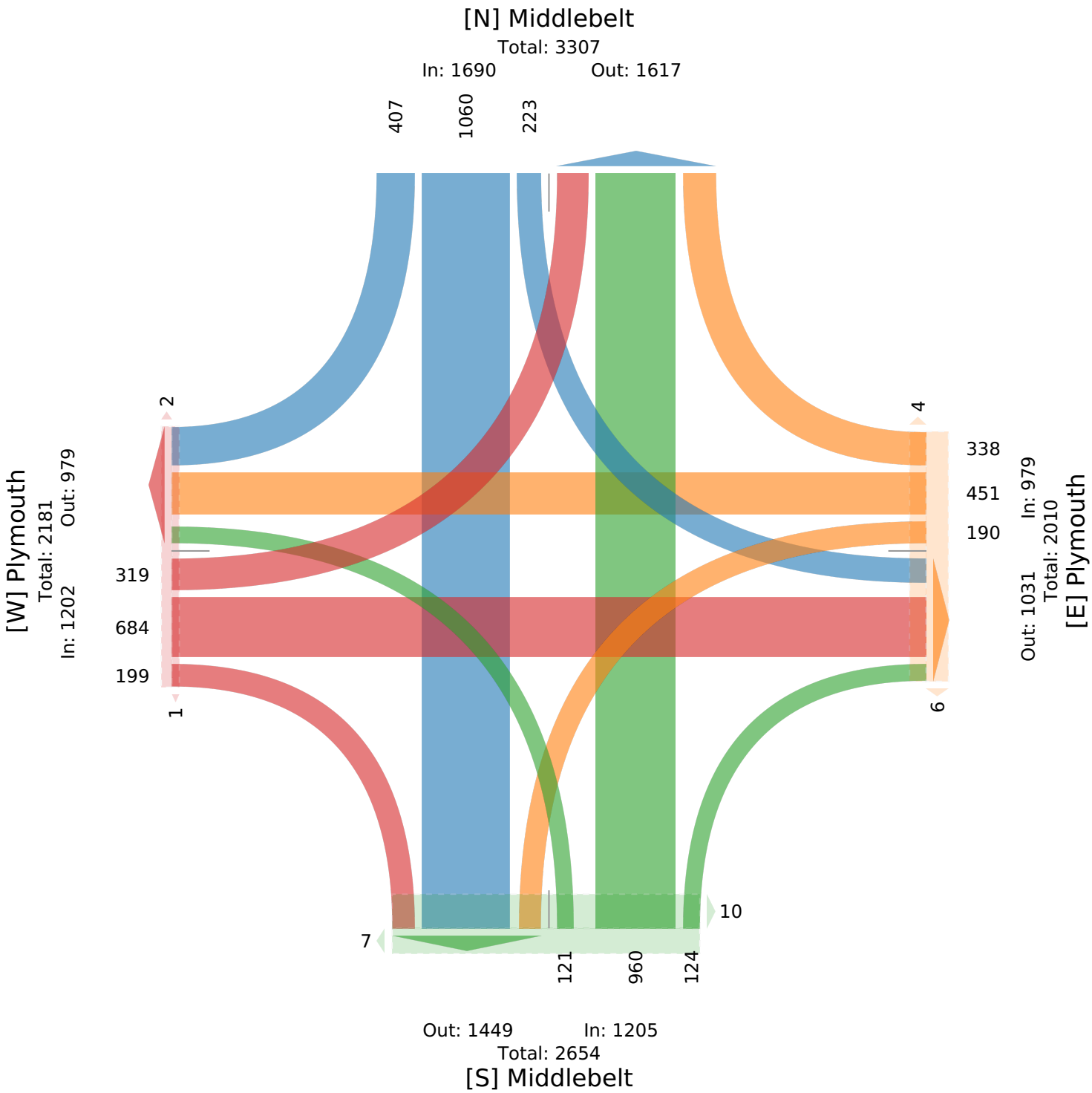
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Middlebelt Northbound							Middlebelt Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2022-04-28 4:15PM	33	280	14	0	10	**337**	0	50	283	55	0	45	**433**	0	**1319**
4:30PM	32	253	18	0	16	**319**	5	61	275	61	0	43	**440**	0	**1298**
4:45PM	33	233	12	0	16	**294**	9	62	252	54	0	40	**408**	0	**1225**
5:00PM	23	194	19	0	19	**255**	3	50	250	63	0	46	**409**	0	**1234**
Total	121	960	63	0	61	**1205**	17	223	1060	233	0	174	**1690**	0	**5076**
% Approach	10.0%	79.7%	5.2%	0%	5.1%	**-**	-	13.2%	62.7%	13.8%	0%	10.3%	**-**	-	**-**
% Total	2.4%	18.9%	1.2%	0%	1.2%	**23.7%**	-	4.4%	20.9%	4.6%	0%	3.4%	**33.3%**	-	**-**
PHF	0.917	0.857	0.829	-	0.803	**0.894**	-	0.899	0.936	0.925	-	0.946	**0.960**	-	0.962
Lights	114	941	63	0	61	**1179**	-	213	1039	226	0	173	**1651**	-	4968
% Lights	94.2%	98.0%	100%	0%	100%	**97.8%**	-	95.5%	98.0%	97.0%	0%	99.4%	**97.7%**	-	97.9%
Articulated Trucks	1	7	0	0	0	**8**	-	4	11	2	0	0	**17**	-	41
% Articulated Trucks	0.8%	0.7%	0%	0%	0%	**0.7%**	-	1.8%	1.0%	0.9%	0%	0%	**1.0%**	-	0.8%
Buses and Single-Unit Trucks	6	12	0	0	0	**18**	-	6	10	5	0	1	**22**	-	67
% Buses and Single-Unit Trucks	5.0%	1.3%	0%	0%	0%	**1.5%**	-	2.7%	0.9%	2.1%	0%	0.6%	**1.3%**	-	1.3%
Pedestrians	-	-	-	-	-	-	15	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	88.2%	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	2	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	11.8%	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Plymouth Road & Middlebelt Road - 4 RTOR - TMC
Thu Apr 28, 2022
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 944249, Location: 42.369172, -83.333077

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Plymouth Road and existing commercial drivew... - TMC

Thu Apr 28, 2022
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 944250, Location: 42.369009, -83.339629

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Plymouth Eastbound							Plymouth Westbound						
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*
2022-04-28 7:00AM	7	70	1	0	0	**78**	0	5	87	19	0	1	**112**	0
7:15AM	6	74	2	0	1	**83**	0	2	101	11	0	6	**120**	0
7:30AM	9	84	3	0	0	**96**	0	0	130	16	0	4	**150**	0
7:45AM	10	97	6	0	0	**113**	0	1	149	20	0	7	**177**	0
Hourly Total	32	325	12	0	1	**370**	0	8	467	66	0	18	**559**	0
8:00AM	9	105	4	0	1	**119**	0	4	129	17	0	9	**159**	0
8:15AM	11	85	1	0	0	**97**	0	5	105	13	0	4	**127**	0
8:30AM	9	84	8	0	2	**103**	0	3	96	14	0	3	**116**	0
8:45AM	12	112	7	0	1	**132**	0	3	110	18	0	4	**135**	1
Hourly Total	41	386	20	0	4	**451**	0	15	440	62	0	20	**537**	1
4:00PM	9	214	17	0	4	**244**	0	6	174	8	0	0	**188**	0
4:15PM	4	259	23	0	4	**290**	0	9	183	2	0	2	**196**	0
4:30PM	3	208	17	0	3	**231**	0	8	175	2	0	1	**186**	0
4:45PM	3	195	21	0	5	**224**	0	11	157	8	0	1	**177**	0
Hourly Total	19	876	78	0	16	**989**	0	34	689	20	0	4	**747**	0
5:00PM	3	213	9	0	3	**228**	0	5	170	3	0	2	**180**	0
5:15PM	3	214	14	0	5	**236**	0	6	168	0	0	2	**176**	0
5:30PM	2	172	15	0	3	**192**	0	11	145	4	0	1	**161**	0
5:45PM	2	191	14	0	2	**209**	0	9	148	6	0	0	**163**	0
Hourly Total	10	790	52	0	13	**865**	0	31	631	13	0	5	**680**	0
Total	102	2377	162	0	34	**2675**	0	88	2227	161	0	47	**2523**	1
% Approach	3.8%	88.9%	6.1%	0%	1.3%	**-**	-	3.5%	88.3%	6.4%	0%	1.9%	**-**	-
% Total	1.7%	40.5%	2.8%	0%	0.6%	**45.6%**	-	1.5%	38.0%	2.7%	0%	0.8%	**43.0%**	-
Lights	102	2315	159	0	33	**2609**	-	88	2128	159	0	47	**2422**	-
% Lights	100%	97.4%	98.1%	0%	97.1%	**97.5%**	-	100%	95.6%	98.8%	0%	100%	**96.0%**	-
Articulated Trucks	0	17	0	0	0	**17**	-	0	44	0	0	0	**44**	-
% Articulated Trucks	0%	0.7%	0%	0%	0%	**0.6%**	-	0%	2.0%	0%	0%	0%	**1.7%**	-
Buses and Single-Unit Trucks	0	45	3	0	1	**49**	-	0	55	2	0	0	**57**	-
% Buses and Single-Unit Trucks	0%	1.9%	1.9%	0%	2.9%	**1.8%**	-	0%	2.5%	1.2%	0%	0%	**2.3%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	1
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Plymouth Road and existing commercial drivew... - TMC

Thu Apr 28, 2022
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 944250, Location: 42.369009, -83.339629

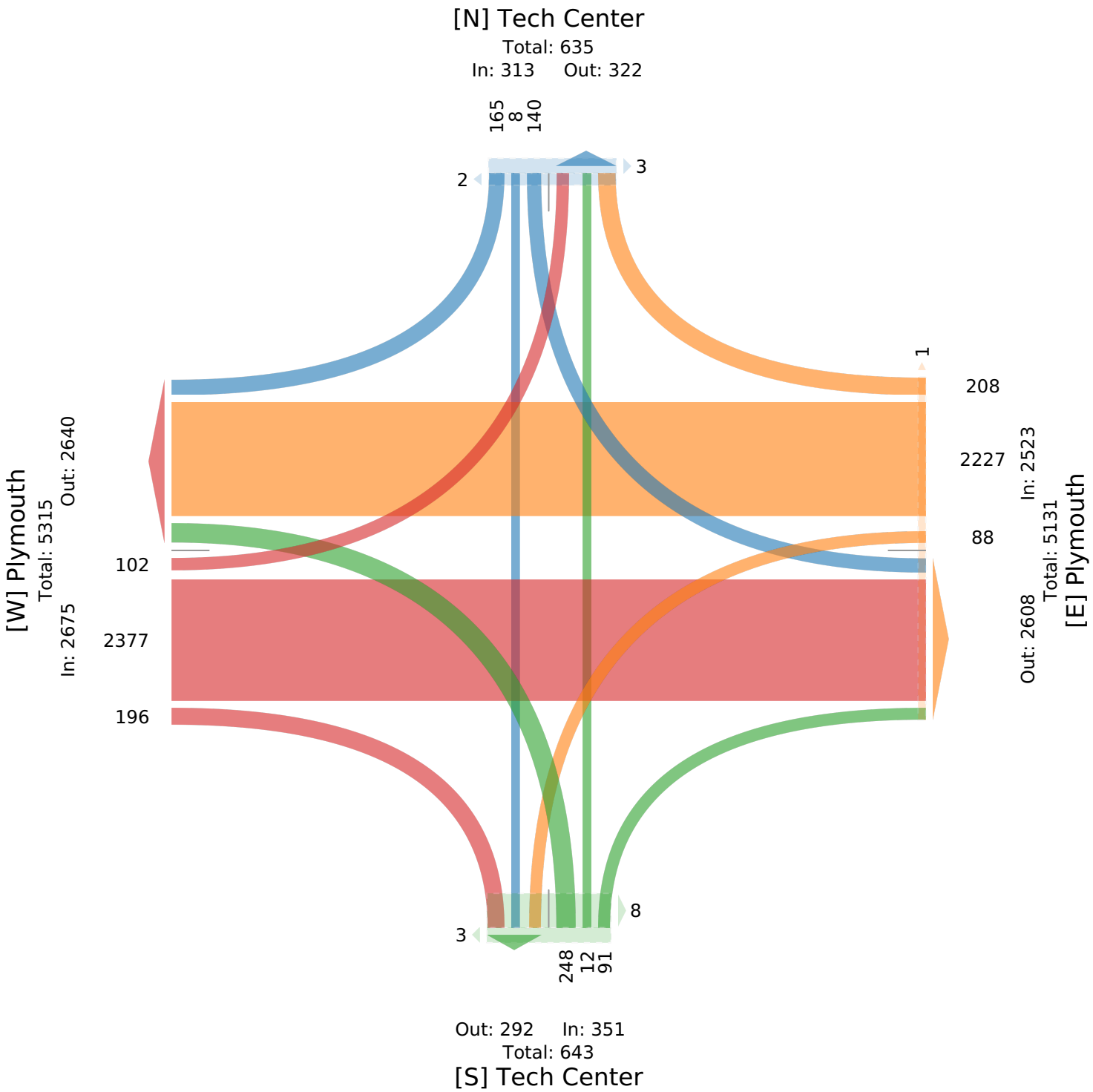
GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Tech Center Northbound							Tech Center Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2022-04-28 7:00AM	2	0	1	0	2	**5**	0	1	0	0	0	0	**1**	0	**196**
7:15AM	8	2	2	0	2	**14**	0	2	0	0	0	0	**2**	0	**219**
7:30AM	3	0	2	0	1	**6**	0	0	0	1	0	0	**1**	0	**253**
7:45AM	9	0	1	0	1	**11**	1	0	0	0	0	0	**0**	0	**301**
Hourly Total	22	2	6	0	6	**36**	1	3	0	1	0	0	**4**	0	**969**
8:00AM	7	1	1	0	3	**12**	0	4	0	2	0	1	**7**	0	**297**
8:15AM	1	0	0	0	1	**2**	0	1	0	1	0	0	**2**	0	**228**
8:30AM	8	0	3	0	1	**12**	0	2	0	2	0	0	**4**	0	**235**
8:45AM	7	0	1	0	2	**10**	1	5	0	3	0	0	**8**	3	**285**
Hourly Total	23	1	5	0	7	**36**	1	12	0	8	0	1	**21**	3	**1045**
4:00PM	22	2	8	0	3	**35**	1	22	0	12	0	16	**50**	1	**517**
4:15PM	24	1	4	0	2	**31**	0	14	0	15	0	6	**35**	0	**552**
4:30PM	17	0	3	0	5	**25**	2	21	0	8	0	13	**42**	0	**484**
4:45PM	23	1	6	0	4	**34**	1	19	2	14	0	9	**44**	1	**479**
Hourly Total	86	4	21	0	14	**125**	4	76	2	49	0	44	**171**	2	**2032**
5:00PM	29	2	6	0	3	**40**	2	23	2	10	0	10	**45**	0	**493**
5:15PM	34	2	7	0	5	**48**	0	10	4	16	0	5	**35**	0	**495**
5:30PM	23	1	0	0	4	**28**	3	8	0	8	0	5	**21**	0	**402**
5:45PM	31	0	5	0	2	**38**	0	8	0	5	0	3	**16**	0	**426**
Hourly Total	117	5	18	0	14	**154**	5	49	6	39	0	23	**117**	0	**1816**
Total	248	12	50	0	41	**351**	11	140	8	97	0	68	**313**	5	**5862**
% Approach	70.7%	3.4%	14.2%	0%	11.7%	**-**	-	44.7%	2.6%	31.0%	0%	21.7%	**-**	-	**-**
% Total	4.2%	0.2%	0.9%	0%	0.7%	**6.0%**	-	2.4%	0.1%	1.7%	0%	1.2%	**5.3%**	-	**-**
Lights	245	12	49	0	41	**347**	-	136	8	97	0	67	**308**	-	5686
% Lights	98.8%	100%	98.0%	0%	100%	**98.9%**	-	97.1%	100%	100%	0%	98.5%	**98.4%**	-	97.0%
Articulated Trucks	0	0	1	0	0	**1**	-	0	0	0	0	0	**0**	-	62
% Articulated Trucks	0%	0%	2.0%	0%	0%	**0.3%**	-	0%	0%	0%	0%	0%	**0%**	-	1.1%
Buses and Single-Unit Trucks	3	0	0	0	0	**3**	-	4	0	0	0	1	**5**	-	114
% Buses and Single-Unit Trucks	1.2%	0%	0%	0%	0%	**0.9%**	-	2.9%	0%	0%	0%	1.5%	**1.6%**	-	1.9%
Pedestrians	-	-	-	-	-	-	6	-	-	-	-	-	-	5	
% Pedestrians	-	-	-	-	-	-	54.5%	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	5	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	45.5%	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Plymouth Road and existing commercial drivew... - TMC
Thu Apr 28, 2022
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 944250, Location: 42.369009, -83.339629

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Plymouth Road and existing commercial drivew... - TMC

Thu Apr 28, 2022
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 944250, Location: 42.369009, -83.339629

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Plymouth Eastbound							Plymouth Westbound						
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*
2022-04-28 7:30AM	9	84	3	0	0	**96**	0	0	130	16	0	4	**150**	0
7:45AM	10	97	6	0	0	**113**	0	1	149	20	0	7	**177**	0
8:00AM	9	105	4	0	1	**119**	0	4	129	17	0	9	**159**	0
8:15AM	11	85	1	0	0	**97**	0	5	105	13	0	4	**127**	0
Total	39	371	14	0	1	**425**	0	10	513	66	0	24	**613**	0
% Approach	9.2%	87.3%	3.3%	0%	0.2%	**-**	-	1.6%	83.7%	10.8%	0%	3.9%	**-**	-
% Total	3.6%	34.4%	1.3%	0%	0.1%	**39.4%**	-	0.9%	47.5%	6.1%	0%	2.2%	**56.8%**	-
PHF	0.886	0.883	0.583	-	0.250	**0.893**	-	0.500	0.861	0.825	-	0.667	**0.866**	-
Lights	39	347	14	0	1	**401**	-	10	482	65	0	24	**581**	-
% Lights	100%	93.5%	100%	0%	100%	**94.4%**	-	100%	94.0%	98.5%	0%	100%	**94.8%**	-
Articulated Trucks	0	3	0	0	0	**3**	-	0	14	0	0	0	**14**	-
% Articulated Trucks	0%	0.8%	0%	0%	0%	**0.7%**	-	0%	2.7%	0%	0%	0%	**2.3%**	-
Buses and Single-Unit Trucks	0	21	0	0	0	**21**	-	0	17	1	0	0	**18**	-
% Buses and Single-Unit Trucks	0%	5.7%	0%	0%	0%	**4.9%**	-	0%	3.3%	1.5%	0%	0%	**2.9%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Plymouth Road and existing commercial drivew... - TMC

Thu Apr 28, 2022
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 944250, Location: 42.369009, -83.339629

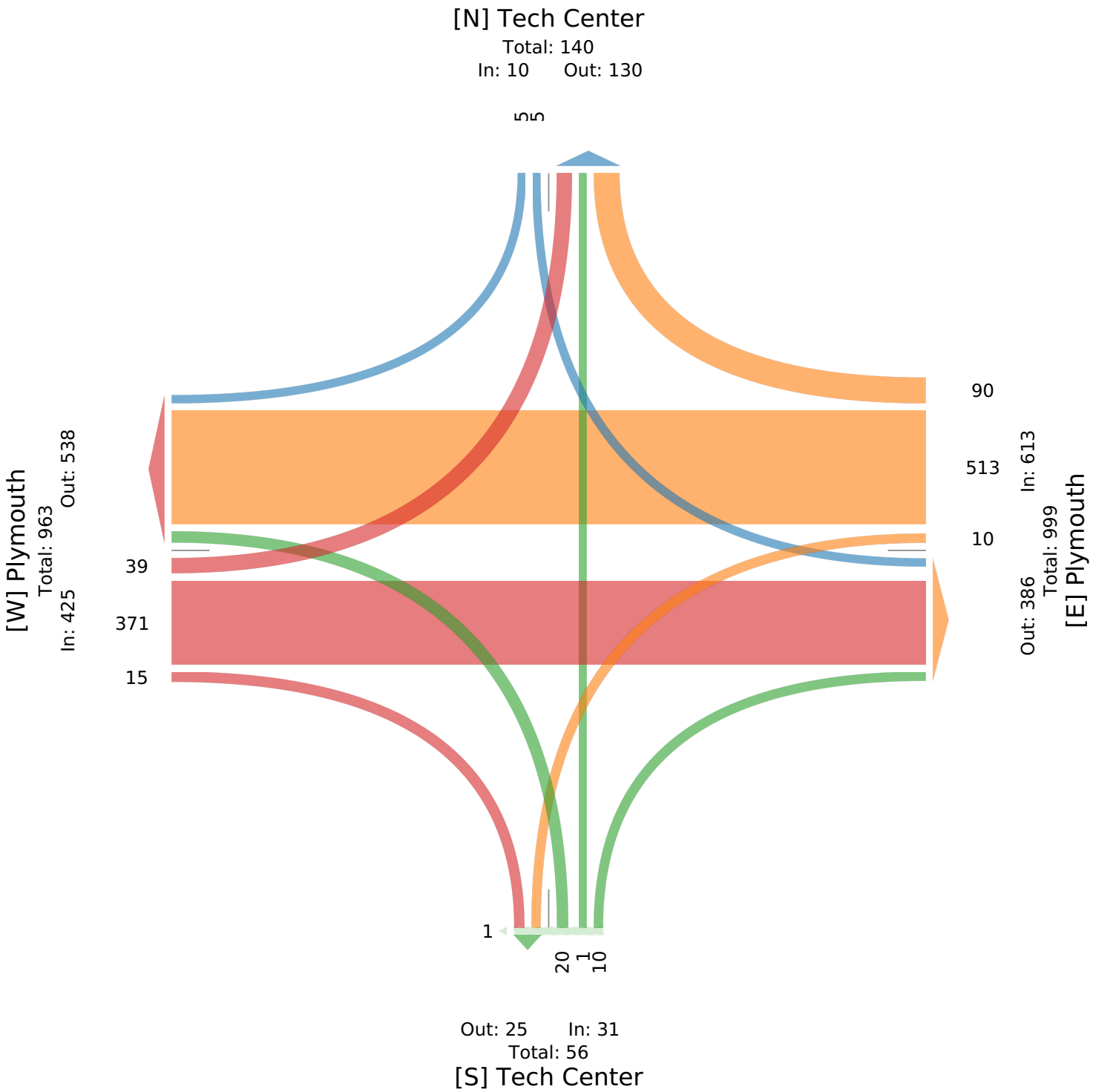
GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Tech Center Northbound							Tech Center Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2022-04-28 7:30AM	3	0	2	0	1	**6**	0	0	0	1	0	0	**1**	0	**253**
7:45AM	9	0	1	0	1	**11**	1	0	0	0	0	0	**0**	0	**301**
8:00AM	7	1	1	0	3	**12**	0	4	0	2	0	1	**7**	0	**297**
8:15AM	1	0	0	0	1	**2**	0	1	0	1	0	0	**2**	0	**228**
Total	20	1	4	0	6	**31**	1	5	0	4	0	1	**10**	0	**1079**
% Approach	64.5%	3.2%	12.9%	0%	19.4%	**-**	-	50.0%	0%	40.0%	0%	10.0%	**-**	-	**-**
% Total	1.9%	0.1%	0.4%	0%	0.6%	**2.9%**	-	0.5%	0%	0.4%	0%	0.1%	**0.9%**	-	**-**
PHF	0.556	0.250	0.500	-	0.500	**0.646**	-	0.313	-	0.500	-	0.250	**0.357**	-	0.896
Lights	19	1	4	0	6	**30**	-	4	0	4	0	1	**9**	-	1021
% Lights	95.0%	100%	100%	0%	100%	**96.8%**	-	80.0%	0%	100%	0%	100%	**90.0%**	-	94.6%
Articulated Trucks	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	17
% Articulated Trucks	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	1.6%
Buses and Single-Unit Trucks	1	0	0	0	0	**1**	-	1	0	0	0	0	**1**	-	41
% Buses and Single-Unit Trucks	5.0%	0%	0%	0%	0%	**3.2%**	-	20.0%	0%	0%	0%	0%	**10.0%**	-	3.8%
Pedestrians	-	-	-	-	-	-	1	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Plymouth Road and existing commercial drivew... - TMC
Thu Apr 28, 2022
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 944250, Location: 42.369009, -83.339629

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Plymouth Road and existing commercial drivew... - TMC

Thu Apr 28, 2022
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 944250, Location: 42.369009, -83.339629

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Plymouth Eastbound							Plymouth Westbound						
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*
2022-04-28 4:00PM	9	214	17	0	4	**244**	0	6	174	8	0	0	**188**	0
4:15PM	4	259	23	0	4	**290**	0	9	183	2	0	2	**196**	0
4:30PM	3	208	17	0	3	**231**	0	8	175	2	0	1	**186**	0
4:45PM	3	195	21	0	5	**224**	0	11	157	8	0	1	**177**	0
Total	19	876	78	0	16	**989**	0	34	689	20	0	4	**747**	0
% Approach	1.9%	88.6%	7.9%	0%	1.6%	**-**	-	4.6%	92.2%	2.7%	0%	0.5%	**-**	-
% Total	0.9%	43.1%	3.8%	0%	0.8%	**48.7%**	-	1.7%	33.9%	1.0%	0%	0.2%	**36.8%**	-
PHF	0.528	0.846	0.848	-	0.800	**0.853**	-	0.773	0.941	0.625	-	0.500	**0.953**	-
Lights	19	860	76	0	16	**971**	-	34	660	20	0	4	**718**	-
% Lights	100%	98.2%	97.4%	0%	100%	**98.2%**	-	100%	95.8%	100%	0%	100%	**96.1%**	-
Articulated Trucks	0	7	0	0	0	**7**	-	0	7	0	0	0	**7**	-
% Articulated Trucks	0%	0.8%	0%	0%	0%	**0.7%**	-	0%	1.0%	0%	0%	0%	**0.9%**	-
Buses and Single-Unit Trucks	0	9	2	0	0	**11**	-	0	22	0	0	0	**22**	-
% Buses and Single-Unit Trucks	0%	1.0%	2.6%	0%	0%	**1.1%**	-	0%	3.2%	0%	0%	0%	**2.9%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Plymouth Road and existing commercial drivew... - TMC

Thu Apr 28, 2022
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 944250, Location: 42.369009, -83.339629

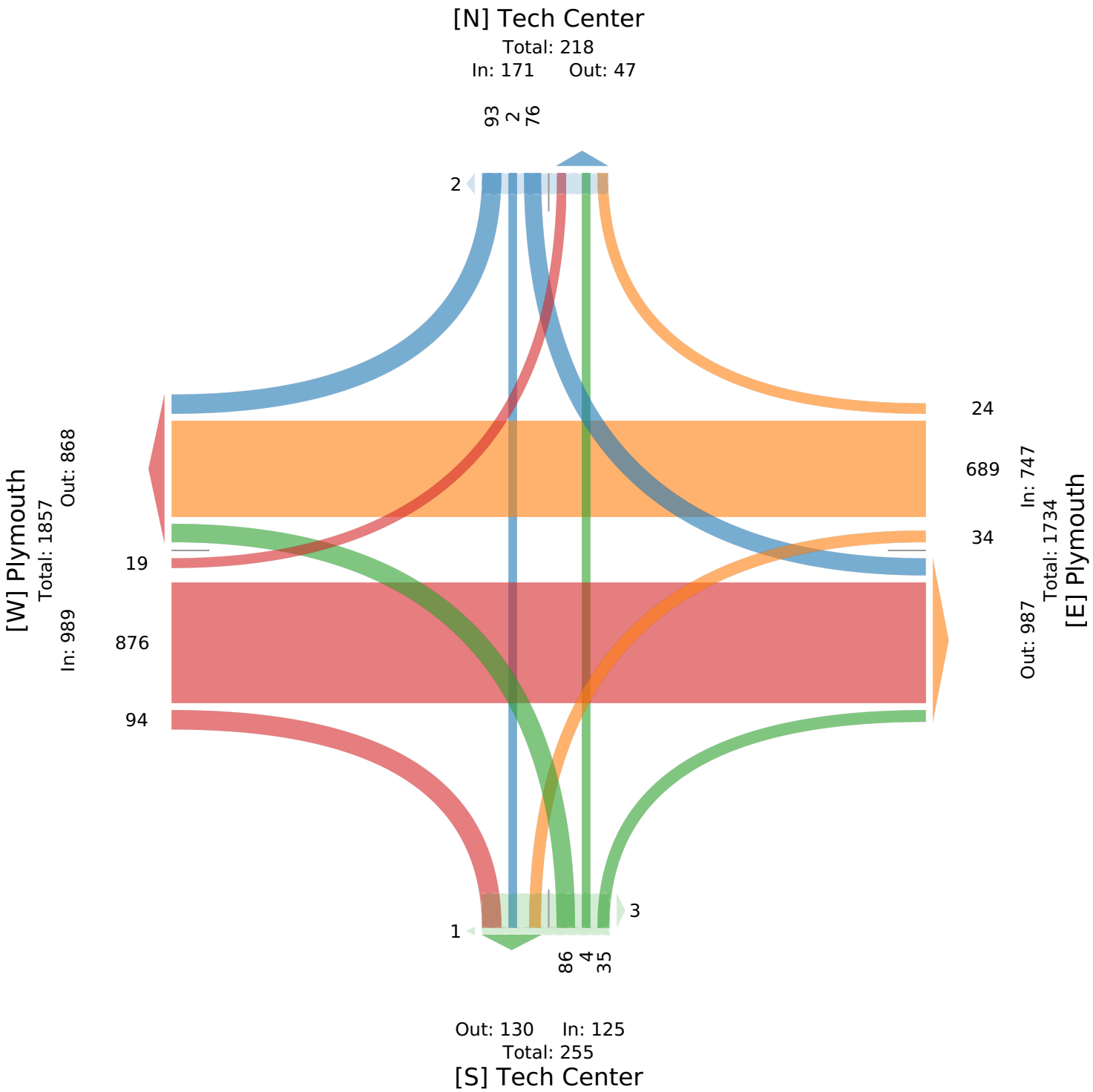
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Tech Center Northbound							Tech Center Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2022-04-28 4:00PM	22	2	8	0	3	**35**	1	22	0	12	0	16	**50**	1	**517**
4:15PM	24	1	4	0	2	**31**	0	14	0	15	0	6	**35**	0	**552**
4:30PM	17	0	3	0	5	**25**	2	21	0	8	0	13	**42**	0	**484**
4:45PM	23	1	6	0	4	**34**	1	19	2	14	0	9	**44**	1	**479**
Total	86	4	21	0	14	**125**	4	76	2	49	0	44	**171**	2	**2032**
% Approach	68.8%	3.2%	16.8%	0%	11.2%	**-**	-	44.4%	1.2%	28.7%	0%	25.7%	**-**	-	**-**
% Total	4.2%	0.2%	1.0%	0%	0.7%	**6.2%**	-	3.7%	0.1%	2.4%	0%	2.2%	**8.4%**	-	**-**
PHF	0.896	0.500	0.656	-	0.700	**0.893**	-	0.864	0.250	0.817	-	0.688	**0.855**	-	0.920
Lights	84	4	20	0	14	**122**	-	74	2	49	0	44	**169**	-	1980
% Lights	97.7%	100%	95.2%	0%	100%	**97.6%**	-	97.4%	100%	100%	0%	100%	**98.8%**	-	97.4%
Articulated Trucks	0	0	1	0	0	**1**	-	0	0	0	0	0	**0**	-	15
% Articulated Trucks	0%	0%	4.8%	0%	0%	**0.8%**	-	0%	0%	0%	0%	0%	**0%**	-	0.7%
Buses and Single-Unit Trucks	2	0	0	0	0	**2**	-	2	0	0	0	0	**2**	-	37
% Buses and Single-Unit Trucks	2.3%	0%	0%	0%	0%	**1.6%**	-	2.6%	0%	0%	0%	0%	**1.2%**	-	1.8%
Pedestrians	-	-	-	-	-	-	1	-	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	25.0%	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	3	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	75.0%	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Plymouth Road and existing commercial drivew... - TMC
Thu Apr 28, 2022
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 944250, Location: 42.369009, -83.339629

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Middlebelt Road and existing commercial driv... - TMC

Thu Apr 28, 2022
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 944251, Location: 42.366805, -83.332945

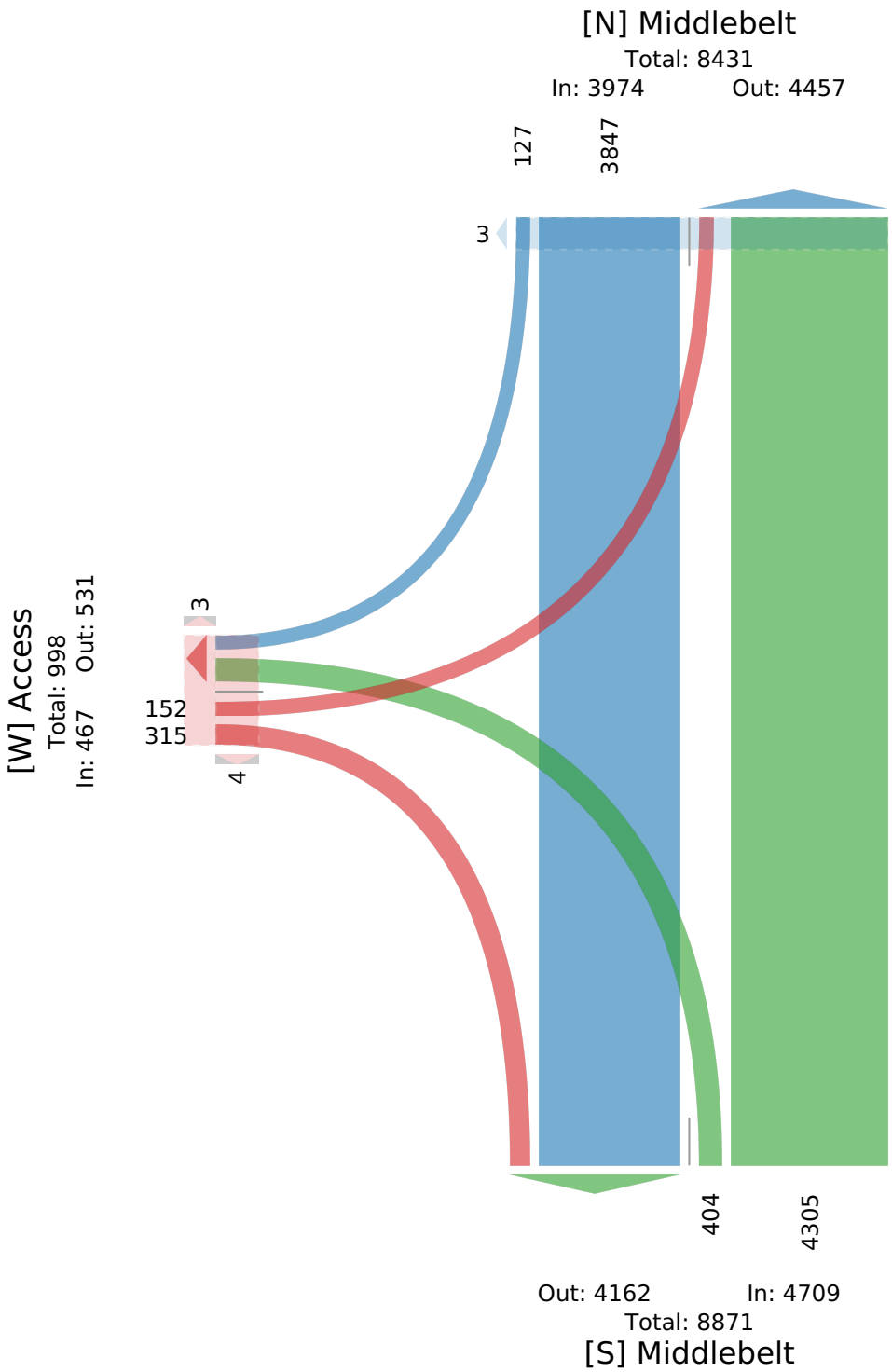
GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Access Eastbound						Middlebelt Northbound					Middlebelt Southbound						
Time	L	R	U	RR	**App**	Ped*	L	T	U	**App**	Ped*	T	R	U	RR	**App**	Ped*	**Int**
2022-04-28 7:00AM	2	1	0	2	**5**	0	9	221	0	**230**	0	171	2	0	0	**173**	0	**408**
7:15AM	2	0	0	3	**5**	0	4	272	0	**276**	0	154	1	0	0	**155**	0	**436**
7:30AM	0	0	0	1	**1**	0	3	332	0	**335**	0	153	2	0	0	**155**	0	**491**
7:45AM	3	2	0	3	**8**	0	18	361	0	**379**	0	166	2	0	0	**168**	2	**555**
Hourly Total	7	3	0	9	**19**	0	34	1186	0	**1220**	0	644	7	0	0	**651**	2	**1890**
8:00AM	6	0	0	5	**11**	0	26	289	0	**315**	0	135	3	0	1	**139**	0	**465**
8:15AM	8	2	0	8	**18**	1	11	276	0	**287**	0	132	7	0	1	**140**	1	**445**
8:30AM	4	4	0	5	**13**	0	21	261	0	**282**	0	142	4	0	2	**148**	0	**443**
8:45AM	4	2	0	8	**14**	2	23	248	0	**271**	0	133	4	0	0	**137**	0	**422**
Hourly Total	22	8	0	26	**56**	3	81	1074	0	**1155**	0	542	18	0	4	**564**	1	**1775**
4:00PM	15	16	0	12	**43**	0	35	281	0	**316**	0	318	10	0	1	**329**	0	**688**
4:15PM	21	19	0	16	**56**	0	46	310	0	**356**	0	313	15	0	1	**329**	0	**741**
4:30PM	14	12	0	18	**44**	2	22	266	0	**288**	0	363	11	0	1	**375**	0	**707**
4:45PM	13	14	0	23	**50**	0	47	285	0	**332**	0	334	7	0	1	**342**	0	**724**
Hourly Total	63	61	0	69	**193**	2	150	1142	0	**1292**	0	1328	43	0	4	**1375**	0	**2860**
5:00PM	11	15	0	23	**49**	0	34	229	0	**263**	0	335	5	0	3	**343**	0	**655**
5:15PM	16	16	0	17	**49**	0	33	200	0	**233**	0	365	15	0	2	**382**	0	**664**
5:30PM	20	14	0	24	**58**	0	33	237	0	**270**	0	321	7	0	3	**331**	0	**659**
5:45PM	13	10	0	20	**43**	2	39	237	0	**276**	0	312	13	0	3	**328**	0	**647**
Hourly Total	60	55	0	84	**199**	2	139	903	0	**1042**	0	1333	40	0	11	**1384**	0	**2625**
Total	152	127	0	188	**467**	7	404	4305	0	**4709**	0	3847	108	0	19	**3974**	3	**9150**
% Approach	32.5%	27.2%	0%	40.3%	**-**	-	8.6%	91.4%	0%	**-**	-	96.8%	2.7%	0%	0.5%	**-**	-	**-**
% Total	1.7%	1.4%	0%	2.1%	**5.1%**	-	4.4%	47.0%	0%	**51.5%**	-	42.0%	1.2%	0%	0.2%	**43.4%**	-	**-**
Lights	148	126	0	187	**461**	-	401	4215	0	**4616**	-	3705	105	0	18	**3828**	-	8905
% Lights	97.4%	99.2%	0%	99.5%	**98.7%**	-	99.3%	97.9%	0%	**98.0%**	-	96.3%	97.2%	0%	94.7%	**96.3%**	-	97.3%
Articulated Trucks	2	1	0	1	**4**	-	0	38	0	**38**	-	50	1	0	0	**51**	-	93
% Articulated Trucks	1.3%	0.8%	0%	0.5%	**0.9%**	-	0%	0.9%	0%	**0.8%**	-	1.3%	0.9%	0%	0%	**1.3%**	-	1.0%
Buses and Single-Unit Trucks	2	0	0	0	**2**	-	3	52	0	**55**	-	92	2	0	1	**95**	-	152
% Buses and Single-Unit Trucks	1.3%	0%	0%	0%	**0.4%**	-	0.7%	1.2%	0%	**1.2%**	-	2.4%	1.9%	0%	5.3%	**2.4%**	-	1.7%
Pedestrians	-	-	-	-	-	7	-	-	-	-	0	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Middlebelt Road and existing commercial driv... - TMC
Thu Apr 28, 2022
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 944251, Location: 42.366805, -83.332945

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Middlebelt Road and existing commercial driv... - TMC

Thu Apr 28, 2022
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 944251, Location: 42.366805, -83.332945

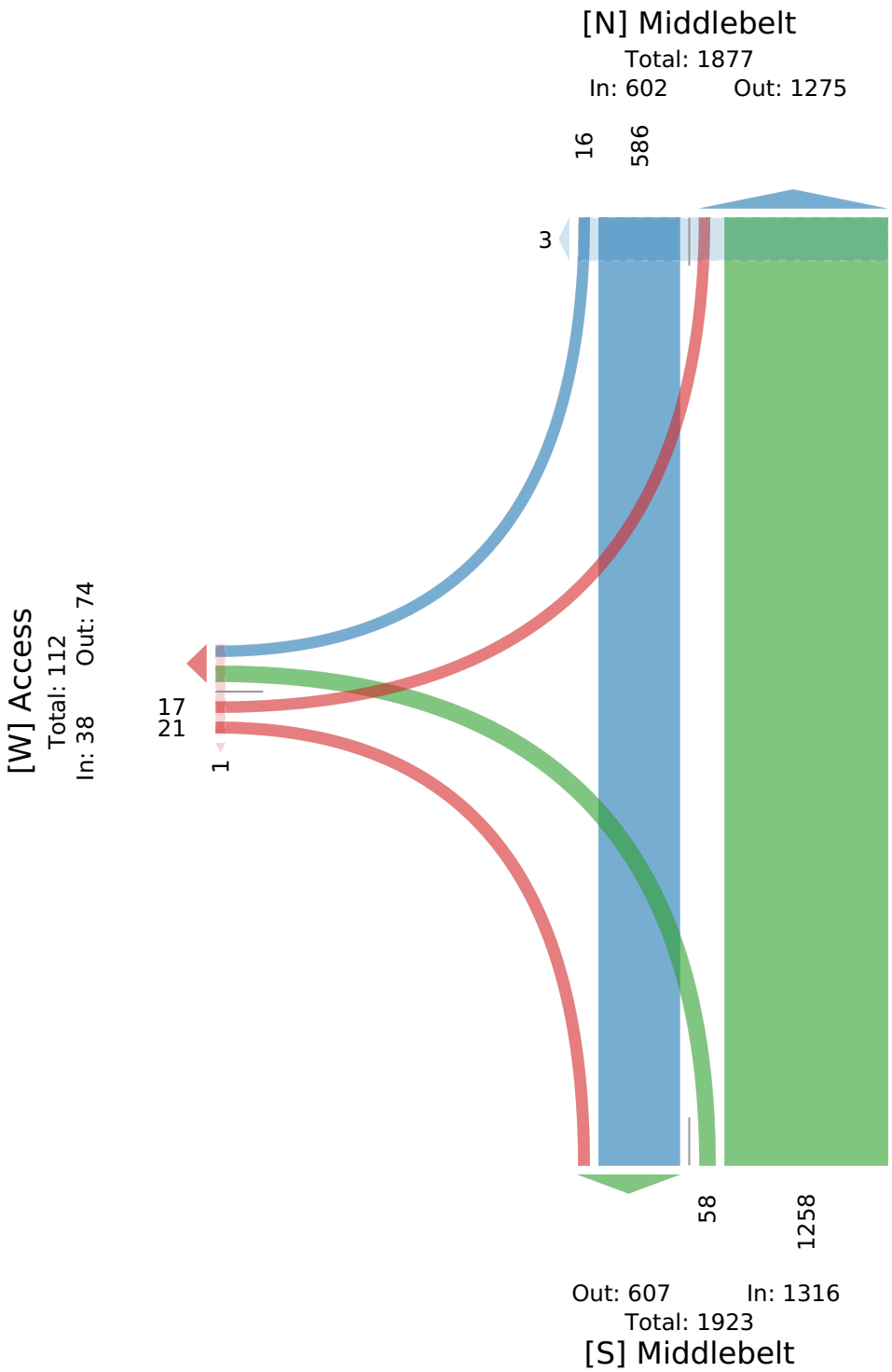
GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Access Eastbound						Middlebelt Northbound					Middlebelt Southbound						
Time	L	R	U	RR	**App**	Ped*	L	T	U	**App**	Ped*	T	R	U	RR	**App**	Ped*	**Int**
2022-04-28 7:30AM	0	0	0	1	**1**	0	3	332	0	**335**	0	153	2	0	0	**155**	0	**491**
7:45AM	3	2	0	3	**8**	0	18	361	0	**379**	0	166	2	0	0	**168**	2	**555**
8:00AM	6	0	0	5	**11**	0	26	289	0	**315**	0	135	3	0	1	**139**	0	**465**
8:15AM	8	2	0	8	**18**	1	11	276	0	**287**	0	132	7	0	1	**140**	1	**445**
Total	17	4	0	17	**38**	1	58	1258	0	**1316**	0	586	14	0	2	**602**	3	**1956**
% Approach	44.7%	10.5%	0%	44.7%	**-**	-	4.4%	95.6%	0%	**-**	-	97.3%	2.3%	0%	0.3%	**-**	-	**-**
% Total	0.9%	0.2%	0%	0.9%	**1.9%**	-	3.0%	64.3%	0%	**67.3%**	-	30.0%	0.7%	0%	0.1%	**30.8%**	-	**-**
PHF	0.531	0.500	-	0.531	**0.528**	-	0.558	0.871	-	**0.868**	-	0.883	0.500	-	0.500	**0.896**	-	0.881
Lights	16	4	0	17	**37**	-	58	1227	0	**1285**	-	554	14	0	2	**570**	-	1892
% Lights	94.1%	100%	0%	100%	**97.4%**	-	100%	97.5%	0%	**97.6%**	-	94.5%	100%	0%	100%	**94.7%**	-	96.7%
Articulated Trucks	0	0	0	0	**0**	-	0	16	0	**16**	-	9	0	0	0	**9**	-	25
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	1.3%	0%	**1.2%**	-	1.5%	0%	0%	0%	**1.5%**	-	1.3%
Buses and Single-Unit Trucks	1	0	0	0	**1**	-	0	15	0	**15**	-	23	0	0	0	**23**	-	39
% Buses and Single-Unit Trucks	5.9%	0%	0%	0%	**2.6%**	-	0%	1.2%	0%	**1.1%**	-	3.9%	0%	0%	0%	**3.8%**	-	2.0%
Pedestrians	-	-	-	-	-	1	-	-	-	-	0	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Middlebelt Road and existing commercial driv... - TMC
Thu Apr 28, 2022
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 944251, Location: 42.366805, -83.332945

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Middlebelt Road and existing commercial driv... - TMC

Thu Apr 28, 2022
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 944251, Location: 42.366805, -83.332945

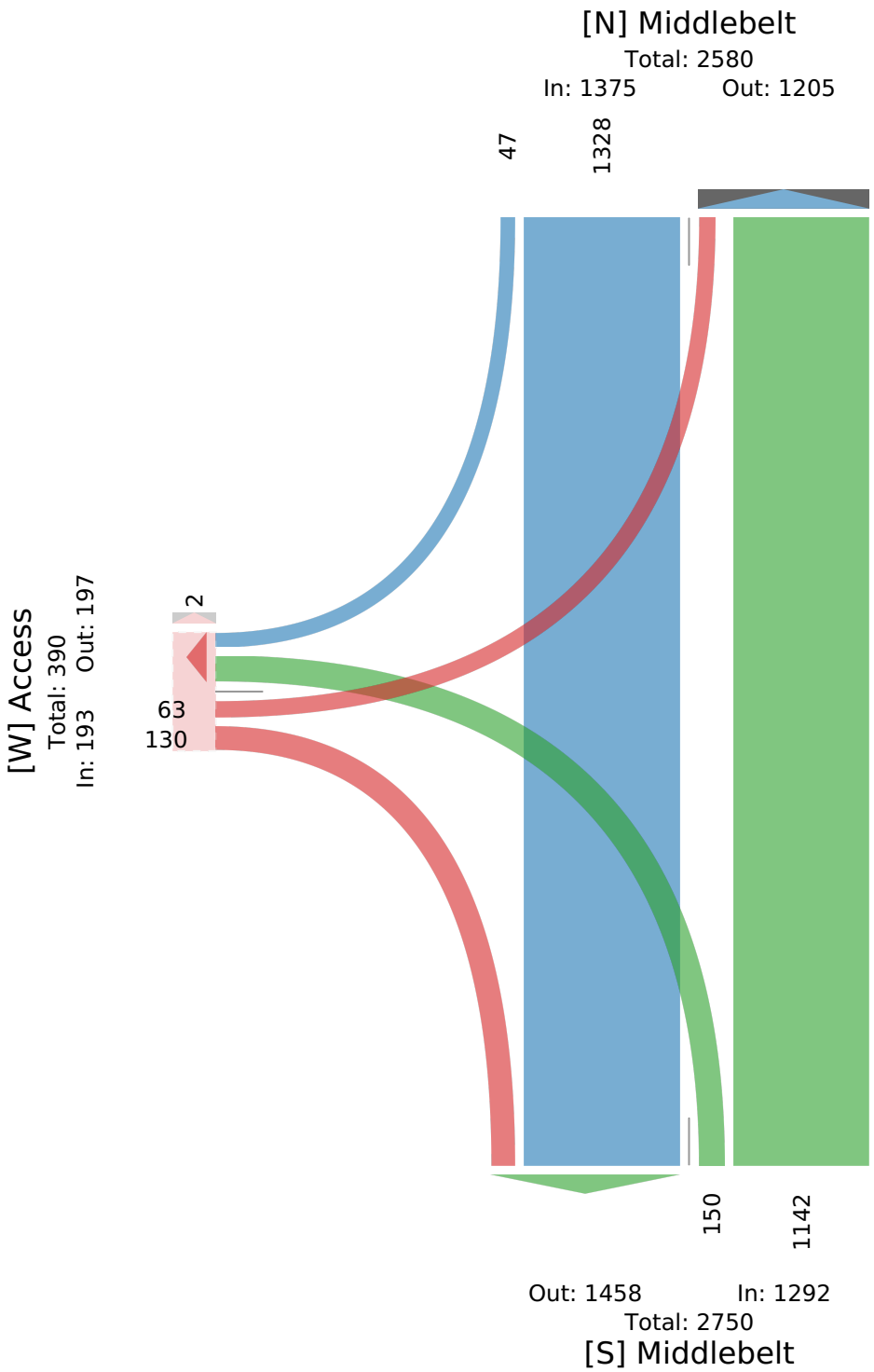
GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Access Eastbound						Middlebelt Northbound					Middlebelt Southbound						
Time	L	R	U	RR	**App**	Ped*	L	T	U	**App**	Ped*	T	R	U	RR	**App**	Ped*	**Int**
2022-04-28 4:00PM	15	16	0	12	**43**	0	35	281	0	**316**	0	318	10	0	1	**329**	0	**688**
4:15PM	21	19	0	16	**56**	0	46	310	0	**356**	0	313	15	0	1	**329**	0	**741**
4:30PM	14	12	0	18	**44**	2	22	266	0	**288**	0	363	11	0	1	**375**	0	**707**
4:45PM	13	14	0	23	**50**	0	47	285	0	**332**	0	334	7	0	1	**342**	0	**724**
Total	63	61	0	69	**193**	2	150	1142	0	**1292**	0	1328	43	0	4	**1375**	0	**2860**
% Approach	32.6%	31.6%	0%	35.8%	**-**	-	11.6%	88.4%	0%	**-**	-	96.6%	3.1%	0%	0.3%	**-**	-	**-**
% Total	2.2%	2.1%	0%	2.4%	**6.7%**	-	5.2%	39.9%	0%	**45.2%**	-	46.4%	1.5%	0%	0.1%	**48.1%**	-	**-**
PHF	0.750	0.803	-	0.750	**0.862**	-	0.798	0.921	-	**0.907**	-	0.915	0.717	-	1.000	**0.917**	-	0.965
Lights	62	61	0	68	**191**	-	149	1125	0	**1274**	-	1296	41	0	4	**1341**	-	2806
% Lights	98.4%	100%	0%	98.6%	**99.0%**	-	99.3%	98.5%	0%	**98.6%**	-	97.6%	95.3%	0%	100%	**97.5%**	-	98.1%
Articulated Trucks	0	0	0	1	**1**	-	0	4	0	**4**	-	21	1	0	0	**22**	-	27
% Articulated Trucks	0%	0%	0%	1.4%	**0.5%**	-	0%	0.4%	0%	**0.3%**	-	1.6%	2.3%	0%	0%	**1.6%**	-	0.9%
Buses and Single-Unit Trucks	1	0	0	0	**1**	-	1	13	0	**14**	-	11	1	0	0	**12**	-	27
% Buses and Single-Unit Trucks	1.6%	0%	0%	0%	**0.5%**	-	0.7%	1.1%	0%	**1.1%**	-	0.8%	2.3%	0%	0%	**0.9%**	-	0.9%
Pedestrians	-	-	-	-	-	2	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Middlebelt Road and existing commercial driv... - TMC
Thu Apr 28, 2022
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 944251, Location: 42.366805, -83.332945

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



MDOT Michigan Department of Transportation

MS2

Transportation Data Management System

Disclaimer: The Michigan Department of Transportation (MDOT) works with individual agencies (cities/villages, counties, metropolitan planning organizations (MPOs), regional planning organizations (RPOs), and other areas of MDOT) to identify existing traffic count programs and/or traffic data. ... more

List View | All DIRs | Report Center

Record 1 of 1 Goto Record go

Location ID	82-5604	**MPO ID**	46560
Type	SPOT	**HPMS ID**	
On NHS	Yes	**On HPMS**	No
LRS ID	1604102	**LRS Loc Pt.**	11.306
SF Group	Urban	**Route Type**	9
AF Group	South	**Route**	14
GF Group	Urban	**Active**	Yes
Class Dist Grp	9_014_003	**Category**	
Seas Clss Grp			
WIM Group			
QC Group	Default		
Fnct'l Class	(3) Other Principal Arterial	**Milepost**	
Located On	PLYMOUTH RD		
Loc On Alias	Old M 14		
	100 FT. W OF MIDDLE BELT RD		

More Detail

STATION DATA

Directions: 2-WAY | EB | WB

AADT

Year	AADT	DHV-30	K %	D %	PA	BC	Src
2021	18,502[3]				17,687 (96%)	815 (4%)	Grown from 2020
2020	16,258[3]				15,836 (97%)	422 (3%)	Grown from 2019
2019	20,348[3]				19,819 (97%)	529 (3%)	Grown from 2018
2018	20,450[3]				19,918 (97%)	532 (3%)	Grown from 2017
2017	20,450						

VOLUME COUNT

	Date	Int	Total
	Tue 12/5/2017	15	22,913
	Mon 12/4/2017	15	23,112

VOLUME TREND

Year	Annual Growth
2021	14%
2020	-20%
2019	0%
2018	0%

CLASSIFICATION

	Date	Int	Total
No Data			

NOTES/FILES

	Note	Date	

Michigan Department of Transportation

Transportation Data Management System

Volume Count Report

LOCATION INFO	
Location ID	82-5604
Type	SPOT
Fnct'l Class	3
Located On	PLYMOUTH RD
Loc On Alias	Old M 14
Direction	2-WAY
County	Wayne
Community	LIVONIA
MPO ID	46560
HPMS ID	
Agency	MDOT

COUNT DATA INFO	
Count Status	Accepted
Start Date	Tue 12/5/2017
End Date	Wed 12/6/2017
Start Time	5:00:00 PM
End Time	5:00:00 PM
Direction	2-WAY
Notes	
Station	4433
Study	
Speed Limit	
Description	
Sensor Type	Axle/Tube
Source	CombineVolumeCountsIncremental
Latitude,Longitude	

INTERVAL:15-MIN

Time	15-min Interval 1st	2nd	3rd	4th	Hourly Count
0:00-1:00	41	28	13	11	93
1:00-2:00	16	16	12	4	48
2:00-3:00	7	13	8	18	46
3:00-4:00	11	11	14	19	55
4:00-5:00	18	17	35	63	133
5:00-6:00	75	93	111	146	425
6:00-7:00	139	116	179	291	725
7:00-8:00	255	278	347	384	1,264
8:00-9:00	349	375	295	307	1,326
9:00-10:00	271	243	239	291	1,044
10:00-11:00	296	294	327	341	1,258
11:00-12:00	341	377	408	400	1,526
12:00-13:00	485	457	397	419	1,758
13:00-14:00	432	373	376	344	1,525
14:00-15:00	375	385	425	417	1,602
15:00-16:00	401	416	455	387	1,659
16:00-17:00	445	437	513	535	1,930
17:00-18:00	523	536	457	521	2,037
18:00-19:00	442	398	383	313	1,536
19:00-20:00	306	238	217	244	1,005
20:00-21:00	225	203	191	181	800
21:00-22:00	165	125	117	109	516
22:00-23:00	109	127	89	70	395
23:00-24:00	61	66	46	34	207
Total					22,913
AADT					19,960
AM Peak					11:30-12:30 1,750
PM Peak					16:30-17:30 2,107

Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBRR	WBRR	NBRR	SBRR	NBPED
#1 - Plymouth Road & Middlebelt Road	AM Peak 04/28/22		PHF	0.88			0.89			0.89			0.91							
			% Heavy	6%			7%			2%			6%							
		2022	Existing	**144**	**234**	**50**	**68**	**342**	**180**	**126**	**1037**	**106**	**139**	**527**	**227**	**30**	**70**	**68**	**112**	**2**
		2022	Existing Adj.	144	234	50	68	342	180	126	1037	106	139	527	227					
		2024	Background	145	236	51	69	345	182	127	1047	107	140	532	229					
			Bckgrd. Dev. A	8	12			29			44	4	20	25						
			Bckgrd. Dev. B																	
			Bckgrd. Dev. C																	
			Total Background	**153**	**248**	**51**	**69**	**374**	**182**	**127**	**1091**	**111**	**160**	**557**	**229**					
			Site Generated	14	10	7		4		4	14			2	3					
			Pass By																	
			Total Site Gen	14	10	7	0	4	0	4	14	0	0	2	3					
			Total Future	**167**	**258**	**58**	**69**	**378**	**182**	**131**	**1105**	**111**	**160**	**559**	**232**					

Count Date: 4/28/2022
Count Year: 2022
Existing Adj. Year: 2022

Existing Adjustment Rate: 1.00
Growth Rate: 0.5%
Buildout Year: 2024
Scenario: AM Peak

Bckgrd. Dev. A: Livonia Chick-fil-A
Bckgrd. Dev. B:
Bckgrd. Dev. C:

Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBRR	WBRR	NBRR	SBRR
#2 - Plymouth Road & Tech Center/Commercial DW	AM Peak 04/28/22		PHF	0.89			0.87			0.65			0.60						
			% Heavy	6%			5%			3%			10%						
		2022	Existing	**39**	**371**	**15**	**10**	**513**	**90**	**20**	**1**	**10**	**5**	**0**	**5**	**1**	**24**	**6**	**1**
		2022	Existing Adj.	39	371	15	10	513	90	20	1	10	5	0	5				
		2024	Background	39	375	15	10	518	91	20	1	10	5	0	5				
			Bckgrd. Dev. A		20			29												
			Bckgrd. Dev. B																
			Bckgrd. Dev. C																
			Total Background	**39**	**395**	**15**	**10**	**547**	**91**	**20**	**1**	**10**	**5**	**0**	**5**				
			Site Generated			3	11			11	3	31		0					
			Pass By																
			Total Site Gen	0	0	3	11	0	0	11	3	31	0	0	0				
			Total Future	**39**	**395**	**18**	**21**	**547**	**91**	**31**	**4**	**41**	**5**	**0**	**5**				

Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBRR	WBRR	NBRR	SBRR	EBPED	SBPED
#3 - Middlebelt Road & Commercial DW	AM Peak 04/28/22		PHF	0.60						0.87				0.90							
			% Heavy	3%						2%				5%							
		2022	Existing	**17**		**21**				**58**	**1258**			**586**	**16**	**17**	**0**	**0**	**2**	**1**	**3**
		2022	Existing Adj.	17		21				58	1258			586	16						
		2024	Background	17		21				59	1271			592	16						
			Bckgrd. Dev. A								48			25							
			Bckgrd. Dev. B																		
			Bckgrd. Dev. C																		
			Total Background	**17**		**21**				**59**	**1319**			**617**	**16**						
			Site Generated	14		6				4	4			7	2						
			Pass By																		
			Total Site Gen	14		6				4	4			7	2						
			Total Future	**31**		**27**				**63**	**1323**			**624**	**18**						

Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBRR	WBRR	NBRR	SBRR	EBPED	WBPED	NBPED
#1 - Plymouth Road & Middlebelt Road	PM Peak 04/28/22		PHF	0.95			0.94			0.89			0.95									
			% Heavy	1%			3%			2%			2%									
		2022	Existing	319	684	199	190	451	338	121	960	124	223	1060	407	64	87	61	174	3	10	17
		2022	Existing Adj.	319	684	199	190	451	338	121	960	124	223	1060	407							
		2024	Background	322	691	201	192	456	341	122	970	125	225	1071	411							
			Bckgrd. Dev. A	11	17			32			29	5	54	41								
			Bckgrd. Dev. B																			
			Bckgrd. Dev. C																			
			Total Background	333	708	201	192	488	341	122	999	130	279	1112	411							
			Site Generated	7	8	6		13		8	6			11	11							
			Pass By																			
			Total Site Gen	7	8	6	0	13	0	8	6	0	0	11	11							
			Total Future	340	716	207	192	501	341	130	1005	130	279	1123	422							

Count Date: 4/28/2022
Count Year: 2022
Existing Adj. Year: 2022

Existing Adjustment Rate: 1.00
Growth Rate: 0.5%
Buildout Year: 2024
Scenario: PM Peak

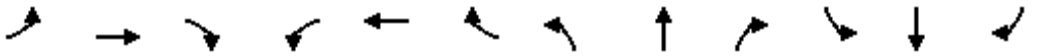
Bckgrd. Dev. A: Livonia Chick-fil-A
Bckgrd. Dev. B:
Bckgrd. Dev. C:

Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBRR	WBRR	NBRR	SBRR	NBPED	SBPED
#2 - Plymouth Road & Tech Center/Commercial DW	PM Peak 04/28/22		PHF	0.85			0.95			0.89			0.86								
			% Heavy	2%			4%			2%			1%								
		2022	Existing	19	876	94	34	689	24	86	4	35	76	2	93	16	4	14	44	4	2
		2022	Existing Adj.	19	876	94	34	689	24	86	4	35	76	2	93						
		2024	Background	19	885	95	34	696	24	87	4	35	77	2	94						
			Bckgrd. Dev. A		28			32														
			Bckgrd. Dev. B																		
			Bckgrd. Dev. C																		
			Total Background	19	913	95	34	728	24	87	4	35	77	2	94						
			Site Generated			13	32			7	0	21		2							
			Pass By																		
			Total Site Gen	0	0	13	32	0	0	7	0	21	0	2	0						
			Total Future	19	913	108	66	728	24	94	4	56	77	4	94						

Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBRR	WBRR	NBRR	SBRR	EBPED
#3 - Middlebelt Road & Commercial DW	PM Peak 04/28/22		PHF	0.86						0.91				0.92						
			% Heavy	1%						1%				3%						
		2022	Existing	63		130				150	1142			1328	47	69	0	0	4	2
		2022	Existing Adj.	63		130				150	1142			1328	47					
		2024	Background	64		131				152	1153			1341	47					
			Bckgrd. Dev. A								34			41						
			Bckgrd. Dev. B																	
			Bckgrd. Dev. C																	
			Total Background	64		131				152	1187			1382	47					
			Site Generated	6		6				9	8			6	11					
			Pass By																	
			Total Site Gen	6		6				9	8			6	11					
			Total Future	70		137				161	1195			1388	58					

Appendix 2

Existing LOS Output Reports



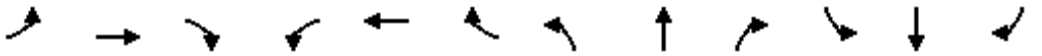
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	234	50	68	342	180	126	1037	106	139	527	227
Future Volume (veh/h)	144	234	50	68	342	180	126	1037	106	139	527	227
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1906	1906	1906	1891	1891	1891	1969	1969	1969	1906	1906	1906
Adj Flow Rate, veh/h	164	266	23	76	384	123	142	1165	43	153	579	126
Peak Hour Factor	0.88	0.88	0.88	0.89	0.89	0.89	0.89	0.89	0.89	0.91	0.91	0.91
Percent Heavy Veh, %	6	6	6	7	7	7	2	2	2	6	6	6
Cap, veh/h	384	1215	542	443	1205	538	330	1221	544	189	1182	613
Arrive On Green	0.02	0.11	0.11	0.05	0.34	0.34	0.06	0.33	0.33	0.06	0.33	0.33
Sat Flow, veh/h	1816	3622	1616	1801	3593	1602	1875	3741	1665	1816	3622	1613
Grp Volume(v), veh/h	164	266	23	76	384	123	142	1165	43	153	579	126
Grp Sat Flow(s),veh/h/ln	1816	1811	1616	1801	1796	1602	1875	1870	1665	1816	1811	1613
Q Serve(g_s), s	0.0	7.4	1.4	0.0	8.7	6.1	0.0	33.5	2.0	4.5	14.1	0.0
Cycle Q Clear(g_c), s	0.0	7.4	1.4	0.0	8.7	6.1	0.0	33.5	2.0	4.5	14.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	384	1215	542	443	1205	538	330	1221	544	189	1182	613
V/C Ratio(X)	0.43	0.22	0.04	0.17	0.32	0.23	0.43	0.95	0.08	0.81	0.49	0.21
Avail Cap(c_a), veh/h	384	1215	542	443	1205	538	330	1221	544	189	1182	613
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.9	35.8	33.1	27.2	27.2	26.3	37.2	36.2	25.6	49.2	29.7	22.9
Incr Delay (d2), s/veh	3.4	0.4	0.1	0.8	0.7	1.0	4.0	16.9	0.3	30.0	1.5	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	3.4	0.6	1.5	3.8	2.4	3.7	17.4	0.8	5.4	6.2	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.3	36.2	33.3	28.1	27.9	27.3	41.2	53.1	25.9	79.2	31.2	23.7
LnGrp LOS	D	D	C	C	C	C	D	D	C	E	C	C
Approach Vol, veh/h		453			583			1350			858	
Approach Delay, s/veh		36.5			27.8			51.0			38.6	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	43.0	13.0	42.0	12.0	43.0	13.0	42.0
Change Period (Y+Rc), s	* 6.1	* 6.1	* 6.1	* 6.1	* 6.1	* 6.1	* 6.1	* 6.1
Max Green Setting (Gmax), s	* 5.9	* 37	* 6.9	* 36	* 5.9	* 37	* 6.9	* 36
Max Q Clear Time (g_c+I1), s	2.0	9.4	6.5	35.5	2.0	10.7	2.0	16.1
Green Ext Time (p_c), s	0.0	1.7	0.0	0.3	0.1	2.8	0.1	4.0

Intersection Summary	
HCM 6th Ctrl Delay	41.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



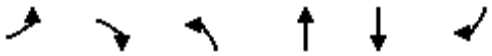
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	371	15	10	513	90	20	1	10	5	0	5
Future Volume (veh/h)	39	371	15	10	513	90	20	1	10	5	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1906	1906	1906	1922	1922	1922	1953	1953	1953	1844	1844	1844
Adj Flow Rate, veh/h	44	417	16	11	590	75	31	2	6	8	0	6
Peak Hour Factor	0.89	0.89	0.89	0.87	0.87	0.87	0.65	0.65	0.65	0.60	0.60	0.60
Percent Heavy Veh, %	6	6	6	5	5	5	3	3	3	10	10	10
Cap, veh/h	659	3016	1345	822	2714	344	137	22	66	127	94	80
Arrive On Green	0.83	0.83	0.83	0.83	0.83	0.83	0.05	0.05	0.05	0.05	0.00	0.05
Sat Flow, veh/h	746	3622	1616	933	3260	414	1399	430	1291	1318	1844	1563
Grp Volume(v), veh/h	44	417	16	11	330	335	31	0	8	8	0	6
Grp Sat Flow(s),veh/h/ln	746	1811	1616	933	1826	1848	1399	0	1721	1318	1844	1563
Q Serve(g_s), s	1.4	2.4	0.2	0.2	4.1	4.1	2.4	0.0	0.5	0.6	0.0	0.4
Cycle Q Clear(g_c), s	5.5	2.4	0.2	2.6	4.1	4.1	2.4	0.0	0.5	1.1	0.0	0.4
Prop In Lane	1.00		1.00	1.00		0.22	1.00		0.75	1.00		1.00
Lane Grp Cap(c), veh/h	659	3016	1345	822	1520	1538	137	0	88	127	94	80
V/C Ratio(X)	0.07	0.14	0.01	0.01	0.22	0.22	0.23	0.00	0.09	0.06	0.00	0.08
Avail Cap(c_a), veh/h	659	3016	1345	822	1520	1538	589	0	645	553	691	585
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	2.4	1.7	1.6	2.0	1.9	1.9	50.7	0.0	49.8	50.3	0.0	49.7
Incr Delay (d2), s/veh	0.2	0.1	0.0	0.0	0.3	0.3	0.8	0.0	0.4	0.2	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.5	0.0	0.0	0.9	0.9	0.9	0.0	0.2	0.2	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	2.6	1.8	1.6	2.0	2.2	2.2	51.5	0.0	50.2	50.5	0.0	50.1
LnGrp LOS	A	A	A	A	A	A	D	A	D	D	A	D
Approach Vol, veh/h		477			676			39			14	
Approach Delay, s/veh		1.9			2.2			51.2			50.3	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		97.6		12.4		97.6		12.4				
Change Period (Y+Rc), s		6.0		* 6.8		6.0		* 6.8				
Max Green Setting (Gmax), s		56.0		* 41		56.0		* 41				
Max Q Clear Time (g_c+I1), s		7.5		4.4		6.1		3.1				
Green Ext Time (p_c), s		3.3		0.1		4.4		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	4.2
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	17	21	58	1258	586	16
Future Volume (veh/h)	17	21	58	1258	586	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1953	1953	1969	1969	1922	1922
Adj Flow Rate, veh/h	28	7	67	1446	651	16
Peak Hour Factor	0.60	0.60	0.87	0.87	0.90	0.90
Percent Heavy Veh, %	3	3	2	2	5	5
Cap, veh/h	84	75	692	3114	3040	1353
Arrive On Green	0.05	0.05	0.83	0.83	0.83	0.83
Sat Flow, veh/h	1860	1655	769	3839	3748	1626
Grp Volume(v), veh/h	28	7	67	1446	651	16
Grp Sat Flow(s),veh/h/ln	1860	1655	769	1870	1826	1626
Q Serve(g_s), s	1.3	0.4	1.8	9.5	3.3	0.1
Cycle Q Clear(g_c), s	1.3	0.4	5.0	9.5	3.3	0.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	84	75	692	3114	3040	1353
V/C Ratio(X)	0.33	0.09	0.10	0.46	0.21	0.01
Avail Cap(c_a), veh/h	393	349	692	3114	3040	1353
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.6	41.2	2.1	2.1	1.5	1.3
Incr Delay (d2), s/veh	2.3	0.5	0.3	0.5	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.2	0.2	1.2	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	43.9	41.7	2.3	2.6	1.7	1.3
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	35			1513	667	
Approach Delay, s/veh	43.5			2.5	1.7	
Approach LOS	D			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		79.9		10.1		79.9
Change Period (Y+Rc), s		5.0		6.0		5.0
Max Green Setting (Gmax), s		60.0		19.0		60.0
Max Q Clear Time (g_c+I1), s		11.5		3.3		5.3
Green Ext Time (p_c), s		16.1		0.0		4.8

Intersection Summary	
HCM 6th Ctrl Delay	2.9
HCM 6th LOS	A

Intersection: 1006: Middlebelt Rd (PB)/Middlebelt Rd (PB) & Plymouth Rd

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	T	R	L	T	T	R
Maximum Queue (ft)	191	122	120	54	125	176	144	133	344	432	418	275
Average Queue (ft)	87	52	52	15	36	88	64	54	135	301	290	90
95th Queue (ft)	170	98	99	40	84	150	124	104	334	438	430	269
Link Distance (ft)		804	804			923	923			345	345	
Upstream Blk Time (%)									0	9	9	
Queuing Penalty (veh)									0	61	60	
Storage Bay Dist (ft)	500			545	500			205	400			200
Storage Blk Time (%)									0	9	28	
Queuing Penalty (veh)									1	12	30	

Intersection: 1006: Middlebelt Rd (PB)/Middlebelt Rd (PB) & Plymouth Rd

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	232	241	220	119
Average Queue (ft)	113	148	119	43
95th Queue (ft)	215	225	199	85
Link Distance (ft)		921	921	921
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	500			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1074: Commercial DW (PB)/Tech Center Dr (PB) & Plymouth Rd

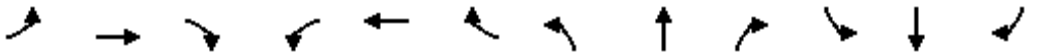
Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	TR	L	R
Maximum Queue (ft)	56	68	24	7	33	50	76	54	31	36	36
Average Queue (ft)	16	12	3	0	4	9	21	16	6	3	3
95th Queue (ft)	43	43	15	4	19	34	62	43	23	18	19
Link Distance (ft)		921	921			816	816		320		
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	495			500	500			130		65	65
Storage Blk Time (%)										0	0
Queuing Penalty (veh)										0	0

Intersection: 2001: Middlebelt Rd & Commercial DW

Movement	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	L	T	T	T	T	R
Maximum Queue (ft)	46	24	57	106	86	94	89	17
Average Queue (ft)	10	9	18	23	14	6	6	1
95th Queue (ft)	33	26	45	80	56	35	34	8
Link Distance (ft)	320			873	873	373	373	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)		50	500					150
Storage Blk Time (%)	1	0						
Queuing Penalty (veh)	0	0						

Zone Summary

Zone wide Queuing Penalty: 164



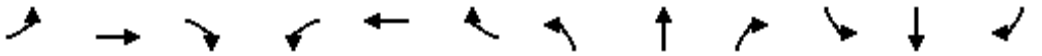
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	319	684	199	190	451	338	121	960	124	223	1060	407
Future Volume (veh/h)	319	684	199	190	451	338	121	960	124	223	1060	407
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1984	1984	1984	1953	1953	1953	1969	1969	1969	1969	1969	1969
Adj Flow Rate, veh/h	336	720	142	202	480	267	136	1079	70	235	1116	245
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.89	0.89	0.89	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	3	3	3	2	2	2	2	2	2
Cap, veh/h	339	1196	529	268	1177	520	240	1153	506	248	1153	610
Arrive On Green	0.02	0.10	0.10	0.06	0.32	0.32	0.09	0.31	0.31	0.09	0.31	0.31
Sat Flow, veh/h	1890	3770	1666	1860	3711	1640	1875	3741	1641	1875	3741	1641
Grp Volume(v), veh/h	336	720	142	202	480	267	136	1079	70	235	1116	245
Grp Sat Flow(s),veh/h/ln	1890	1885	1666	1860	1856	1640	1875	1870	1641	1875	1870	1641
Q Serve(g_s), s	6.7	20.1	8.6	2.5	11.2	14.6	3.3	30.8	3.4	9.0	32.4	5.1
Cycle Q Clear(g_c), s	6.7	20.1	8.6	2.5	11.2	14.6	3.3	30.8	3.4	9.0	32.4	5.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	339	1196	529	268	1177	520	240	1153	506	248	1153	610
V/C Ratio(X)	0.99	0.60	0.27	0.75	0.41	0.51	0.57	0.94	0.14	0.95	0.97	0.40
Avail Cap(c_a), veh/h	339	1196	529	268	1177	520	240	1153	506	248	1153	610
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.1	42.6	37.5	45.4	29.4	30.6	46.2	37.0	27.5	48.1	37.5	25.5
Incr Delay (d2), s/veh	46.8	2.2	1.2	17.8	1.0	3.6	9.4	15.0	0.6	45.3	19.9	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.3	10.4	3.9	6.4	5.0	6.1	4.0	15.9	1.4	9.1	17.3	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	92.9	44.9	38.7	63.2	30.5	34.2	55.5	52.0	28.1	93.3	57.4	27.5
LnGrp LOS	F	D	D	E	C	C	E	D	C	F	E	C
Approach Vol, veh/h		1198			949			1285			1596	
Approach Delay, s/veh		57.6			38.5			51.1			58.1	
Approach LOS		E			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	41.0	16.0	40.0	13.0	41.0	16.0	40.0
Change Period (Y+Rc), s	* 6.1	* 6.1	* 6.1	* 6.1	* 6.1	* 6.1	* 6.1	* 6.1
Max Green Setting (Gmax), s	* 6.9	* 35	* 9.9	* 34	* 6.9	* 35	* 9.9	* 34
Max Q Clear Time (g_c+I1), s	4.5	22.1	11.0	32.8	8.7	16.6	5.3	34.4
Green Ext Time (p_c), s	0.1	4.2	0.0	0.7	0.0	3.7	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	52.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



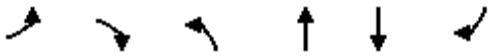
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	876	94	34	689	24	86	4	35	76	2	93
Future Volume (veh/h)	19	876	94	34	689	24	86	4	35	76	2	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1969	1969	1969	1938	1938	1938	1969	1969	1969	1984	1984	1984
Adj Flow Rate, veh/h	22	1031	92	36	725	21	97	4	23	88	2	57
Peak Hour Factor	0.85	0.85	0.85	0.95	0.95	0.95	0.89	0.89	0.89	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	4	4	4	2	2	2	1	1	1
Cap, veh/h	609	2846	1269	396	2779	80	228	31	177	216	244	205
Arrive On Green	0.76	0.76	0.76	1.00	1.00	1.00	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	715	3741	1668	494	3653	106	1332	251	1442	1382	1984	1665
Grp Volume(v), veh/h	22	1031	92	36	365	381	97	0	27	88	2	57
Grp Sat Flow(s),veh/h/ln	715	1870	1668	494	1841	1919	1332	0	1693	1382	1984	1665
Q Serve(g_s), s	0.8	10.0	1.5	1.1	0.0	0.0	7.6	0.0	1.6	6.7	0.1	3.4
Cycle Q Clear(g_c), s	0.8	10.0	1.5	11.1	0.0	0.0	7.7	0.0	1.6	8.2	0.1	3.4
Prop In Lane	1.00		1.00	1.00		0.06	1.00		0.85	1.00		1.00
Lane Grp Cap(c), veh/h	609	2846	1269	396	1400	1460	228	0	208	216	244	205
V/C Ratio(X)	0.04	0.36	0.07	0.09	0.26	0.26	0.43	0.00	0.13	0.41	0.01	0.28
Avail Cap(c_a), veh/h	609	2846	1269	396	1400	1460	563	0	634	563	743	624
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	3.2	4.3	3.3	0.7	0.0	0.0	45.7	0.0	43.0	46.7	42.4	43.8
Incr Delay (d2), s/veh	0.1	0.4	0.1	0.5	0.5	0.4	1.3	0.0	0.3	1.2	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	3.0	0.4	0.0	0.2	0.2	2.6	0.0	0.7	2.4	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.4	4.7	3.4	1.1	0.5	0.4	47.0	0.0	43.3	47.9	42.4	44.5
LnGrp LOS	A	A	A	A	A	A	D	A	D	D	D	D
Approach Vol, veh/h		1145			782			124			147	
Approach Delay, s/veh		4.6			0.5			46.2			46.5	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		89.7		20.3		89.7		20.3				
Change Period (Y+Rc), s		6.0		* 6.8		6.0		* 6.8				
Max Green Setting (Gmax), s		56.0		* 41		56.0		* 41				
Max Q Clear Time (g_c+I1), s		12.0		9.7		13.1		10.2				
Green Ext Time (p_c), s		9.4		0.4		5.5		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	8.3
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	63	130	150	1142	1328	47
Future Volume (veh/h)	63	130	150	1142	1328	47
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1984	1984	1984	1984	1953	1953
Adj Flow Rate, veh/h	73	71	165	1255	1443	47
Peak Hour Factor	0.86	0.86	0.91	0.91	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	3	3
Cap, veh/h	143	127	321	3024	2977	1328
Arrive On Green	0.08	0.08	0.80	0.80	0.80	0.80
Sat Flow, veh/h	1890	1682	356	3870	3809	1655
Grp Volume(v), veh/h	73	71	165	1255	1443	47
Grp Sat Flow(s),veh/h/ln	1890	1682	356	1885	1856	1655
Q Serve(g_s), s	3.3	3.7	25.2	8.9	11.3	0.5
Cycle Q Clear(g_c), s	3.3	3.7	36.5	8.9	11.3	0.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	143	127	321	3024	2977	1328
V/C Ratio(X)	0.51	0.56	0.51	0.41	0.48	0.04
Avail Cap(c_a), veh/h	399	355	321	3024	2977	1328
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.0	40.1	8.8	2.6	2.9	1.8
Incr Delay (d2), s/veh	2.8	3.8	5.8	0.4	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	1.6	2.0	1.7	2.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	42.8	43.9	14.6	3.1	3.5	1.9
LnGrp LOS	D	D	B	A	A	A
Approach Vol, veh/h	144			1420	1490	
Approach Delay, s/veh	43.4			4.4	3.4	
Approach LOS	D			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		77.2		12.8		77.2
Change Period (Y+Rc), s		5.0		6.0		5.0
Max Green Setting (Gmax), s		60.0		19.0		60.0
Max Q Clear Time (g_c+I1), s		38.5		5.7		13.3
Green Ext Time (p_c), s		12.3		0.3		15.3

Intersection Summary	
HCM 6th Ctrl Delay	5.7
HCM 6th LOS	A

Intersection: 1006: Middlebelt Rd (PB)/Middlebelt Rd (PB) & Plymouth Rd

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	T	R	L	T	T	R
Maximum Queue (ft)	574	672	583	164	275	199	229	226	344	413	410	275
Average Queue (ft)	386	288	250	64	131	108	107	102	121	269	263	88
95th Queue (ft)	630	647	545	128	237	171	182	183	267	388	386	257
Link Distance (ft)		804	804			923	923			345	345	
Upstream Blk Time (%)		1	0						0	2	3	
Queuing Penalty (veh)		8	3						0	15	21	
Storage Bay Dist (ft)	500			545	500			205	400			200
Storage Blk Time (%)	23	0	0				0	1	0	2	22	
Queuing Penalty (veh)	79	0	0				1	2	0	3	28	

Intersection: 1006: Middlebelt Rd (PB)/Middlebelt Rd (PB) & Plymouth Rd

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	502	543	552	224
Average Queue (ft)	214	376	362	92
95th Queue (ft)	424	550	536	175
Link Distance (ft)		921	921	921
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	500			
Storage Blk Time (%)		3		
Queuing Penalty (veh)		7		

Intersection: 1074: Commercial DW (PB)/Tech Center Dr (PB) & Plymouth Rd

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	TR	L	T	R
Maximum Queue (ft)	35	213	181	36	72	94	114	138	93	126	56	70
Average Queue (ft)	10	87	51	9	20	24	38	61	20	48	4	29
95th Queue (ft)	29	173	125	27	53	70	87	116	53	94	27	55
Link Distance (ft)		921	921			816	816		320		476	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	495			500	500			130		65		65
Storage Blk Time (%)								2		9	0	0
Queuing Penalty (veh)								1		9	0	0

Intersection: 2001: Middlebelt Rd & Commercial DW

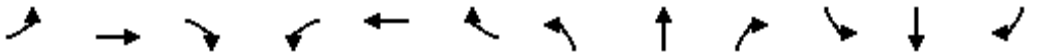
Movement	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	L	T	T	T	T	R
Maximum Queue (ft)	166	120	194	169	139	219	237	124
Average Queue (ft)	48	47	79	71	48	73	77	10
95th Queue (ft)	109	91	149	144	110	173	185	57
Link Distance (ft)	320			873	873	373	373	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)		50	500					150
Storage Blk Time (%)	15	7					1	
Queuing Penalty (veh)	20	4					1	

Zone Summary

Zone wide Queuing Penalty: 203

Appendix 3

Background LOS Output Reports



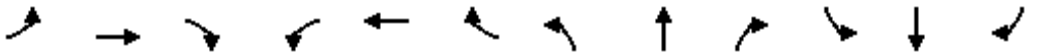
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	248	51	69	374	182	127	1091	111	160	557	229
Future Volume (veh/h)	153	248	51	69	374	182	127	1091	111	160	557	229
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1906	1906	1906	1891	1891	1891	1969	1969	1969	1906	1906	1906
Adj Flow Rate, veh/h	174	282	24	78	420	125	143	1226	49	176	612	129
Peak Hour Factor	0.88	0.88	0.88	0.89	0.89	0.89	0.89	0.89	0.89	0.91	0.91	0.91
Percent Heavy Veh, %	6	6	6	7	7	7	2	2	2	6	6	6
Cap, veh/h	369	1215	542	435	1205	538	319	1221	544	179	1182	613
Arrive On Green	0.02	0.11	0.11	0.05	0.34	0.34	0.06	0.33	0.33	0.06	0.33	0.33
Sat Flow, veh/h	1816	3622	1616	1801	3593	1602	1875	3741	1665	1816	3622	1613
Grp Volume(v), veh/h	174	282	24	78	420	125	143	1226	49	176	612	129
Grp Sat Flow(s),veh/h/ln	1816	1811	1616	1801	1796	1602	1875	1870	1665	1816	1811	1613
Q Serve(g_s), s	0.0	7.8	1.5	0.0	9.7	6.2	0.0	35.9	2.2	6.7	15.1	0.0
Cycle Q Clear(g_c), s	0.0	7.8	1.5	0.0	9.7	6.2	0.0	35.9	2.2	6.7	15.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	369	1215	542	435	1205	538	319	1221	544	179	1182	613
V/C Ratio(X)	0.47	0.23	0.04	0.18	0.35	0.23	0.45	1.00	0.09	0.98	0.52	0.21
Avail Cap(c_a), veh/h	369	1215	542	435	1205	538	319	1221	544	179	1182	613
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.6	36.0	33.2	27.7	27.5	26.3	38.4	37.0	25.7	50.2	30.0	23.0
Incr Delay (d2), s/veh	4.3	0.4	0.2	0.9	0.8	1.0	4.5	26.8	0.3	62.5	1.6	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	3.6	0.6	1.6	4.2	2.4	3.9	20.2	0.9	7.6	6.6	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.9	36.4	33.3	28.6	28.3	27.4	42.9	63.8	26.0	112.7	31.7	23.8
LnGrp LOS	D	D	C	C	C	C	D	F	C	F	C	C
Approach Vol, veh/h		480			623			1418			917	
Approach Delay, s/veh		37.5			28.1			60.4			46.1	
Approach LOS		D			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	43.0	13.0	42.0	12.0	43.0	13.0	42.0
Change Period (Y+Rc), s	* 6.1	* 6.1	* 6.1	* 6.1	* 6.1	* 6.1	* 6.1	* 6.1
Max Green Setting (Gmax), s	* 5.9	* 37	* 6.9	* 36	* 5.9	* 37	* 6.9	* 36
Max Q Clear Time (g_c+I1), s	2.0	9.8	8.7	37.9	2.0	11.7	2.0	17.1
Green Ext Time (p_c), s	0.0	1.8	0.0	0.0	0.2	3.1	0.1	4.2

Intersection Summary	
HCM 6th Ctrl Delay	47.6
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



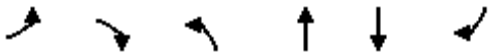
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	395	15	10	547	91	20	1	10	5	0	5
Future Volume (veh/h)	39	395	15	10	547	91	20	1	10	5	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1906	1906	1906	1922	1922	1922	1953	1953	1953	1844	1844	1844
Adj Flow Rate, veh/h	44	444	16	11	629	77	31	2	6	8	0	6
Peak Hour Factor	0.89	0.89	0.89	0.87	0.87	0.87	0.65	0.65	0.65	0.60	0.60	0.60
Percent Heavy Veh, %	6	6	6	5	5	5	3	3	3	10	10	10
Cap, veh/h	635	3016	1345	802	2727	333	137	22	66	127	94	80
Arrive On Green	0.83	0.83	0.83	0.83	0.83	0.83	0.05	0.05	0.05	0.05	0.00	0.05
Sat Flow, veh/h	718	3622	1616	910	3275	400	1399	430	1291	1318	1844	1563
Grp Volume(v), veh/h	44	444	16	11	350	356	31	0	8	8	0	6
Grp Sat Flow(s),veh/h/ln	718	1811	1616	910	1826	1850	1399	0	1721	1318	1844	1563
Q Serve(g_s), s	1.5	2.6	0.2	0.3	4.4	4.4	2.4	0.0	0.5	0.6	0.0	0.4
Cycle Q Clear(g_c), s	5.9	2.6	0.2	2.8	4.4	4.4	2.4	0.0	0.5	1.1	0.0	0.4
Prop In Lane	1.00		1.00	1.00		0.22	1.00		0.75	1.00		1.00
Lane Grp Cap(c), veh/h	635	3016	1345	802	1520	1540	137	0	88	127	94	80
V/C Ratio(X)	0.07	0.15	0.01	0.01	0.23	0.23	0.23	0.00	0.09	0.06	0.00	0.08
Avail Cap(c_a), veh/h	635	3016	1345	802	1520	1540	589	0	645	553	691	585
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	2.5	1.8	1.6	2.0	1.9	1.9	50.7	0.0	49.8	50.3	0.0	49.7
Incr Delay (d2), s/veh	0.2	0.1	0.0	0.0	0.4	0.4	0.8	0.0	0.4	0.2	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.5	0.0	0.0	0.9	0.9	0.9	0.0	0.2	0.2	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	2.7	1.9	1.6	2.1	2.3	2.3	51.5	0.0	50.2	50.5	0.0	50.1
LnGrp LOS	A	A	A	A	A	A	D	A	D	D	A	D
Approach Vol, veh/h		504			717			39			14	
Approach Delay, s/veh		1.9			2.3			51.2			50.3	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		97.6		12.4		97.6		12.4				
Change Period (Y+Rc), s		6.0		* 6.8		6.0		* 6.8				
Max Green Setting (Gmax), s		56.0		* 41		56.0		* 41				
Max Q Clear Time (g_c+I1), s		7.9		4.4		6.4		3.1				
Green Ext Time (p_c), s		3.5		0.1		4.7		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			4.2									
HCM 6th LOS			A									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	17	21	59	1319	617	16
Future Volume (veh/h)	17	21	59	1319	617	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1953	1953	1969	1969	1922	1922
Adj Flow Rate, veh/h	28	7	68	1516	686	16
Peak Hour Factor	0.60	0.60	0.87	0.87	0.90	0.90
Percent Heavy Veh, %	3	3	2	2	5	5
Cap, veh/h	84	75	671	3114	3040	1353
Arrive On Green	0.05	0.05	0.83	0.83	0.83	0.83
Sat Flow, veh/h	1860	1655	744	3839	3748	1626
Grp Volume(v), veh/h	28	7	68	1516	686	16
Grp Sat Flow(s),veh/h/ln	1860	1655	744	1870	1826	1626
Q Serve(g_s), s	1.3	0.4	1.9	10.3	3.5	0.1
Cycle Q Clear(g_c), s	1.3	0.4	5.4	10.3	3.5	0.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	84	75	671	3114	3040	1353
V/C Ratio(X)	0.33	0.09	0.10	0.49	0.23	0.01
Avail Cap(c_a), veh/h	393	349	671	3114	3040	1353
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.6	41.2	2.1	2.1	1.6	1.3
Incr Delay (d2), s/veh	2.3	0.5	0.3	0.5	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.2	0.2	1.3	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	43.9	41.7	2.4	2.7	1.7	1.3
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	35			1584	702	
Approach Delay, s/veh	43.5			2.7	1.7	
Approach LOS	D			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		79.9		10.1		79.9
Change Period (Y+Rc), s		5.0		6.0		5.0
Max Green Setting (Gmax), s		60.0		19.0		60.0
Max Q Clear Time (g_c+I1), s		12.3		3.3		5.5
Green Ext Time (p_c), s		17.4		0.0		5.2

Intersection Summary	
HCM 6th Ctrl Delay	3.0
HCM 6th LOS	A

Intersection: 1006: Middlebelt Rd (PB)/Middlebelt Rd (PB) & Plymouth Rd

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	T	R	L	T	T	R
Maximum Queue (ft)	190	134	132	59	104	186	172	129	344	436	431	275
Average Queue (ft)	92	59	61	15	36	101	79	53	143	334	329	127
95th Queue (ft)	167	110	116	41	85	166	149	103	352	472	467	329
Link Distance (ft)		804	804			923	923			345	345	
Upstream Blk Time (%)									0	17	17	
Queuing Penalty (veh)									0	115	114	
Storage Bay Dist (ft)	500			545	500			205	400			200
Storage Blk Time (%)							0		0	17	38	
Queuing Penalty (veh)							0		1	22	43	

Intersection: 1006: Middlebelt Rd (PB)/Middlebelt Rd (PB) & Plymouth Rd

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	339	291	239	120
Average Queue (ft)	168	161	137	46
95th Queue (ft)	303	246	214	90
Link Distance (ft)		921	921	921
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	500			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1074: Commercial DW (PB)/Tech Center Dr (PB) & Plymouth Rd

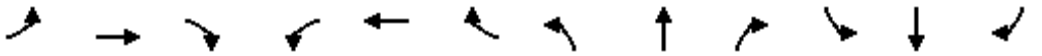
Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	TR	L	R
Maximum Queue (ft)	57	85	37	11	36	52	70	77	22	38	30
Average Queue (ft)	15	16	3	1	3	7	13	18	6	5	4
95th Queue (ft)	43	56	19	8	17	31	47	53	22	22	18
Link Distance (ft)		921	921			816	816		320		
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	495			500	500			130		65	65
Storage Blk Time (%)								0		0	
Queuing Penalty (veh)								0		0	

Intersection: 2001: Middlebelt Rd & Commercial DW

Movement	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	L	T	T	T	T	R
Maximum Queue (ft)	55	43	78	173	132	87	117	12
Average Queue (ft)	11	11	20	34	24	7	9	1
95th Queue (ft)	37	32	55	120	91	42	54	7
Link Distance (ft)	320			873	873	373	373	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)		50	500					150
Storage Blk Time (%)	3	0					0	
Queuing Penalty (veh)	1	0					0	

Zone Summary

Zone wide Queuing Penalty: 295



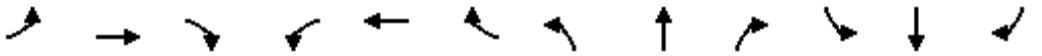
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	333	708	201	192	488	341	122	999	130	279	1112	411
Future Volume (veh/h)	333	708	201	192	488	341	122	999	130	279	1112	411
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1984	1984	1984	1953	1953	1953	1969	1969	1969	1969	1969	1969
Adj Flow Rate, veh/h	351	745	145	204	519	270	137	1122	77	294	1171	250
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.89	0.89	0.89	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	3	3	3	2	2	2	2	2	2
Cap, veh/h	326	1196	529	261	1177	520	234	1153	506	240	1153	610
Arrive On Green	0.02	0.10	0.10	0.06	0.32	0.32	0.09	0.31	0.31	0.09	0.31	0.31
Sat Flow, veh/h	1890	3770	1666	1860	3711	1640	1875	3741	1641	1875	3741	1641
Grp Volume(v), veh/h	351	745	145	204	519	270	137	1122	77	294	1171	250
Grp Sat Flow(s),veh/h/ln	1890	1885	1666	1860	1856	1640	1875	1870	1641	1875	1870	1641
Q Serve(g_s), s	6.9	20.8	8.8	3.1	12.2	14.8	3.7	32.6	3.7	9.9	33.9	5.4
Cycle Q Clear(g_c), s	6.9	20.8	8.8	3.1	12.2	14.8	3.7	32.6	3.7	9.9	33.9	5.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	326	1196	529	261	1177	520	234	1153	506	240	1153	610
V/C Ratio(X)	1.08	0.62	0.27	0.78	0.44	0.52	0.58	0.97	0.15	1.23	1.02	0.41
Avail Cap(c_a), veh/h	326	1196	529	261	1177	520	234	1153	506	240	1153	610
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.7	42.9	37.6	45.9	29.8	30.7	46.4	37.6	27.6	48.6	38.0	25.6
Incr Delay (d2), s/veh	71.3	2.4	1.3	20.3	1.2	3.7	10.3	20.8	0.6	133.1	30.5	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.1	10.9	3.9	6.6	5.5	6.2	4.0	17.6	1.5	15.0	19.7	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	118.0	45.4	38.9	66.3	31.0	34.4	56.6	58.4	28.3	181.7	68.5	27.6
LnGrp LOS	F	D	D	E	C	C	E	E	C	F	F	C
Approach Vol, veh/h		1241			993			1336			1715	
Approach Delay, s/veh		65.2			39.2			56.5			82.0	
Approach LOS		E			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	41.0	16.0	40.0	13.0	41.0	16.0	40.0
Change Period (Y+Rc), s	* 6.1	* 6.1	* 6.1	* 6.1	* 6.1	* 6.1	* 6.1	* 6.1
Max Green Setting (Gmax), s	* 6.9	* 35	* 9.9	* 34	* 6.9	* 35	* 9.9	* 34
Max Q Clear Time (g_c+I1), s	5.1	22.8	11.9	34.6	8.9	16.8	5.7	35.9
Green Ext Time (p_c), s	0.1	4.2	0.0	0.0	0.0	4.0	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	63.5
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



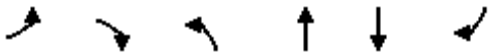
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	913	95	34	728	24	87	4	35	77	2	94
Future Volume (veh/h)	19	913	95	34	728	24	87	4	35	77	2	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1969	1969	1969	1938	1938	1938	1969	1969	1969	1984	1984	1984
Adj Flow Rate, veh/h	22	1074	93	36	766	21	98	4	23	90	2	58
Peak Hour Factor	0.85	0.85	0.85	0.95	0.95	0.95	0.89	0.89	0.89	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	4	4	4	2	2	2	1	1	1
Cap, veh/h	588	2841	1267	379	2780	76	230	31	179	217	246	207
Arrive On Green	0.76	0.76	0.76	1.00	1.00	1.00	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	688	3741	1668	473	3660	100	1331	251	1442	1382	1984	1665
Grp Volume(v), veh/h	22	1074	93	36	385	402	98	0	27	90	2	58
Grp Sat Flow(s),veh/h/ln	688	1870	1668	473	1841	1920	1331	0	1693	1382	1984	1665
Q Serve(g_s), s	0.9	10.7	1.6	1.2	0.0	0.0	7.7	0.0	1.6	6.8	0.1	3.5
Cycle Q Clear(g_c), s	0.9	10.7	1.6	11.8	0.0	0.0	7.8	0.0	1.6	8.4	0.1	3.5
Prop In Lane	1.00		1.00	1.00		0.05	1.00		0.85	1.00		1.00
Lane Grp Cap(c), veh/h	588	2841	1267	379	1398	1458	230	0	210	217	246	207
V/C Ratio(X)	0.04	0.38	0.07	0.09	0.28	0.28	0.43	0.00	0.13	0.41	0.01	0.28
Avail Cap(c_a), veh/h	588	2841	1267	379	1398	1458	563	0	634	563	743	624
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	3.3	4.5	3.4	0.8	0.0	0.0	45.6	0.0	42.9	46.6	42.2	43.7
Incr Delay (d2), s/veh	0.1	0.4	0.1	0.5	0.5	0.5	1.3	0.0	0.3	1.3	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	3.2	0.4	0.1	0.2	0.2	2.6	0.0	0.7	2.4	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.4	4.8	3.5	1.3	0.5	0.5	46.9	0.0	43.1	47.9	42.2	44.4
LnGrp LOS	A	A	A	A	A	A	D	A	D	D	D	D
Approach Vol, veh/h		1189			823			125			150	
Approach Delay, s/veh		4.7			0.5			46.1			46.5	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		89.5		20.5		89.5		20.5				
Change Period (Y+Rc), s		6.0		* 6.8		6.0		* 6.8				
Max Green Setting (Gmax), s		56.0		* 41		56.0		* 41				
Max Q Clear Time (g_c+I1), s		12.7		9.8		13.8		10.4				
Green Ext Time (p_c), s		10.0		0.4		5.9		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	8.2
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	64	131	152	1187	1382	47
Future Volume (veh/h)	64	131	152	1187	1382	47
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1984	1984	1984	1984	1953	1953
Adj Flow Rate, veh/h	74	72	167	1304	1502	47
Peak Hour Factor	0.86	0.86	0.91	0.91	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	3	3
Cap, veh/h	143	127	305	3024	2976	1328
Arrive On Green	0.08	0.08	0.80	0.80	0.80	0.80
Sat Flow, veh/h	1890	1682	336	3870	3809	1655
Grp Volume(v), veh/h	74	72	167	1304	1502	47
Grp Sat Flow(s),veh/h/ln	1890	1682	336	1885	1856	1655
Q Serve(g_s), s	3.4	3.7	29.5	9.4	12.1	0.5
Cycle Q Clear(g_c), s	3.4	3.7	41.6	9.4	12.1	0.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	143	127	305	3024	2976	1328
V/C Ratio(X)	0.52	0.57	0.55	0.43	0.50	0.04
Avail Cap(c_a), veh/h	399	355	305	3024	2976	1328
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.0	40.2	9.9	2.7	3.0	1.8
Incr Delay (d2), s/veh	2.9	3.9	6.9	0.5	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	1.7	2.2	1.8	2.3	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	42.9	44.0	16.8	3.1	3.6	1.9
LnGrp LOS	D	D	B	A	A	A
Approach Vol, veh/h	146			1471	1549	
Approach Delay, s/veh	43.5			4.7	3.5	
Approach LOS	D			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		77.2		12.8		77.2
Change Period (Y+Rc), s		5.0		6.0		5.0
Max Green Setting (Gmax), s		60.0		19.0		60.0
Max Q Clear Time (g_c+I1), s		43.6		5.7		14.1
Green Ext Time (p_c), s		10.7		0.3		16.3

Intersection Summary	
HCM 6th Ctrl Delay	5.9
HCM 6th LOS	A

Intersection: 1006: Middlebelt Rd (PB)/Middlebelt Rd (PB) & Plymouth Rd

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	T	R	L	T	T	R
Maximum Queue (ft)	575	826	859	166	285	199	219	249	344	417	413	275
Average Queue (ft)	518	576	545	70	144	126	122	104	129	307	304	147
95th Queue (ft)	695	1054	1051	131	245	195	197	193	306	433	433	342
Link Distance (ft)		804	804			923	923			345	345	
Upstream Blk Time (%)		25	12						0	7	8	
Queuing Penalty (veh)		154	74						0	46	51	
Storage Bay Dist (ft)	500			545	500			205	400			200
Storage Blk Time (%)	68	0					1	1	0	7	32	
Queuing Penalty (veh)	240	0					2	2	0	9	42	

Intersection: 1006: Middlebelt Rd (PB)/Middlebelt Rd (PB) & Plymouth Rd

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	574	897	846	784
Average Queue (ft)	489	689	631	246
95th Queue (ft)	701	1114	1068	777
Link Distance (ft)		921	921	921
Upstream Blk Time (%)		26	5	2
Queuing Penalty (veh)		0	0	0
Storage Bay Dist (ft)	500			
Storage Blk Time (%)	53	8		
Queuing Penalty (veh)	294	22		

Intersection: 1074: Commercial DW (PB)/Tech Center Dr (PB) & Plymouth Rd

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	TR	L	T	R
Maximum Queue (ft)	44	190	175	45	55	106	130	136	100	112	88	71
Average Queue (ft)	9	90	56	10	19	24	40	60	23	51	9	28
95th Queue (ft)	32	177	132	30	46	75	91	113	62	95	51	53
Link Distance (ft)		921	921			816	816		320		476	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	495			500	500			130		65		65
Storage Blk Time (%)								1		10	0	0
Queuing Penalty (veh)								0		9	0	0

Intersection: 2001: Middlebelt Rd & Commercial DW

Movement	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	L	T	T	T	T	R
Maximum Queue (ft)	132	120	174	151	117	234	268	152
Average Queue (ft)	47	51	81	71	55	74	79	11
95th Queue (ft)	98	96	153	133	113	180	193	66
Link Distance (ft)	320			873	873	373	373	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)		50	500					150
Storage Blk Time (%)	16	9					2	
Queuing Penalty (veh)	21	6					1	

Zone Summary

Zone wide Queuing Penalty: 976

Appendix 4

Trip Generation Calculations

Trip Generation - Weekday Summary

				AM			PM			Weekday		
ITE Code	**ITE Rate Description**	**Unit**	**Amount**	**Ingress**	**Egress**	**Total**	**Ingress**	**Egress**	**Total**	**Ingress**	**Egress**	**Total**
ITE 220	Multifamily Housing (Low-Rise)	DU	201	20	65	85	67	40	107	682	682	1364
			Total Trips	20	65	85	67	40	107	682	682	1364
			Total Pass-by	-	-	-	-	-	-	-	-	-
		Internal Trip Share	*0%*	-	-	-	-	-	-	-	-	-
			Total New Trips	**20**	**65**	**85**	**67**	**40**	**107**	**682**	**682**	**1364**

ITE Trip Generation Rates - Weekday

ITE Code	*ITE Rate Description*	*Unit*	*Amount*	*R2*	*Rate*	*Std. Dev*	*Pass-by*	# Studies	Notes
ITE 220	**Multifamily Housing (Low-Rise)**	**DU**	**201**						
AM	T = 0.31 (X) + 22.85		85	0.79	0.40	0.12	0%	49	Use equation; R2>0.75, large number of studies
PM	T = 0.43 (X) + 20.55		107	0.84	0.51	0.15	0%	59	Use equation; R2>0.75, large number of studies
Weekday	T = 6.41 (X) +75.31		1364	0.86	6.74	1.79	0%	22	Use equation; R2>0.75, large number of studies

	AM			PM			Weekday		
	Ingress	Egress	Total	Ingress	Egress	Total	Ingress	Egress	Total
Directional Distribution	24%	76%	100%	63%	37%	100%	50%	50%	100%
Volume Distribution	**20**	**65**	**85**	**67**	**40**	**107**	**682**	**682**	**1364**

Land Use: 220
Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have two or three floors (levels). Various configurations fit this description, including walkup apartment, mansion apartment, and stacked townhouse.

- A walkup apartment typically is two or three floors in height with dwelling units that are accessed by a single or multiple entrances with stairways and hallways.

- A mansion apartment is a single structure that contains several apartments within what appears to be a single-family dwelling unit.

- A fourplex is a single two-story structure with two matching dwelling units on the ground and second floors. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.

- A stacked townhouse is designed to match the external appearance of a townhouse. But, unlike a townhouse dwelling unit that only shares walls with an adjoining unit, the stacked townhouse units share both floors and walls. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.

Multifamily housing (mid-rise) (Land Use 221), multifamily housing (high-rise) (Land Use 222), affordable housing (Land Use 223), and off-campus student apartment (low-rise) (Land Use 225) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the three sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.72 residents per occupied dwelling unit.

For the two sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96.2 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip

generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

For the three sites for which data were provided for both occupied dwelling units and residents, there was an average of 2.72 residents per occupied dwelling unit.

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in British Columbia (CAN), California, Delaware, Florida, Georgia, Illinois, Indiana, Maine, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Utah, and Washington.

Source Numbers

188, 204, 237, 300, 305, 306, 320, 321, 357, 390, 412, 525, 530, 579, 583, 638, 864, 866, 896, 901, 903, 904, 936, 939, 944, 946, 947, 948, 963, 964, 966, 967, 1012, 1013, 1014, 1036, 1047, 1056, 1071, 1076

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

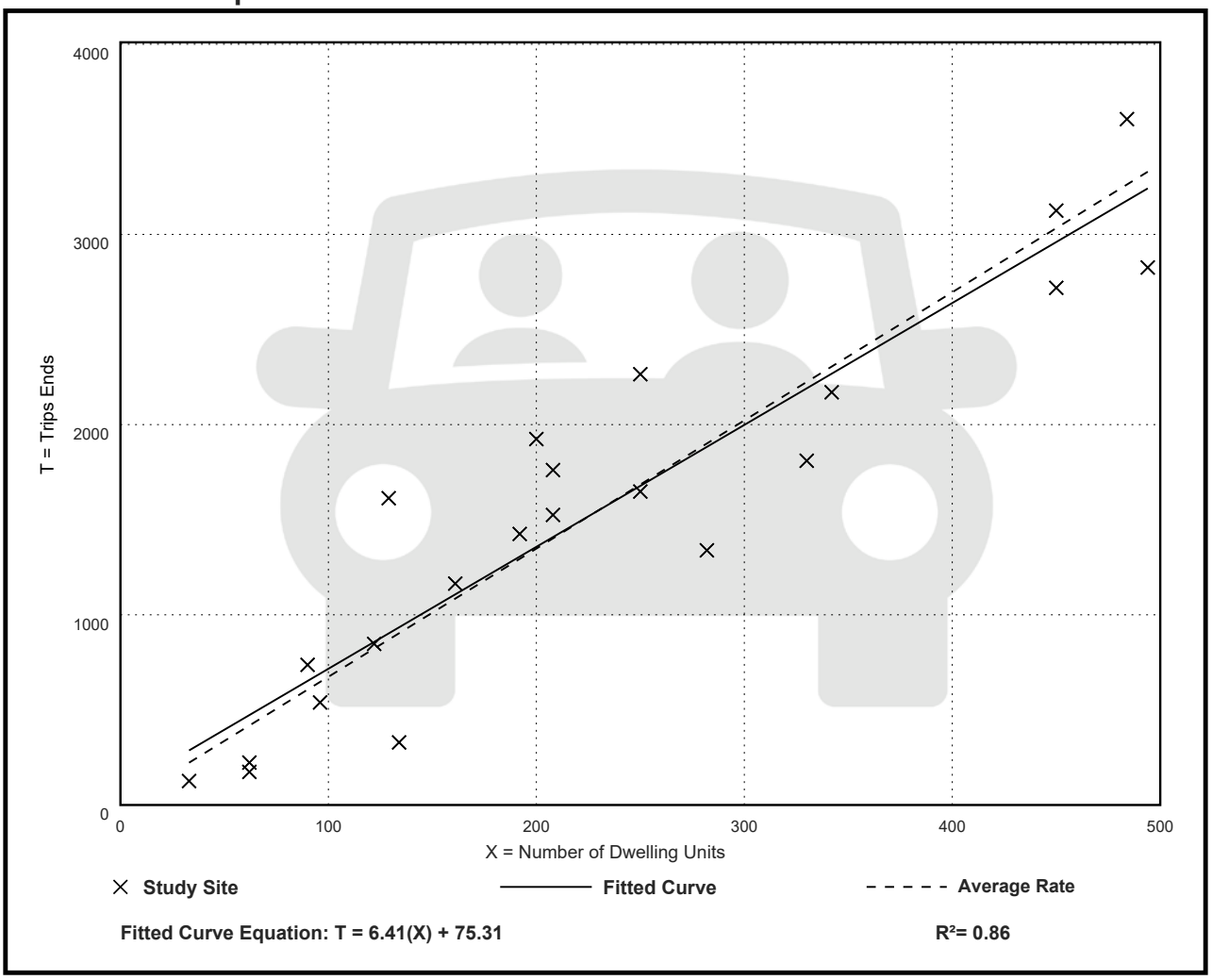
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. Num. of Dwelling Units: 229
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

Data Plot and Equation



Fitted Curve Equation: T = 6.41(X) + 75.31

R^2= 0.86

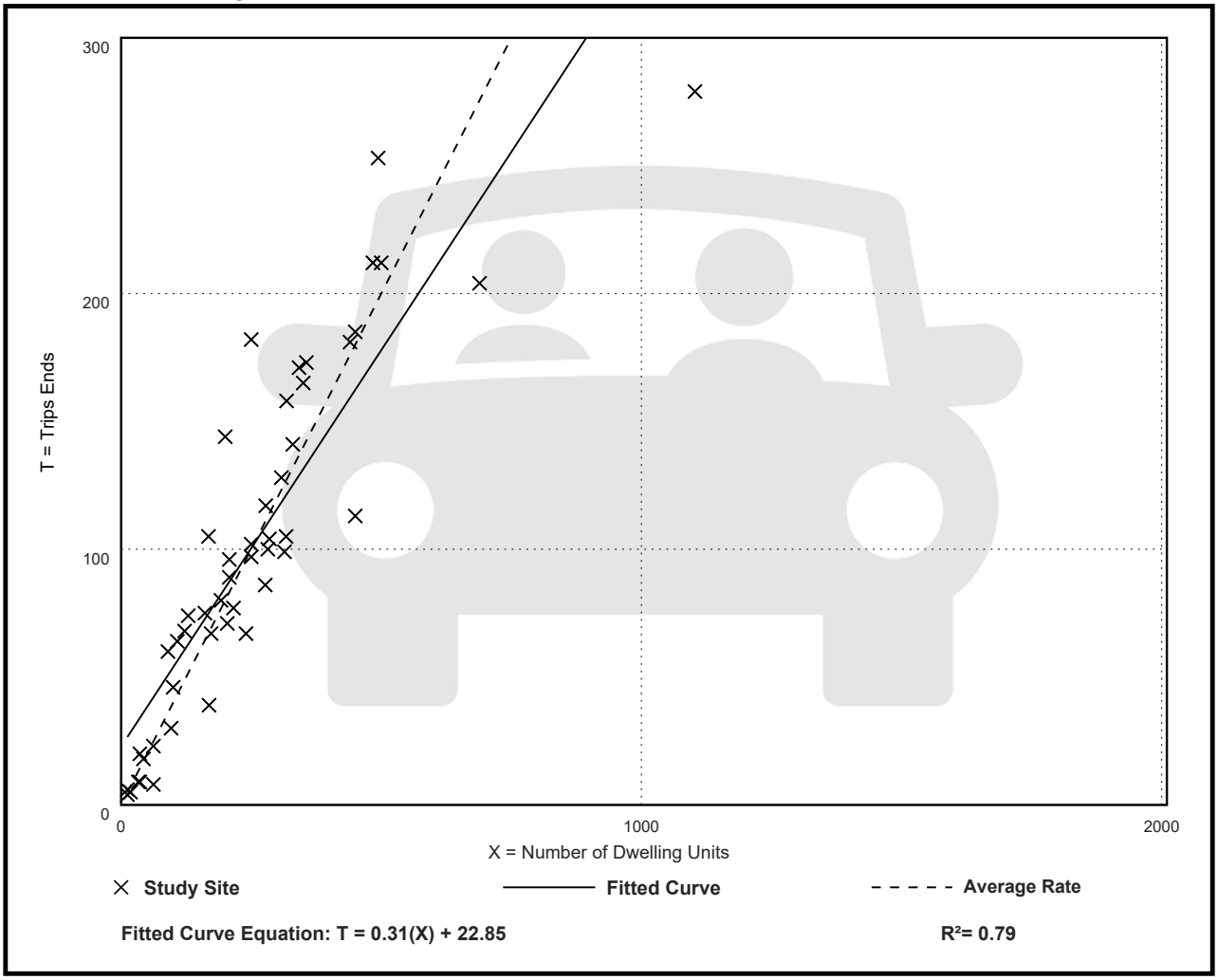
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 49
Avg. Num. of Dwelling Units: 249
Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



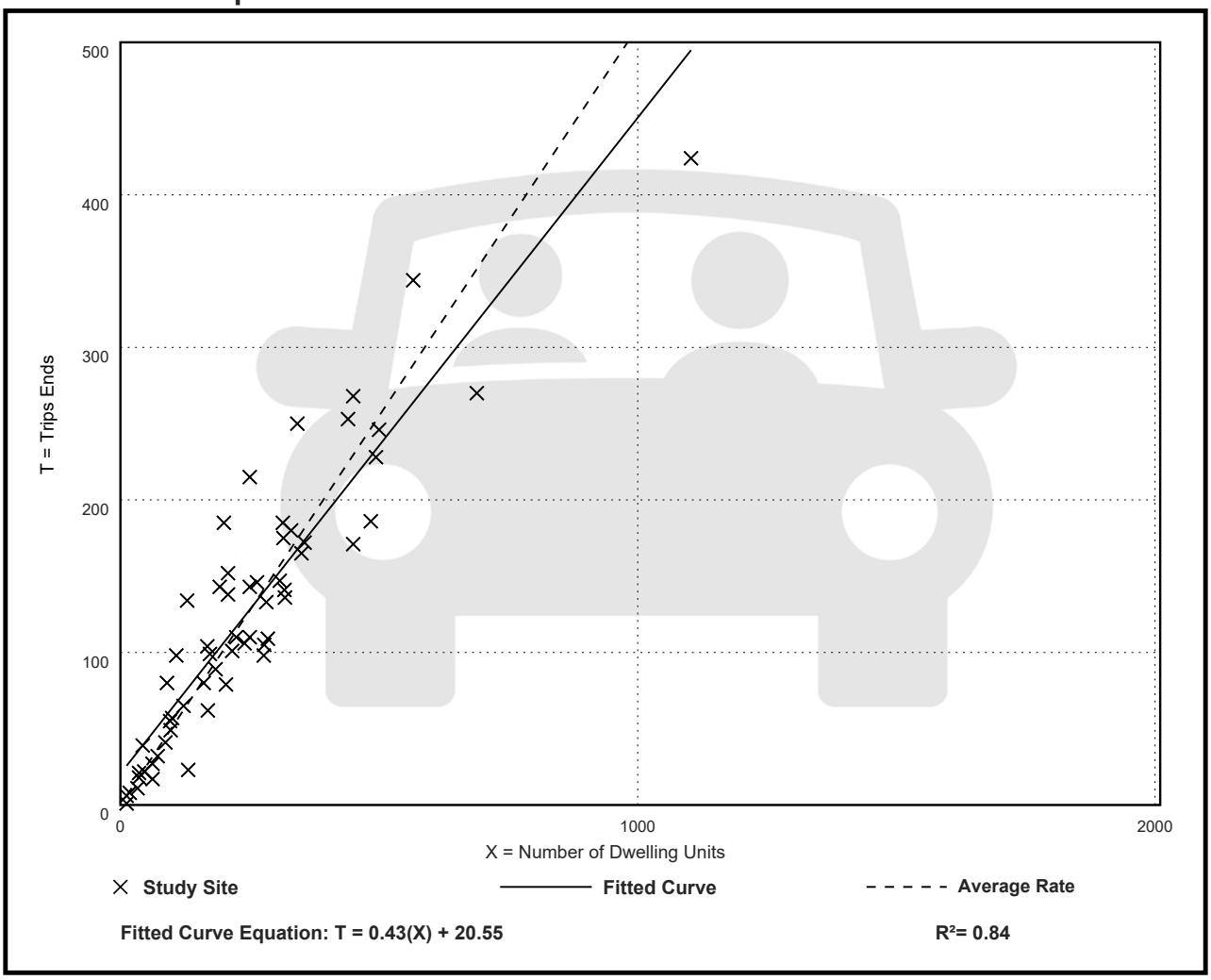
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 59
Avg. Num. of Dwelling Units: 241
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



Fitted Curve Equation: T = 0.43(X) + 20.55

R^2= 0.84

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

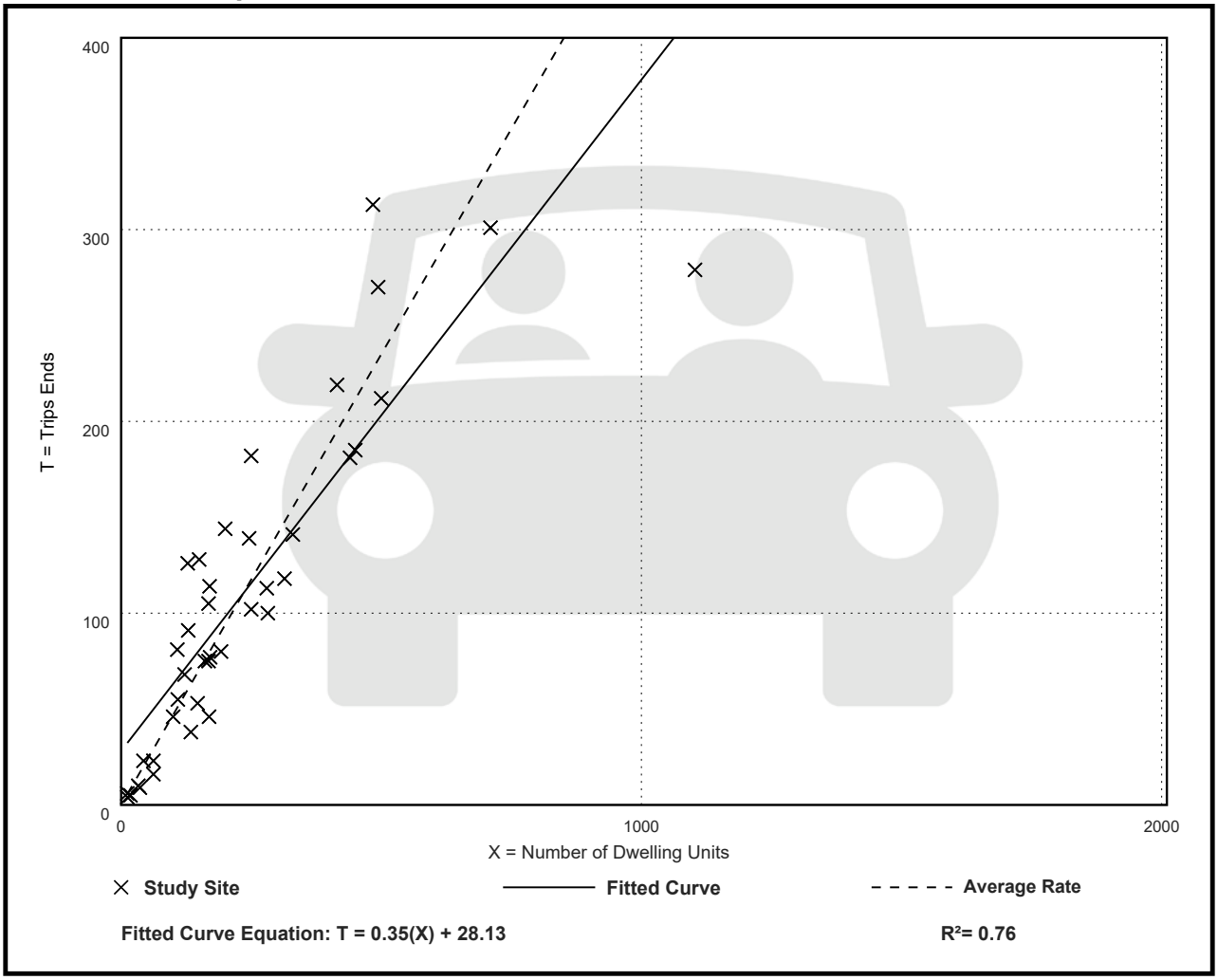
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 40
Avg. Num. of Dwelling Units: 234
Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.47	0.25 - 0.98	0.16

Data Plot and Equation



Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

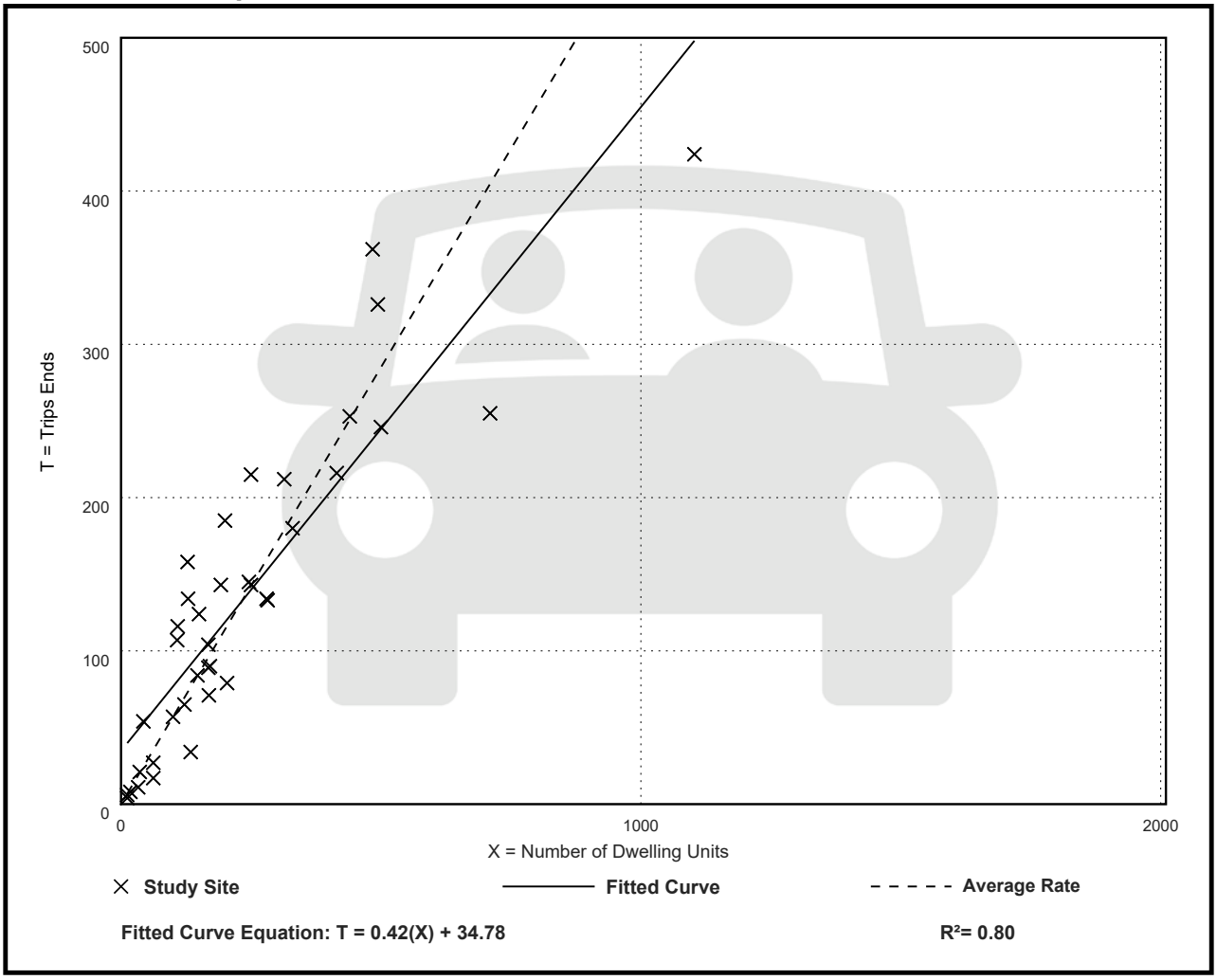
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 38
Avg. Num. of Dwelling Units: 231
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.25 - 1.26	0.20

Data Plot and Equation



Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Saturday

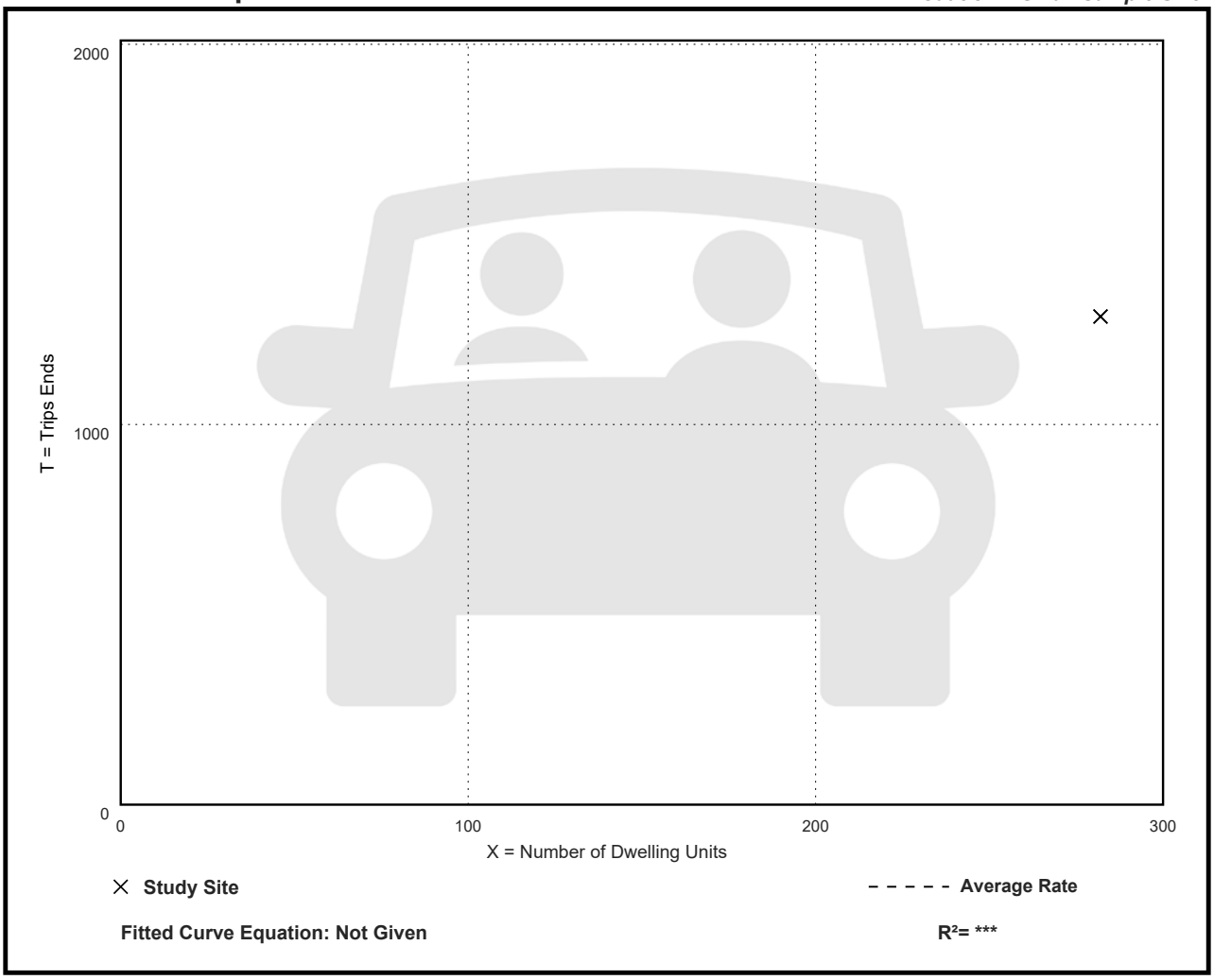
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 282
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.55	4.55 - 4.55	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Saturday, Peak Hour of Generator

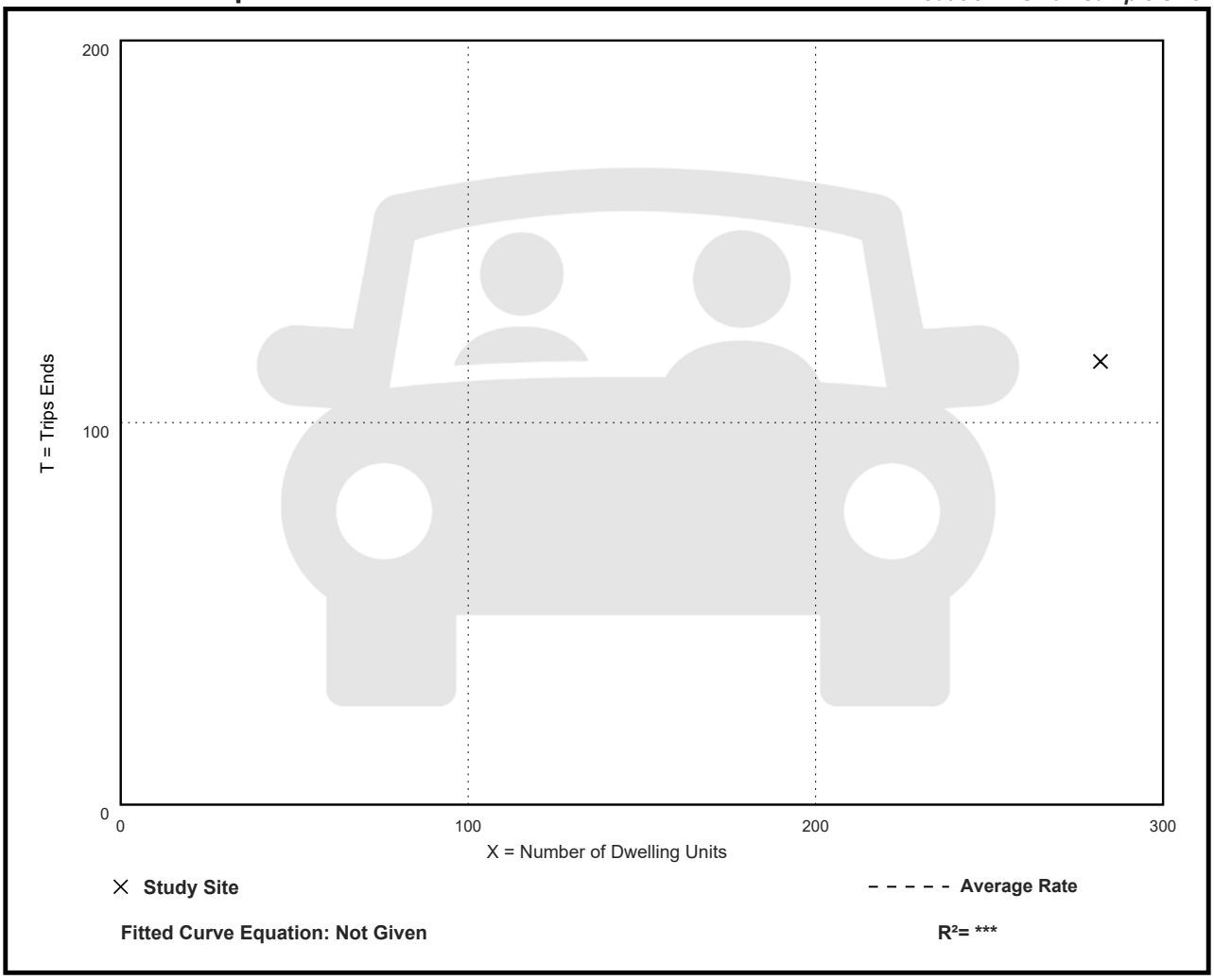
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 282
Directional Distribution: Not Available

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.41	0.41 - 0.41	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Sunday

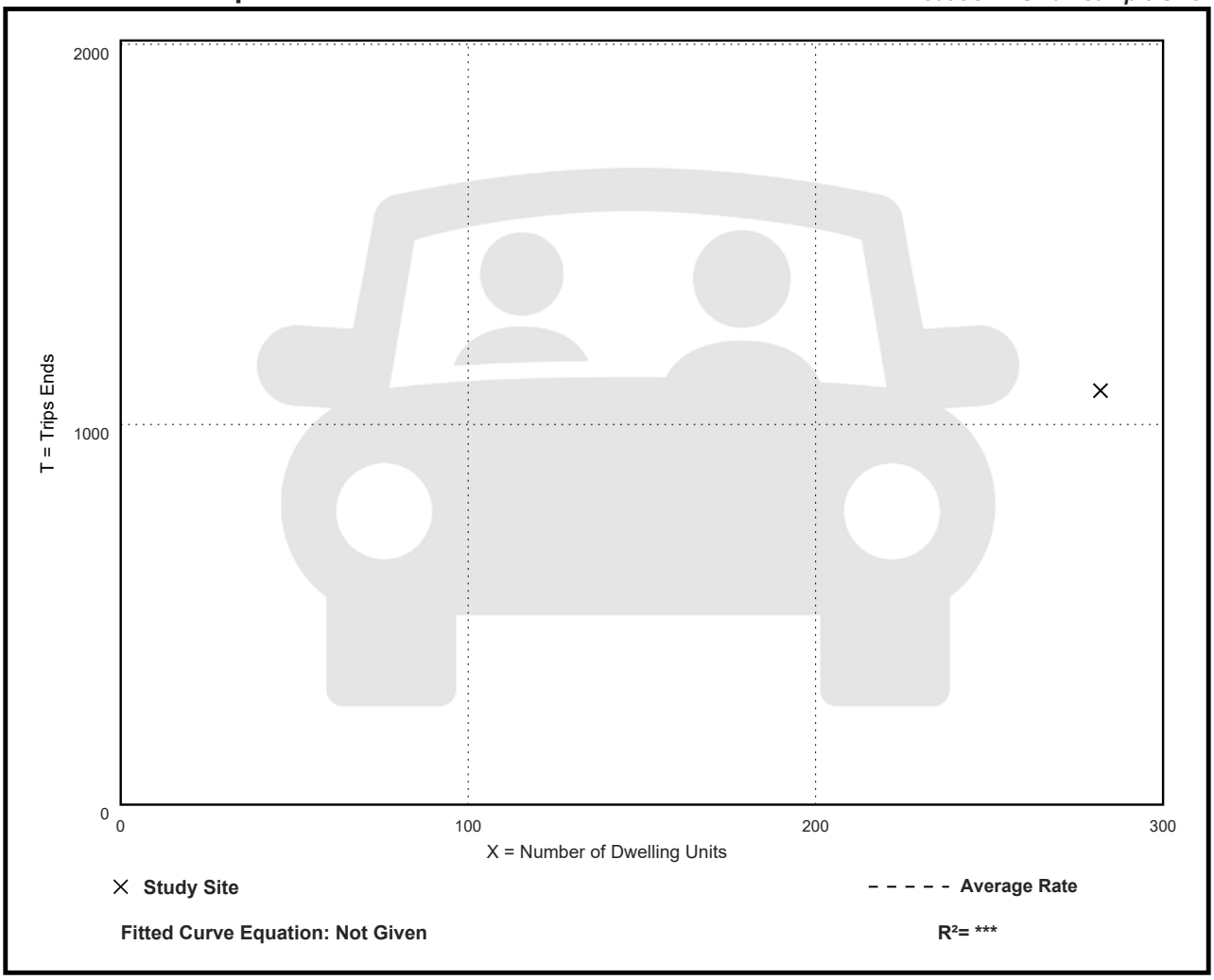
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 282
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
3.86	3.86 - 3.86	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= *

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Sunday, Peak Hour of Generator

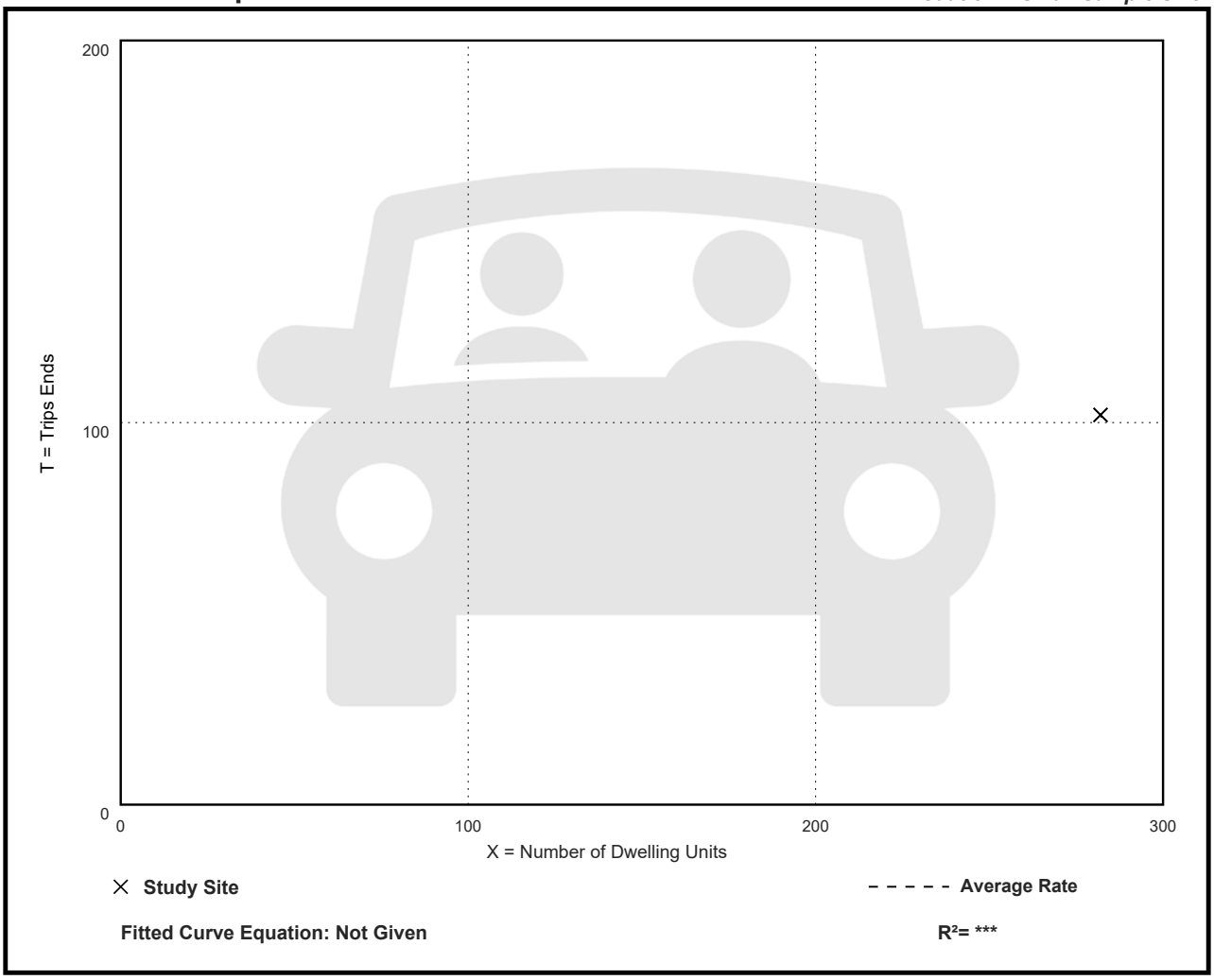
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 282
Directional Distribution: Not Available

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.36	0.36 - 0.36	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= *

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Residents
On a: Weekday

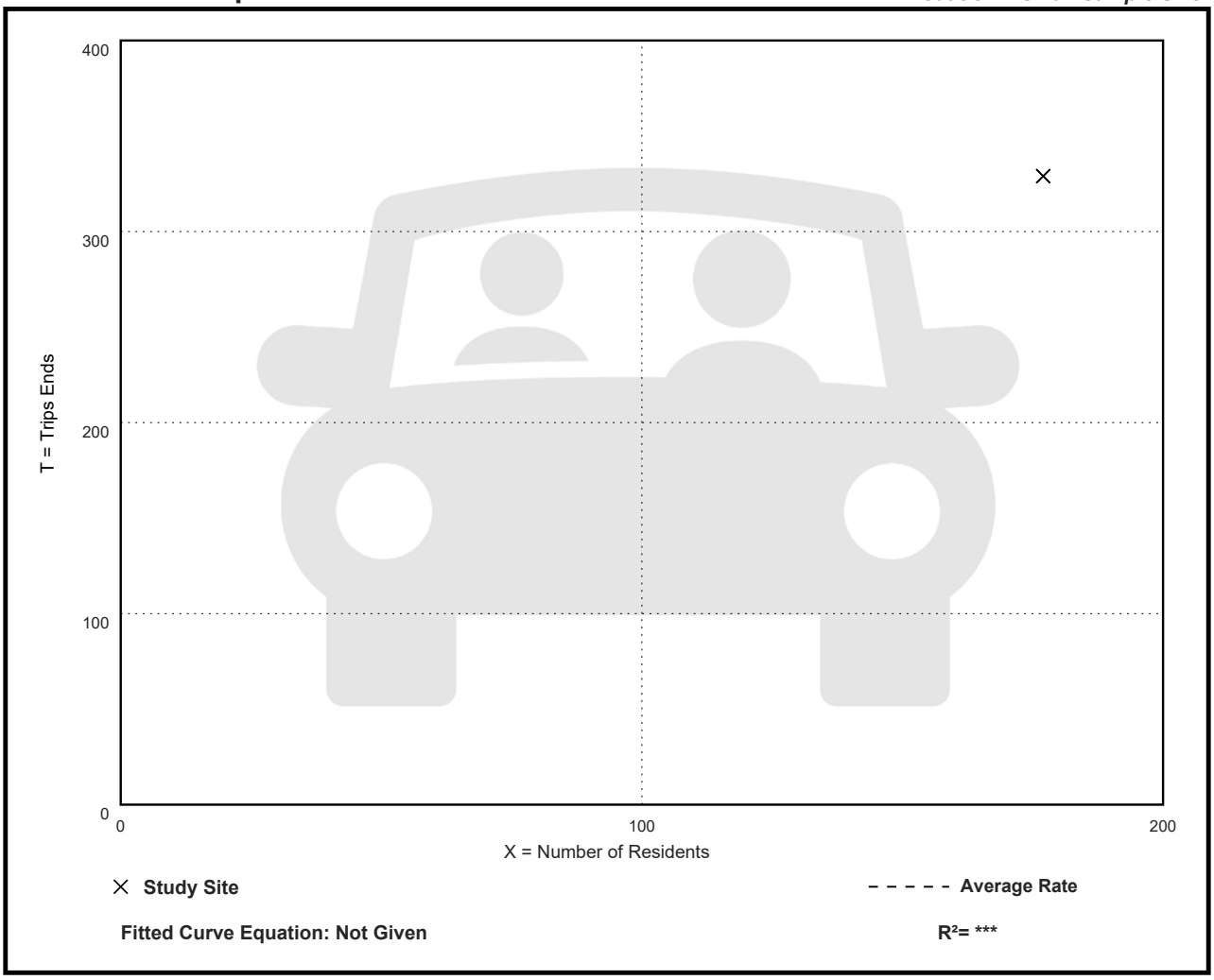
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Residents: 177
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
1.86	1.86 - 1.86	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

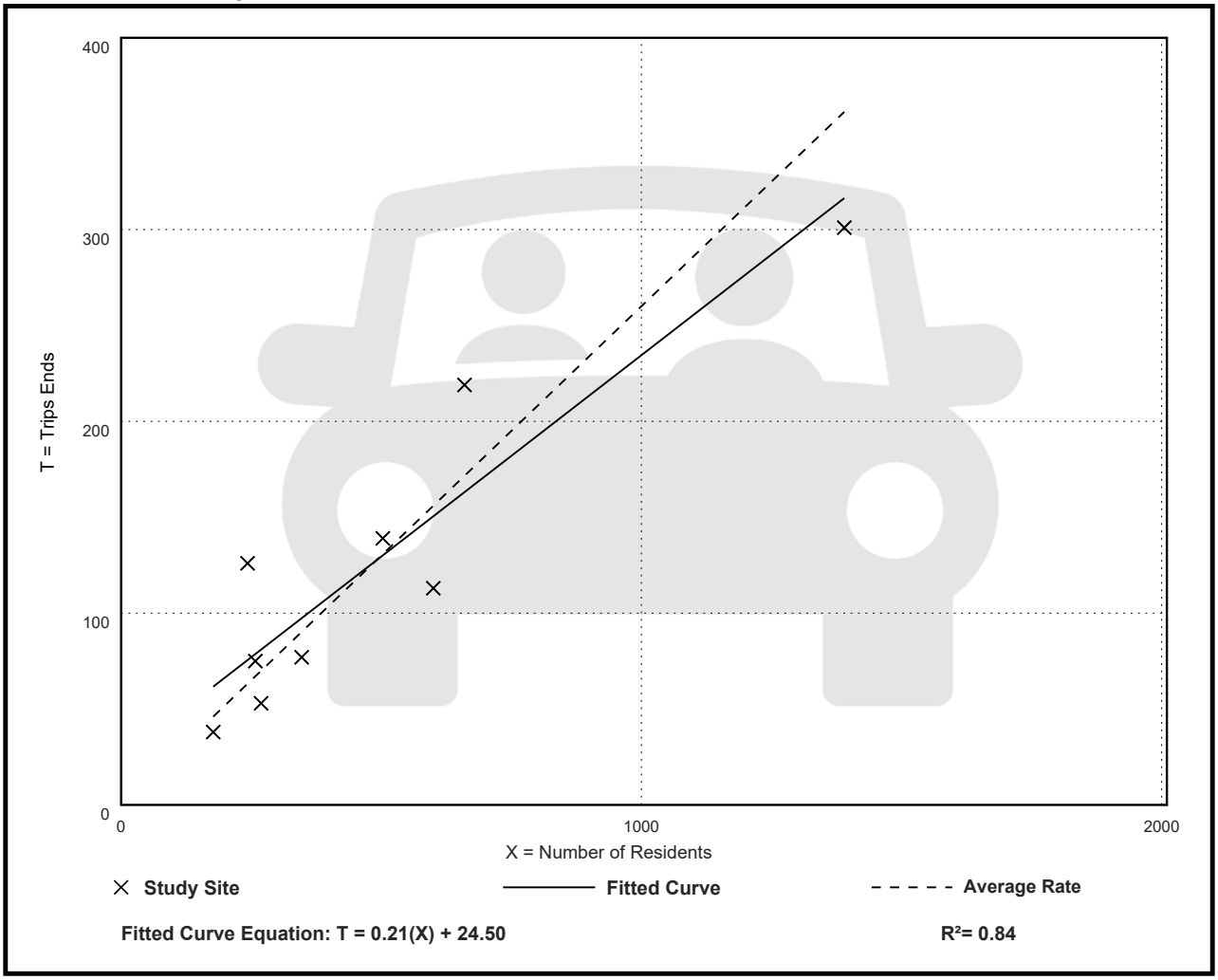
Vehicle Trip Ends vs: Residents
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 9
Avg. Num. of Residents: 494
Directional Distribution: 17% entering, 83% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
0.26	0.19 - 0.52	0.08

Data Plot and Equation



Fitted Curve Equation: T = 0.21(X) + 24.50

R^2= 0.84

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

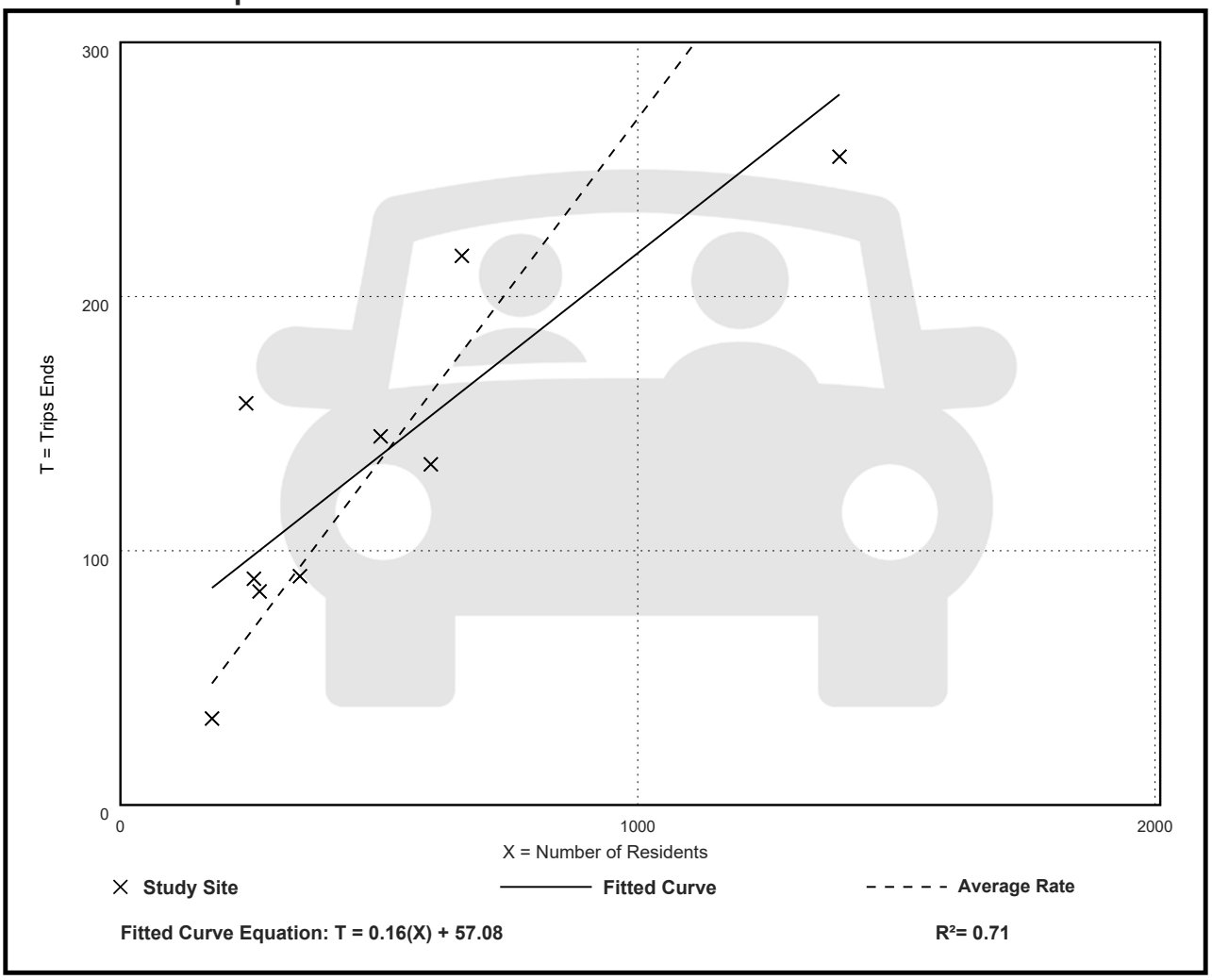
Vehicle Trip Ends vs: Residents
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 9
Avg. Num. of Residents: 494
Directional Distribution: 66% entering, 34% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
0.27	0.18 - 0.65	0.11

Data Plot and Equation



Fitted Curve Equation: T = 0.16(X) + 57.08

R^2= 0.71

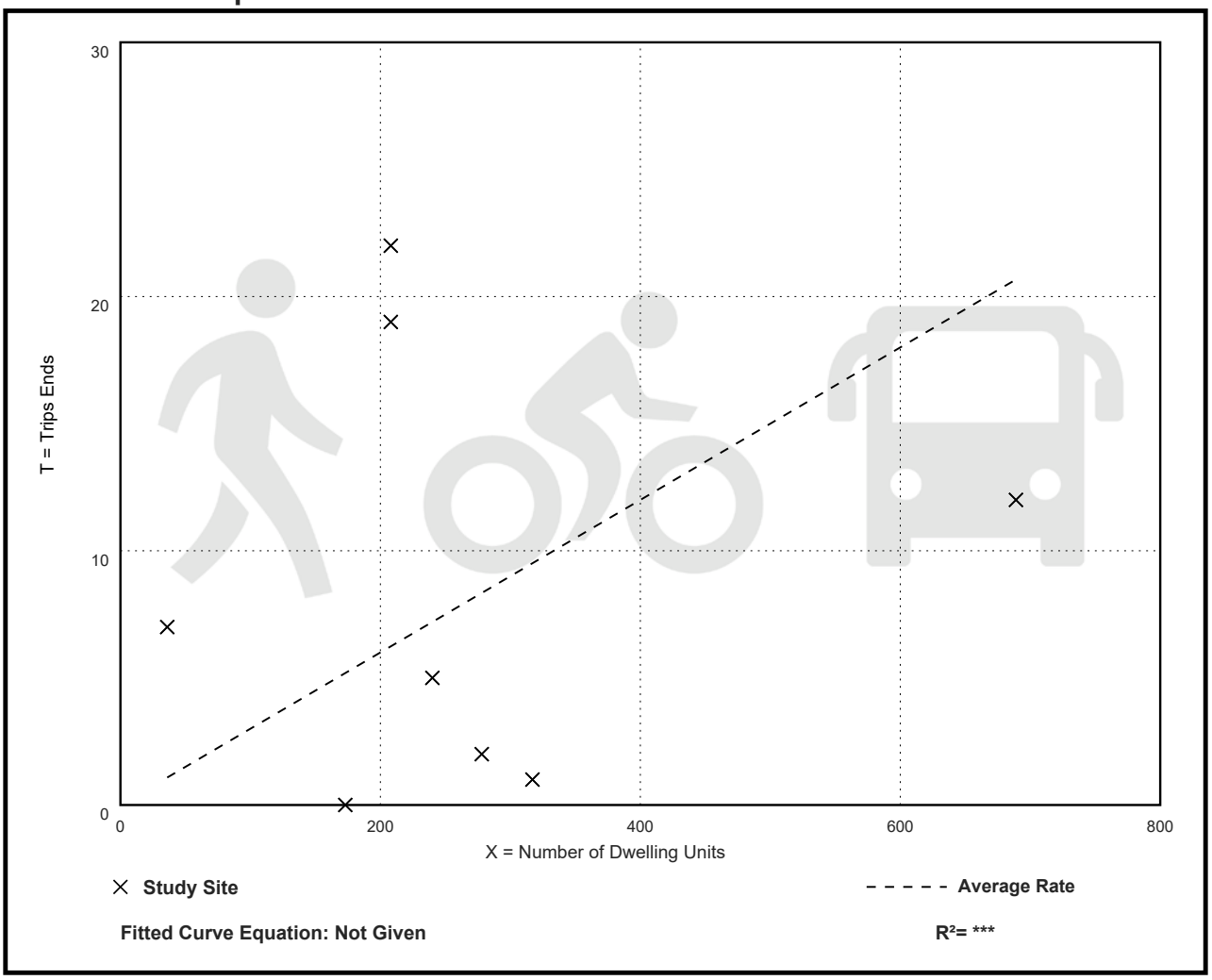
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Walk+Bike+Transit Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 8
Avg. Num. of Dwelling Units: 269
Directional Distribution: 43% entering, 57% exiting

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 0.19	0.04

Data Plot and Equation



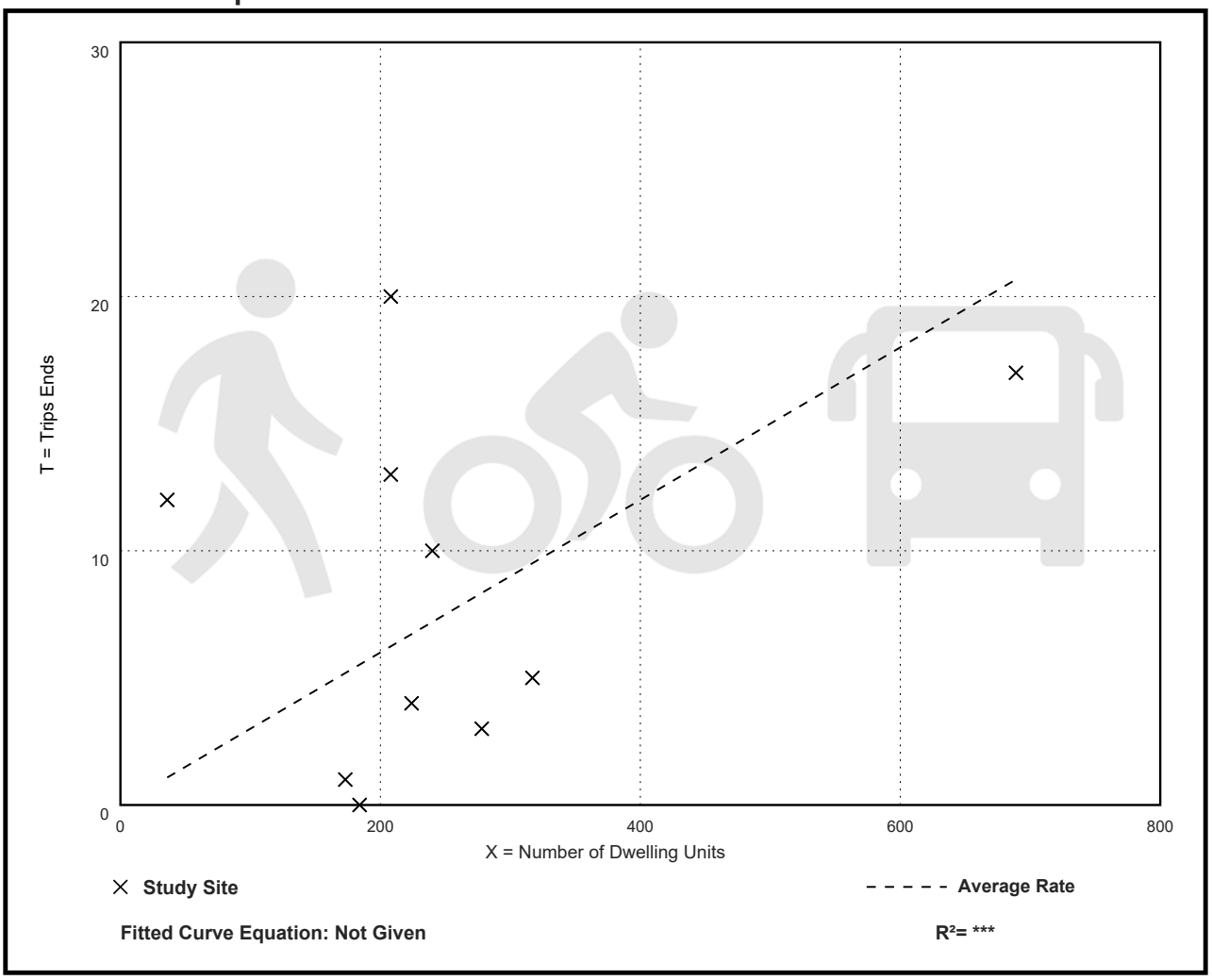
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Walk+Bike+Transit Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 10
Avg. Num. of Dwelling Units: 256
Directional Distribution: 50% entering, 50% exiting

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 0.33	0.05

Data Plot and Equation



Multifamily Housing (Low-Rise)
Close to Rail Transit (220)

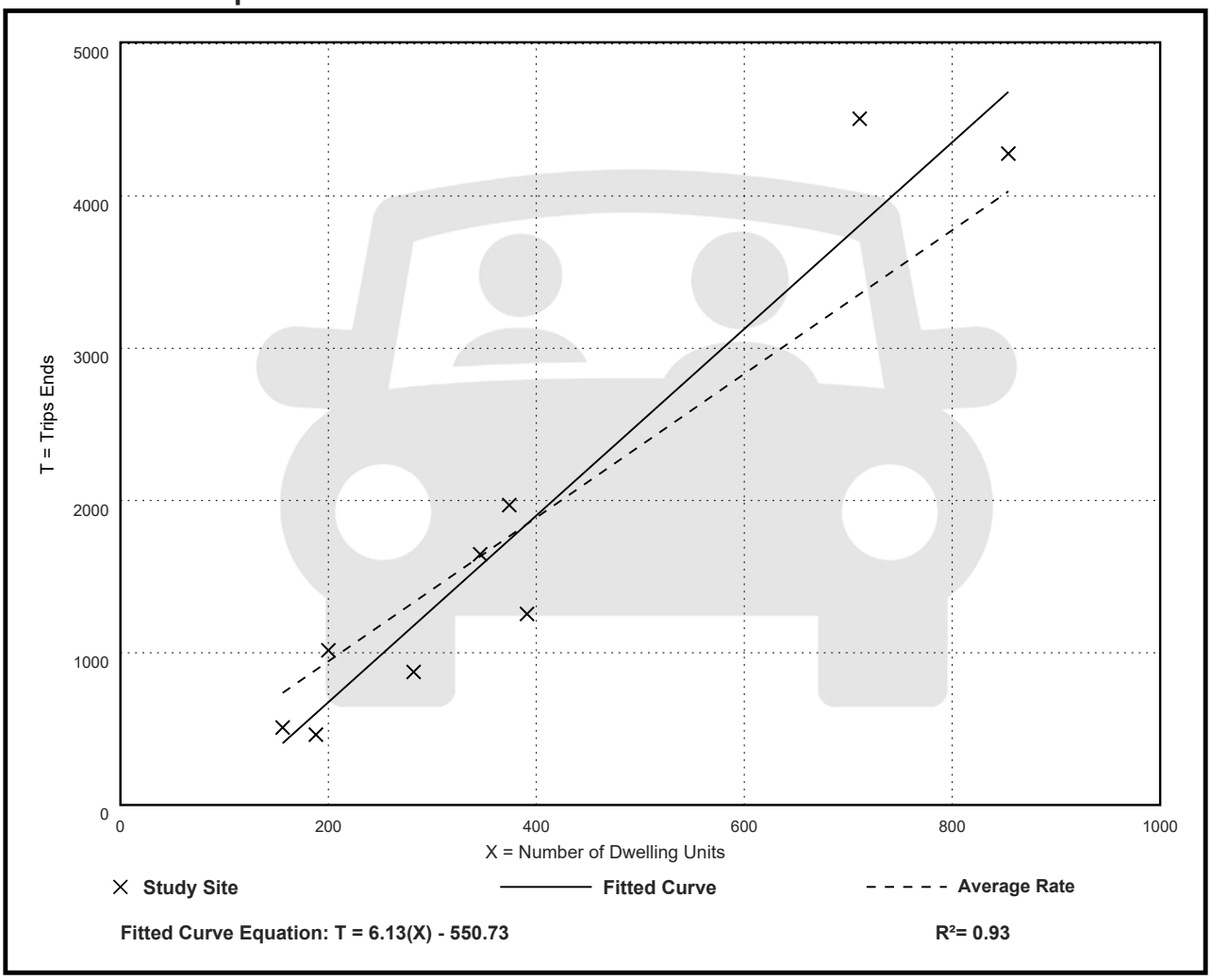
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 9
Avg. Num. of Dwelling Units: 389
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.72	2.46 - 6.34	1.27

Data Plot and Equation



Fitted Curve Equation: T = 6.13(X) - 550.73

R^2= 0.93

Multifamily Housing (Low-Rise)
Close to Rail Transit (220)

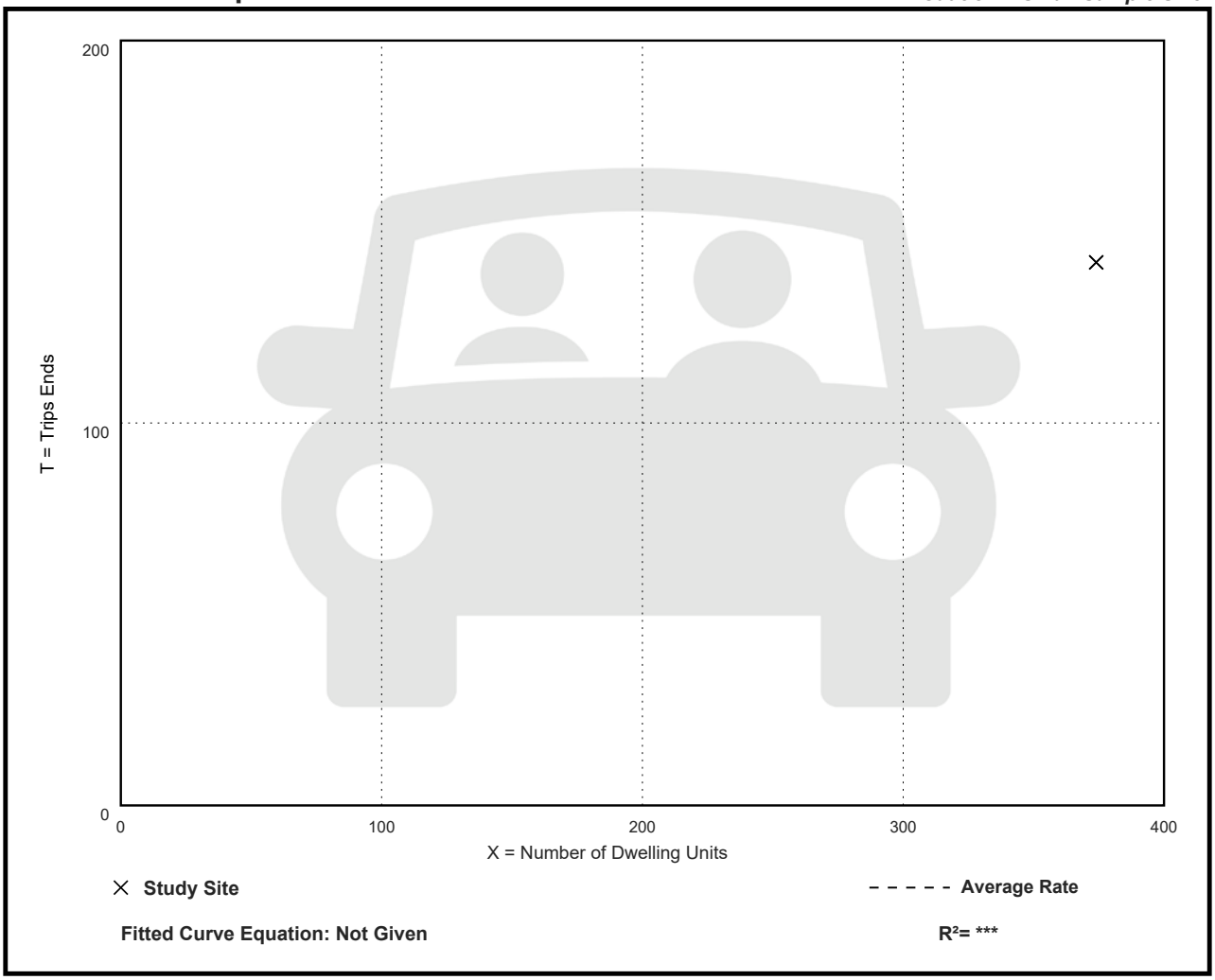
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 374
Directional Distribution: 29% entering, 71% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.38	0.38 - 0.38	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Multifamily Housing (Low-Rise)
Close to Rail Transit (220)

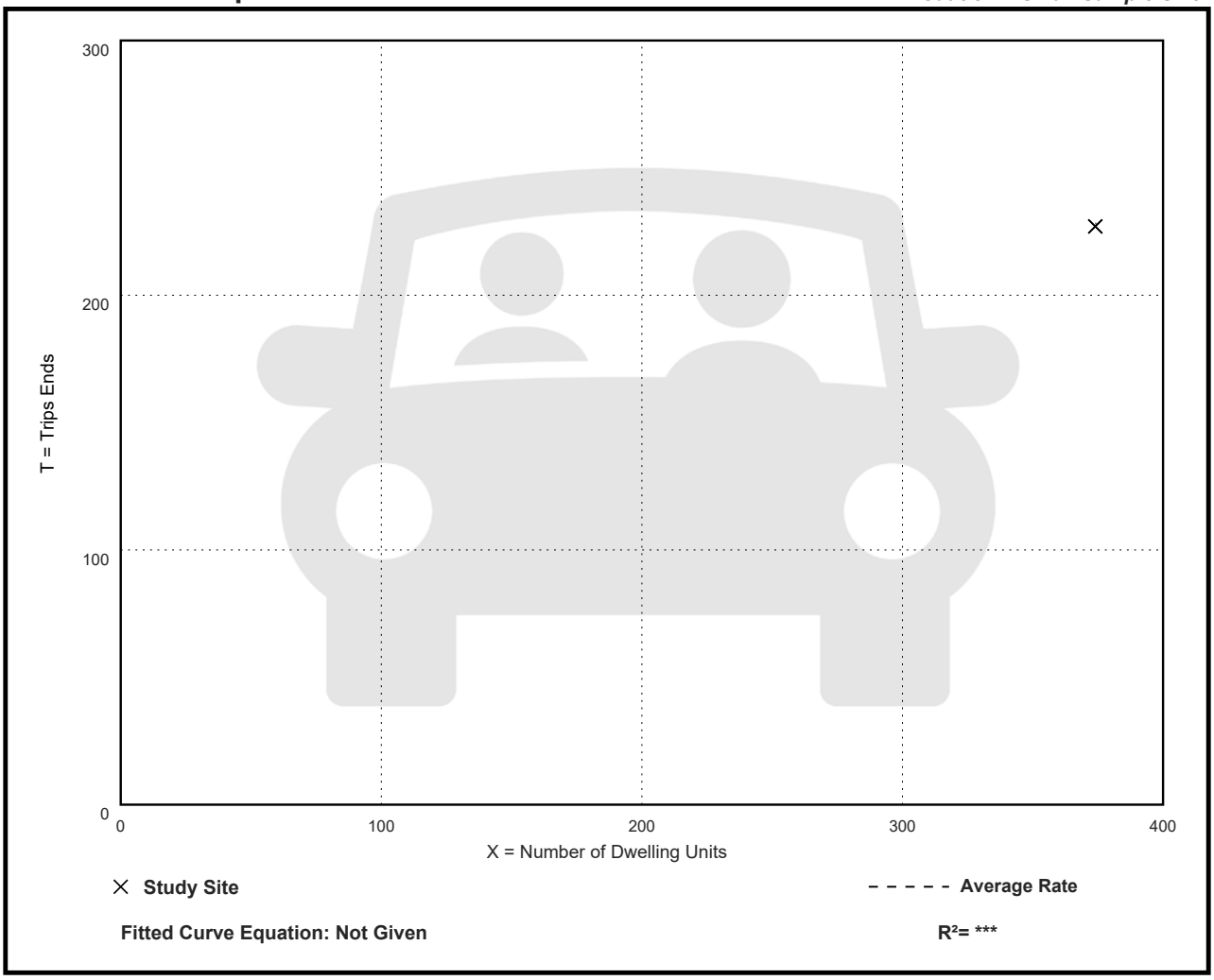
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 374
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.61	0.61 - 0.61	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= *

Multifamily Housing (Low-Rise)
Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

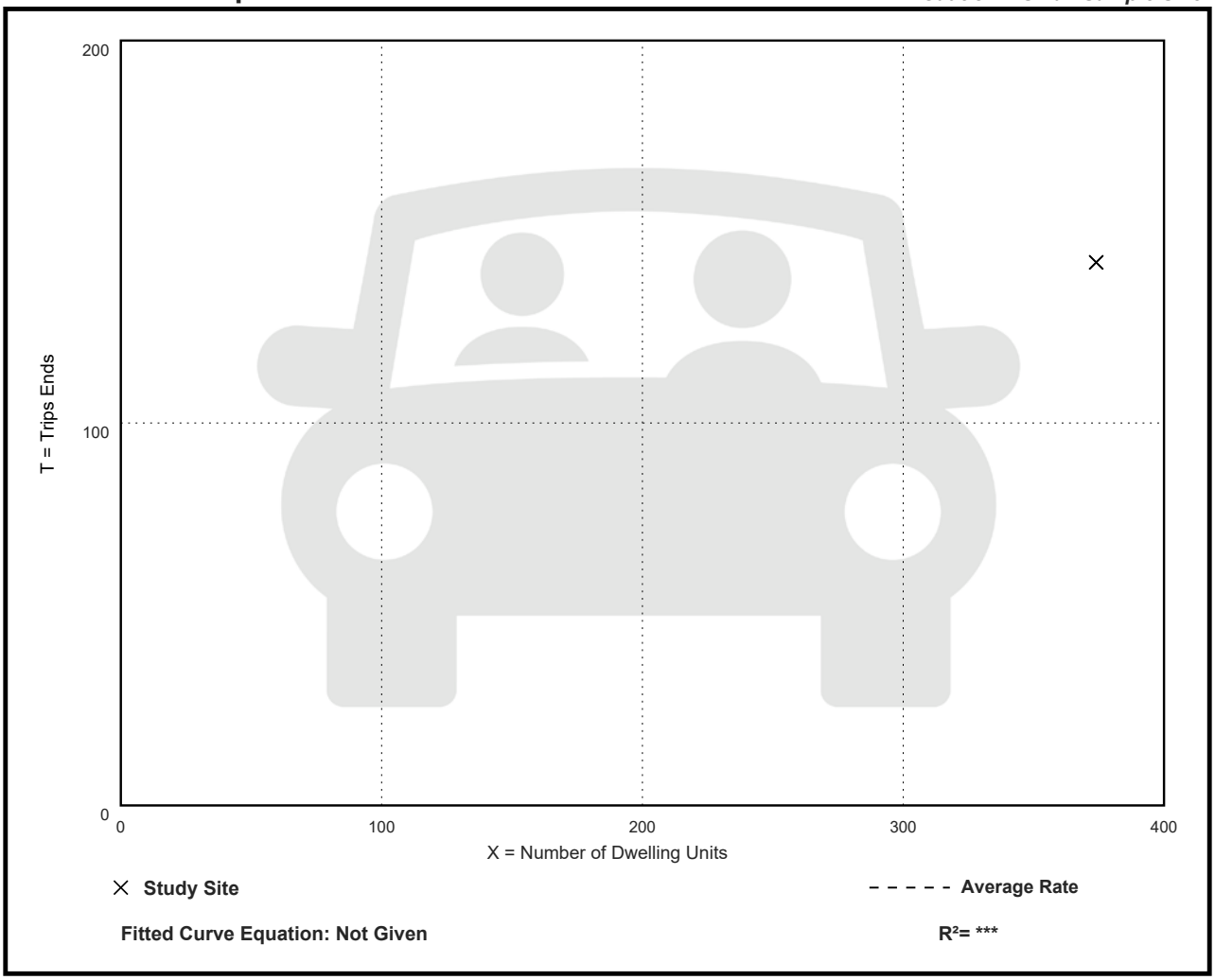
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 374
Directional Distribution: 29% entering, 71% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.38	0.38 - 0.38	***

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (Low-Rise)
Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

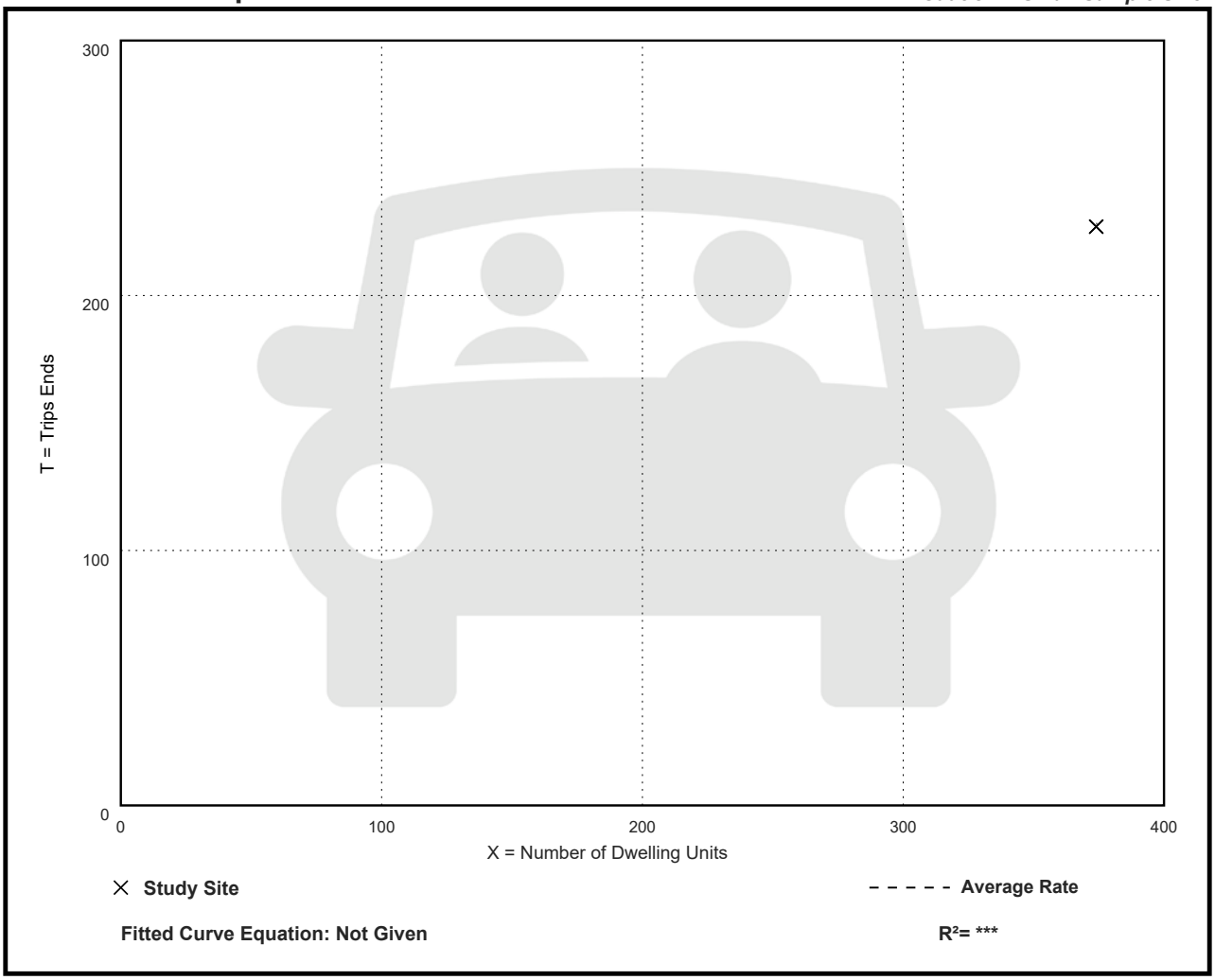
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 374
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.61	0.61 - 0.61	***

Data Plot and Equation

Caution – Small Sample Size

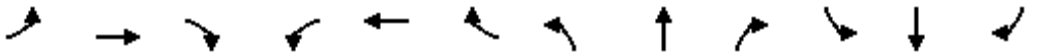


Fitted Curve Equation: Not Given

R^2= *

Appendix 5

Future LOS Output Report



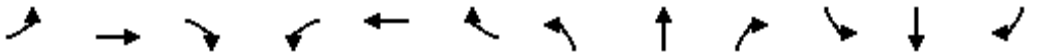
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	258	58	69	378	182	131	1105	111	160	559	232
Future Volume (veh/h)	167	258	58	69	378	182	131	1105	111	160	559	232
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1906	1906	1906	1891	1891	1891	1969	1969	1969	1906	1906	1906
Adj Flow Rate, veh/h	190	293	32	78	425	125	147	1242	49	176	614	132
Peak Hour Factor	0.88	0.88	0.88	0.89	0.89	0.89	0.89	0.89	0.89	0.91	0.91	0.91
Percent Heavy Veh, %	6	6	6	7	7	7	2	2	2	6	6	6
Cap, veh/h	367	1215	542	427	1205	538	318	1221	544	179	1182	613
Arrive On Green	0.02	0.11	0.11	0.05	0.34	0.34	0.06	0.33	0.33	0.06	0.33	0.33
Sat Flow, veh/h	1816	3622	1616	1801	3593	1602	1875	3741	1665	1816	3622	1613
Grp Volume(v), veh/h	190	293	32	78	425	125	147	1242	49	176	614	132
Grp Sat Flow(s),veh/h/ln	1816	1811	1616	1801	1796	1602	1875	1870	1665	1816	1811	1613
Q Serve(g_s), s	0.0	8.1	2.0	0.0	9.8	6.2	0.0	35.9	2.2	6.7	15.1	0.2
Cycle Q Clear(g_c), s	0.0	8.1	2.0	0.0	9.8	6.2	0.0	35.9	2.2	6.7	15.1	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	367	1215	542	427	1205	538	318	1221	544	179	1182	613
V/C Ratio(X)	0.52	0.24	0.06	0.18	0.35	0.23	0.46	1.02	0.09	0.98	0.52	0.22
Avail Cap(c_a), veh/h	367	1215	542	427	1205	538	318	1221	544	179	1182	613
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.7	36.1	33.4	27.9	27.5	26.3	38.8	37.0	25.7	50.2	30.1	23.0
Incr Delay (d2), s/veh	5.1	0.5	0.2	0.9	0.8	1.0	4.8	30.2	0.3	62.5	1.6	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	3.8	0.8	1.6	4.2	2.4	4.0	20.7	0.9	7.6	6.6	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.8	36.6	33.6	28.9	28.4	27.4	43.6	67.2	26.0	112.7	31.7	23.8
LnGrp LOS	D	D	C	C	C	C	D	F	C	F	C	C
Approach Vol, veh/h		515			628			1438			922	
Approach Delay, s/veh		38.3			28.2			63.4			46.0	
Approach LOS		D			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	43.0	13.0	42.0	12.0	43.0	13.0	42.0
Change Period (Y+Rc), s	* 6.1	* 6.1	* 6.1	* 6.1	* 6.1	* 6.1	* 6.1	* 6.1
Max Green Setting (Gmax), s	* 5.9	* 37	* 6.9	* 36	* 5.9	* 37	* 6.9	* 36
Max Q Clear Time (g_c+I1), s	2.0	10.1	8.7	37.9	2.0	11.8	2.0	17.1
Green Ext Time (p_c), s	0.0	1.9	0.0	0.0	0.2	3.1	0.1	4.2

Intersection Summary	
HCM 6th Ctrl Delay	48.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



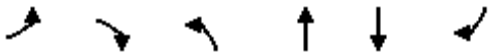
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	395	18	21	547	91	31	4	41	5	0	5
Future Volume (veh/h)	39	395	18	21	547	91	31	4	41	5	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1906	1906	1906	1922	1922	1922	1953	1953	1953	1844	1844	1844
Adj Flow Rate, veh/h	44	444	19	24	629	77	48	6	54	8	0	6
Peak Hour Factor	0.89	0.89	0.89	0.87	0.87	0.87	0.65	0.65	0.65	0.60	0.60	0.60
Percent Heavy Veh, %	6	6	6	5	5	5	3	3	3	10	10	10
Cap, veh/h	625	2976	1327	788	2691	329	152	10	94	100	115	97
Arrive On Green	0.82	0.82	0.82	0.82	0.82	0.82	0.06	0.06	0.06	0.06	0.00	0.06
Sat Flow, veh/h	718	3622	1616	907	3275	400	1399	168	1513	1258	1844	1563
Grp Volume(v), veh/h	44	444	19	24	350	356	48	0	60	8	0	6
Grp Sat Flow(s),veh/h/ln	718	1811	1616	907	1826	1850	1399	0	1681	1258	1844	1563
Q Serve(g_s), s	1.6	2.7	0.2	0.6	4.7	4.7	3.7	0.0	3.8	0.7	0.0	0.4
Cycle Q Clear(g_c), s	6.3	2.7	0.2	3.4	4.7	4.7	3.7	0.0	3.8	4.5	0.0	0.4
Prop In Lane	1.00		1.00	1.00		0.22	1.00		0.90	1.00		1.00
Lane Grp Cap(c), veh/h	625	2976	1327	788	1500	1520	152	0	104	100	115	97
V/C Ratio(X)	0.07	0.15	0.01	0.03	0.23	0.23	0.32	0.00	0.57	0.08	0.00	0.06
Avail Cap(c_a), veh/h	625	2976	1327	788	1500	1520	589	0	630	493	691	585
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	2.9	2.0	1.8	2.3	2.2	2.2	50.1	0.0	50.2	52.4	0.0	48.6
Incr Delay (d2), s/veh	0.2	0.1	0.0	0.1	0.4	0.4	1.2	0.0	4.9	0.3	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.6	0.0	0.1	1.1	1.1	1.3	0.0	1.8	0.2	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.1	2.1	1.8	2.4	2.5	2.5	51.3	0.0	55.1	52.7	0.0	48.8
LnGrp LOS	A	A	A	A	A	A	D	A	E	D	A	D
Approach Vol, veh/h		507			730			108			14	
Approach Delay, s/veh		2.2			2.5			53.4			51.0	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		96.4		13.6		96.4		13.6				
Change Period (Y+Rc), s		6.0		* 6.8		6.0		* 6.8				
Max Green Setting (Gmax), s		56.0		* 41		56.0		* 41				
Max Q Clear Time (g_c+I1), s		8.3		5.8		6.7		6.5				
Green Ext Time (p_c), s		3.5		0.5		4.8		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			6.9									
HCM 6th LOS			A									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	31	27	63	1323	624	18
Future Volume (veh/h)	31	27	63	1323	624	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1953	1953	1969	1969	1922	1922
Adj Flow Rate, veh/h	52	17	72	1521	693	18
Peak Hour Factor	0.60	0.60	0.87	0.87	0.90	0.90
Percent Heavy Veh, %	3	3	2	2	5	5
Cap, veh/h	119	106	648	3044	2972	1323
Arrive On Green	0.06	0.06	0.81	0.81	0.81	0.81
Sat Flow, veh/h	1860	1655	738	3839	3748	1626
Grp Volume(v), veh/h	52	17	72	1521	693	18
Grp Sat Flow(s),veh/h/ln	1860	1655	738	1870	1826	1626
Q Serve(g_s), s	2.4	0.9	2.2	11.5	3.9	0.2
Cycle Q Clear(g_c), s	2.4	0.9	6.2	11.5	3.9	0.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	119	106	648	3044	2972	1323
V/C Ratio(X)	0.44	0.16	0.11	0.50	0.23	0.01
Avail Cap(c_a), veh/h	393	349	648	3044	2972	1323
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.6	39.8	2.6	2.6	1.9	1.6
Incr Delay (d2), s/veh	2.5	0.7	0.3	0.6	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.4	0.3	1.9	0.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	43.1	40.5	3.0	3.2	2.1	1.6
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	69			1593	711	
Approach Delay, s/veh	42.5			3.2	2.1	
Approach LOS	D			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		78.2		11.8		78.2
Change Period (Y+Rc), s		5.0		6.0		5.0
Max Green Setting (Gmax), s		60.0		19.0		60.0
Max Q Clear Time (g_c+I1), s		13.5		4.4		5.9
Green Ext Time (p_c), s		17.5		0.1		5.2

Intersection Summary		
HCM 6th Ctrl Delay		4.0
HCM 6th LOS		A

Intersection: 1006: Middlebelt Rd (PB)/Middlebelt Rd (PB) & Plymouth Rd

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	T	R	L	T	T	R
Maximum Queue (ft)	226	116	128	92	106	191	173	165	344	421	426	275
Average Queue (ft)	111	60	62	21	37	101	77	54	165	332	323	117
95th Queue (ft)	194	103	110	57	83	167	153	115	377	464	461	315
Link Distance (ft)		804	804			923	923			345	345	
Upstream Blk Time (%)									0	13	13	
Queuing Penalty (veh)									0	90	94	
Storage Bay Dist (ft)	500			545	500			205	400			200
Storage Blk Time (%)							0	0	0	13	35	
Queuing Penalty (veh)							0	0	1	17	39	

Intersection: 1006: Middlebelt Rd (PB)/Middlebelt Rd (PB) & Plymouth Rd

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	264	248	228	116
Average Queue (ft)	138	150	124	46
95th Queue (ft)	241	222	206	88
Link Distance (ft)		921	921	921
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	500			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1074: Commercial DW (PB)/Tech Center Dr (PB) & Plymouth Rd

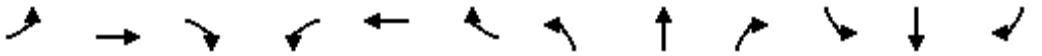
Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	TR	L	R
Maximum Queue (ft)	61	75	56	14	35	56	74	88	62	35	34
Average Queue (ft)	15	21	6	1	7	11	27	26	22	5	4
95th Queue (ft)	42	62	30	8	27	40	68	64	46	23	20
Link Distance (ft)		921	921			816	816		320		
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	495			500	500			130		65	65
Storage Blk Time (%)										0	0
Queuing Penalty (veh)										0	0

Intersection: 2001: Middlebelt Rd & Commercial DW

Movement	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	L	T	T	T	T	R
Maximum Queue (ft)	72	46	57	139	127	117	122	23
Average Queue (ft)	25	12	20	45	29	14	14	2
95th Queue (ft)	61	33	50	114	86	59	60	12
Link Distance (ft)	320			873	873	373	373	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)		50	500					150
Storage Blk Time (%)	8	0					0	
Queuing Penalty (veh)	2	0					0	

Zone Summary

Zone wide Queuing Penalty: 245



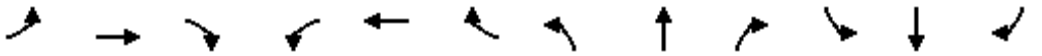
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	340	716	207	192	501	341	130	1005	130	279	1123	422
Future Volume (veh/h)	340	716	207	192	501	341	130	1005	130	279	1123	422
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1984	1984	1984	1953	1953	1953	1969	1969	1969	1969	1969	1969
Adj Flow Rate, veh/h	358	754	151	204	533	270	146	1129	77	294	1182	261
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.89	0.89	0.89	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	3	3	3	2	2	2	2	2	2
Cap, veh/h	322	1196	529	259	1177	520	234	1153	506	238	1153	610
Arrive On Green	0.02	0.10	0.10	0.06	0.32	0.32	0.09	0.31	0.31	0.09	0.31	0.31
Sat Flow, veh/h	1890	3770	1666	1860	3711	1640	1875	3741	1641	1875	3741	1641
Grp Volume(v), veh/h	358	754	151	204	533	270	146	1129	77	294	1182	261
Grp Sat Flow(s),veh/h/ln	1890	1885	1666	1860	1856	1640	1875	1870	1641	1875	1870	1641
Q Serve(g_s), s	6.9	21.1	9.2	3.3	12.6	14.8	4.3	32.9	3.7	9.9	33.9	6.1
Cycle Q Clear(g_c), s	6.9	21.1	9.2	3.3	12.6	14.8	4.3	32.9	3.7	9.9	33.9	6.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	322	1196	529	259	1177	520	234	1153	506	238	1153	610
V/C Ratio(X)	1.11	0.63	0.29	0.79	0.45	0.52	0.62	0.98	0.15	1.23	1.03	0.43
Avail Cap(c_a), veh/h	322	1196	529	259	1177	520	234	1153	506	238	1153	610
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.9	43.1	37.7	46.1	29.9	30.7	46.5	37.7	27.6	48.6	38.0	25.8
Incr Delay (d2), s/veh	83.5	2.5	1.4	21.2	1.3	3.7	11.9	22.0	0.6	135.7	33.1	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.0	11.0	4.1	6.7	5.7	6.2	4.3	17.9	1.5	15.1	20.1	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	130.4	45.6	39.1	67.3	31.2	34.4	58.4	59.7	28.3	184.3	71.2	28.0
LnGrp LOS	F	D	D	E	C	C	E	E	C	F	F	C
Approach Vol, veh/h		1263			1007			1352			1737	
Approach Delay, s/veh		68.8			39.4			57.8			83.8	
Approach LOS		E			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	41.0	16.0	40.0	13.0	41.0	16.0	40.0
Change Period (Y+Rc), s	* 6.1	* 6.1	* 6.1	* 6.1	* 6.1	* 6.1	* 6.1	* 6.1
Max Green Setting (Gmax), s	* 6.9	* 35	* 9.9	* 34	* 6.9	* 35	* 9.9	* 34
Max Q Clear Time (g_c+I1), s	5.3	23.1	11.9	34.9	8.9	16.8	6.3	35.9
Green Ext Time (p_c), s	0.1	4.2	0.0	0.0	0.0	4.1	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	65.4
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



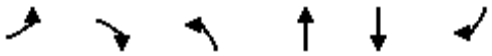
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	913	108	66	728	24	94	4	56	77	4	94
Future Volume (veh/h)	19	913	108	66	728	24	94	4	56	77	4	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1969	1969	1969	1938	1938	1938	1969	1969	1969	1984	1984	1984
Adj Flow Rate, veh/h	22	1074	108	69	766	21	106	4	47	90	5	58
Peak Hour Factor	0.85	0.85	0.85	0.95	0.95	0.95	0.89	0.89	0.89	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	4	4	4	2	2	2	1	1	1
Cap, veh/h	579	2793	1246	366	2733	75	244	18	211	214	272	228
Arrive On Green	0.75	0.75	0.75	1.00	1.00	1.00	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	688	3741	1668	467	3660	100	1328	131	1544	1354	1984	1667
Grp Volume(v), veh/h	22	1074	108	69	385	402	106	0	51	90	5	58
Grp Sat Flow(s),veh/h/ln	688	1870	1668	467	1841	1920	1328	0	1675	1354	1984	1667
Q Serve(g_s), s	0.9	11.2	1.9	2.8	0.0	0.0	8.3	0.0	3.0	7.0	0.2	3.4
Cycle Q Clear(g_c), s	0.9	11.2	1.9	14.0	0.0	0.0	8.5	0.0	3.0	10.0	0.2	3.4
Prop In Lane	1.00		1.00	1.00		0.05	1.00		0.92	1.00		1.00
Lane Grp Cap(c), veh/h	579	2793	1246	366	1374	1433	244	0	229	214	272	228
V/C Ratio(X)	0.04	0.38	0.09	0.19	0.28	0.28	0.43	0.00	0.22	0.42	0.02	0.25
Avail Cap(c_a), veh/h	579	2793	1246	366	1374	1433	560	0	627	536	743	624
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	3.6	5.0	3.8	1.0	0.0	0.0	44.7	0.0	42.3	46.7	41.1	42.4
Incr Delay (d2), s/veh	0.1	0.4	0.1	1.1	0.5	0.5	1.2	0.0	0.5	1.3	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	3.5	0.6	0.1	0.2	0.2	2.8	0.0	1.3	2.4	0.1	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.8	5.4	3.9	2.1	0.5	0.5	46.0	0.0	42.7	48.0	41.1	43.0
LnGrp LOS	A	A	A	A	A	A	D	A	D	D	D	D
Approach Vol, veh/h		1204			856			157			153	
Approach Delay, s/veh		5.2			0.6			44.9			45.9	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		88.1		21.9		88.1		21.9				
Change Period (Y+Rc), s		6.0		* 6.8		6.0		* 6.8				
Max Green Setting (Gmax), s		56.0		* 41		56.0		* 41				
Max Q Clear Time (g_c+I1), s		13.2		10.5		16.0		12.0				
Green Ext Time (p_c), s		10.0		0.6		6.5		0.5				

Intersection Summary												
HCM 6th Ctrl Delay			8.8									
HCM 6th LOS			A									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	70	137	161	1195	1388	58
Future Volume (veh/h)	70	137	161	1195	1388	58
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1984	1984	1984	1984	1953	1953
Adj Flow Rate, veh/h	81	79	177	1313	1509	59
Peak Hour Factor	0.86	0.86	0.91	0.91	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	3	3
Cap, veh/h	144	128	300	3022	2974	1327
Arrive On Green	0.08	0.08	0.80	0.80	0.80	0.80
Sat Flow, veh/h	1890	1682	330	3870	3809	1655
Grp Volume(v), veh/h	81	79	177	1313	1509	59
Grp Sat Flow(s),veh/h/ln	1890	1682	330	1885	1856	1655
Q Serve(g_s), s	3.7	4.1	34.8	9.5	12.2	0.7
Cycle Q Clear(g_c), s	3.7	4.1	47.0	9.5	12.2	0.7
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	144	128	300	3022	2974	1327
V/C Ratio(X)	0.56	0.62	0.59	0.43	0.51	0.04
Avail Cap(c_a), veh/h	399	355	300	3022	2974	1327
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.1	40.3	10.9	2.7	3.0	1.8
Incr Delay (d2), s/veh	3.4	4.7	8.3	0.5	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	1.9	2.6	1.8	2.3	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	43.5	45.0	19.1	3.2	3.6	1.9
LnGrp LOS	D	D	B	A	A	A
Approach Vol, veh/h	160			1490	1568	
Approach Delay, s/veh	44.2			5.1	3.5	
Approach LOS	D			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		77.1		12.9		77.1
Change Period (Y+Rc), s		5.0		6.0		5.0
Max Green Setting (Gmax), s		60.0		19.0		60.0
Max Q Clear Time (g_c+I1), s		49.0		6.1		14.2
Green Ext Time (p_c), s		8.0		0.3		16.5

Intersection Summary		
HCM 6th Ctrl Delay	6.3	
HCM 6th LOS	A	

Intersection: 1006: Middlebelt Rd (PB)/Middlebelt Rd (PB) & Plymouth Rd

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	T	R	L	T	T	R
Maximum Queue (ft)	575	817	837	156	269	203	245	235	344	422	413	275
Average Queue (ft)	479	447	426	66	137	122	119	116	148	300	301	116
95th Queue (ft)	655	938	919	130	246	194	198	207	341	440	440	302
Link Distance (ft)		804	804			923	923			345	345	
Upstream Blk Time (%)		16	7						0	11	12	
Queuing Penalty (veh)		100	46						0	74	80	
Storage Bay Dist (ft)	500			545	500			205	400			200
Storage Blk Time (%)	43	0					0	1	0	11	31	
Queuing Penalty (veh)	154	1					1	3	1	15	41	

Intersection: 1006: Middlebelt Rd (PB)/Middlebelt Rd (PB) & Plymouth Rd

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	575	944	926	876
Average Queue (ft)	500	695	650	265
95th Queue (ft)	696	1104	1055	798
Link Distance (ft)		921	921	921
Upstream Blk Time (%)		22	6	4
Queuing Penalty (veh)		0	0	0
Storage Bay Dist (ft)	500			
Storage Blk Time (%)	53	16		
Queuing Penalty (veh)	294	44		

Intersection: 1074: Commercial DW (PB)/Tech Center Dr (PB) & Plymouth Rd

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	TR	L	T	R
Maximum Queue (ft)	39	186	158	42	84	95	115	124	91	112	73	88
Average Queue (ft)	11	85	52	11	32	22	38	61	25	47	9	33
95th Queue (ft)	34	168	125	33	69	68	90	109	61	87	43	65
Link Distance (ft)		921	921			816	816		320		476	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	495			500	500			130		65		65
Storage Blk Time (%)								1		8	0	1
Queuing Penalty (veh)								0		8	0	0

Intersection: 2001: Middlebelt Rd & Commercial DW

Movement	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	L	T	T	T	T	R
Maximum Queue (ft)	112	112	217	191	176	234	255	48
Average Queue (ft)	44	50	87	75	59	69	79	10
95th Queue (ft)	91	91	167	152	134	168	184	34
Link Distance (ft)	320			873	873	373	373	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)		50	500					150
Storage Blk Time (%)	16	8					1	
Queuing Penalty (veh)	22	5					1	

Zone Summary

Zone wide Queuing Penalty: 890

From:	Frank Lupu
To:	Planning
Cc:	Mayor Maureen Miller Brosnan; Toy, Laura; Morgan, Scott; McCullough, Brandon; Donovic, Rob; Jolly, Jim; McIntyre, Kathleen; Bahr, Scott
Subject:	2022-04-08-02
Date:	Tuesday, June 7, 2022 6:30:47 AM

Honorary Planning Commissioners,

I am not sure why there is another petition number for this project. Also, I don't understand why we as residents on Orangelawn did not receive notice of this meeting in the mail as we have in the past.

I would like to inform you that all of our objections that were raised under petition number 2020-08-01-06 are the same and continue over to this petition.

In the past the Schostak organization has stated that they have met with residents in the area regarding this project. I am not sure who they have talked to as the neighbors I have asked were not contacted. Usually with a project with objections like we have the developer would talk to the residents.

Another concern I have regarding this project is the sewer system. Has a study been done regarding whether or not the system can handle this type of project. If it has been done where can a copy be obtained? If it hasn't been done will it be done?

Frank Lupu
29864 Orangelawn
Sent from my iPad

UNAPPROVED MINUTES

MINUTES OF THE 1,188th PUBLIC HEARINGS AND REGULAR MEETING HELD BY THE CITY PLANNING COMMISSION OF THE CITY OF LIVONIA

On Tuesday, June 7, 2022, the City Planning Commission of the City of Livonia held its 1,188th Public Hearing and Regular Meetings in the Livonia City Hall, 33000 Civic Center Drive, Livonia, Michigan.

Mr. Ian Wilshaw, Chairman, called the meeting to order at 7 p.m.

Members present:	David Bongero	Sam Caramagno	Glen Long
	Betsy McCue	Carol Smiley	Peter Ventura
	Ian Wilshaw		

Members absent: None

Mr. Mark Taormina, Planning Director, and Stephanie Reece, Program Supervisor, were also present.

Chairman Wilshaw informed the audience that if a petition on tonight's agenda involves a rezoning request, this Commission makes a recommendation to the City Council who, in turn, will hold its own public hearing and make the final determination as to whether a petition is approved or denied. The Planning Commission holds the only public hearing on a request for preliminary plat and/or vacating petition. The Commission's recommendation is forwarded to the City Council for the final determination as to whether a plat is accepted or rejected. If a petition requesting a waiver of use or site plan approval is denied tonight, the petitioner has ten days in which to appeal the decision, in writing, to the City Council. Resolutions adopted by the City Planning Commission become effective seven (7) days after the date of adoption. The Planning Commission and the professional staff have reviewed each of these petitions upon their filing. The staff has furnished the Commission with both approving and denying resolutions, which the Commission may, or may not, use depending on the outcome of the proceedings tonight.

ITEM #2 PETITION 2022-04-08-02 Middlebelt Plymouth Venture

Mr. Caramagno, Secretary, announced the next item on the agenda, Petition 2022-04-08-02 submitted by Middlebelt Plymouth Venture L.L.C. requesting approval pursuant to Sections 3.08 and 6.04 of The Livonia Vision 21 Zoning Ordinance, as amended, to construct an apartment complex (Wonderland Flats), consisting of two (2) buildings and 201 units, on the properties at 29707 & 30273 Plymouth Road, located on the south side of Plymouth

Road between Middlebelt Road and Milburn Avenue in the Northeast ¼ of Section 35.

Mr. Taormina: Thank you. This is a request to construct an apartment complex called Wonderland Flats. The site consists of 10.86 acres of vacant land at Wonderland Village. The site is between the Walmart and the LA Fitness, which is on the south side of Plymouth Road. The property is currently under consideration to be rezoned from C-2 (General Business) to NM2 (Neighborhood Multifamily). Council gave first reading to the rezoning on March 23, 2022. Apartments up to four stories in height are treated as a permitted use within the NM2 district. The proposed site plan shows two apartment buildings. Both are three stories in height and have similar ground floor areas as well as usable floor areas of 33,500 square feet and 100,000 square feet, respectively. The north building is referred to as Building A and the south building is Building B. Building A would contain 100 one- and two-bedroom units, and Building B has 101 one- and two-bedroom units, for a total of 201 apartments. This represents an overall density of 18.5 dwelling units per acre. The usable floor area of both buildings, combined, is about 160,000 square feet, which equals roughly 33.8% of the total site area. All yard bulk, height, and area requirements of the NM2 district would be met. The buildings are C-shaped and would mirror one another creating a 1.6-acre central courtyard and common area that would include an inground swimming pool and pool house. Both buildings would have central lobbies containing a mailroom and elevators. Building A's lobby is larger and includes a lounge, gym, restrooms, and a leasing and manager's office. Additional entrances and exits with staircases are shown at the east and west ends of both buildings. Additionally, each floor would include storage rooms, and each floor would have a mix of both one- and two-bedroom apartments. Altogether, the proposed number of one-bedroom units is 78, which is about 39% of the total number of units, and the total number of two-bedroom units is 123, which represents 61% of the overall number of units. A typical two-bedroom unit measures 825 square feet, whereas the one-bedroom unit is roughly 575 square feet. In terms of the architecture, the exterior building materials mostly include a combination of brick and vinyl siding. The elevations of the first floor and portions of the second floor show a brick veneer, while the remaining parts of the second floor, and all of the third floor show four different colors and two different styles of vinyl siding. A mix of full balconies and Juliet style balconies are shown on only a portion of the units facing the exterior of the complex. The building

height would be 36-½ feet measured from the finished grade to the top edge of the highest point on the parapet wall. The roof deck is roughly 2-½ to 4-½ feet below the top of the parapet. This is to help conceal the rooftop units. The edge of the roof would contain a prefinished metal coping, and the pool house and the maintenance garage would be constructed of similar materials. Extending across the rear of the property is a landscape berm and screen wall. To improve the visual barrier between the apartments and the single-family homes to the south, the berm would be widened and two more rows of evergreen trees as well as an eight-foot-high obscuring fence would be added. The distance between the wall and the closest apartment building would be about 300 feet, and from the base of the berm to the edge of the parking lot of the apartment complex the distance is roughly 100 feet. This area would be maintained as a grassy open space. Access to the site would be from two driveways, both of which are at the north end of the apartment complex. These driveways interconnect with internal roads that run both north and east across the Wonderland village, interconnecting with the other retail establishments and to the signalized intersections at Plymouth and Middle Belt Roads. For parking, the ordinance requires two spaces per apartment for a total of 402 parking spaces. The site plan shows 400 available parking spaces. Carports are provided for 102 cars and are shown along the east and south sides of the complex. A total of four dumpsters would serve the apartment complex. Two are on the east and west sides of the parking lots between the buildings and the other two are in the southeast and southwest corners of the parking lot. The wall surrounding the containers would be six feet in height and constructed out of masonry to match the buildings. For site lighting, the exterior lighting for the parking lots would consist of ground mounted LED light fixtures that would be at a height of 20 feet. Minimal lighting is shown in the courtyard. The plan shows seven (7) fixtures altogether. For stormwater management, all runoff would be directed to the existing storm system and to an offsite detention pond, which is in the southwest corner of the Wonderland Village development. There are several pedestrian connections shown on the plan. A network of internal sidewalks would connect to a new walkway that would extend across the north end of the property. This sidewalk would be extended further east where it would connect to the other sidewalks that link with the various retail buildings, including the Walmart, Target, as well as the sidewalks along both Plymouth and Middle Belt Roads. Fencing would be installed around the perimeter of the complex. The plans show a proposed six-foot

screening fence on the west and the east sides of the development. On top of the berm that runs along the southern boundary, the plan shows a proposed eight-foot screening fence. Along the front, the plans show a more decorative prefinished aluminum fence with 2' x 2' masonry columns. Also shown are gated driveways leading into and out of the complex that would allow for full movement. Regarding signage, multifamily developments are permitted one wall sign totaling 20 square feet and one ground sign totaling 20 square feet having a maximum height of five feet. These plans show that the main identification sign on the building would be roughly 57 square feet and the ground sign 40 square feet. Thus, both signs are currently oversized based on what the ordinance recommends and would have to be approved by the Zoning Board of Appeals. Mr. Chairman, that is the end of my initial comments. With that, Mr. Chairman, I can read out the departmental correspondence.

Mr. Wilshaw: Yes, please.

Mr. Taormina: The first item is from the Engineering Division, dated May 5, 2022, which reads as follows: *"In accordance with your request, the Engineering Division has reviewed the above referenced petition. We have no objections to the proposed project at this time. The parcels are assigned the addresses of #29707 and #30273 Plymouth Road. The legal descriptions submitted by the owner for the proposed project appears to be correct and should be used to describe the parcel if approved, although he owner will need to slit and combine properties to be able to develop the lot as shown. The proposed development is currently serviced by water main, sanitary and storm sewers, which may need to be extended to service any new development. The submitted drawings do not indicate any utility connections or calculations, so we do not have any knowledge of impacts to the existing systems at this time. The existing site has a mix of public and private utilities, which may require additional easements or relocations to provide sanitary and water service to a new parcel. It should be noted that should the project move forward, the proposed construction will be required to meet the Wayne County Stormwater Ordinance, including revised detention requirements. A full review of the proposed development will be completed when plans are submitted for permitting."* The letter is signed by David W. Lear, P.E., Assistant City Engineer. The next letter is from the Livonia Fire & Rescue Division, dated May 17, 2022, which reads as follows: "*This office has reviewed the site plan submitted in connection with a request to construct a*

commercial building on property located at the above referenced address. We have no objections to this proposal with the following stipulations: 1. Subject building(s) are to be provided with an automatic sprinkler system, fire alarm system and onsite hydrants shall be located between 50 feet and 100 feet from the Fire Department connection. 2. Hydrant spacing shall be consistent with City of Livonia Ordinances. 3. A fire access road shall be provided with not less than 20 feet of unobstructed width and have a minimum of 13 feet 6 inches of vertical clearance in accordance to 18.2.3.4.1.1 and 18.2.3.4.1.2 of NFPA 1, 2015. 4. Knox Box installation is required for Fire Department access through the gate and the buildings. A further detailed plan review will take place when this division receives an official plan set." The letter is signed by Brian Kukla, Fire Marshal. The next letter is from the Division of Police, dated May 4, 2022, which reads as follows: *"I have reviewed the plans in connection with the petition. Concerning is the large volume of residents mixed in a busy commercial area. I foresee many of the residents wishing to walk to the Walmart and Target locations. I do not see any sidewalks or other traffic control measures. Without any, I am concerned with the safety of the residents/pedestrian traffic."* The letter is signed by Scott Sczepanski, Sergeant, Traffic Bureau. The next letter is from the Inspection Department, dated June 3, 2022, which reads as follows: *"Pursuant to your request, the above-referenced petition has been reviewed. This Department has no objections to this petition."* The letter is signed by Jerome Hanna, Director of Inspection. The next letter is from the Finance Department, dated May 3, 2022, which reads as follows: *"I have reviewed the addresses connected with the above noted petition. As there are no outstanding amounts receivable, general or water and sewer, I have no objections to the proposal."* The letter is signed by Connie Kumpula, Chief Accountant. The next letter is from the Treasurer's Department, dated May 3, 2022, which reads as follows: *"In accordance with your request, the Treasurer's Office has reviewed the address connected with the above noted petition. At this time, there are no outstanding amounts receivable for taxes. Therefore, I have no objections to the proposal."* The letter is signed by Lynda Scheel, Treasurer. Next, we have two email correspondence from residents. The first is from Frank Lupu, 29864 Orangelawn, Livonia, MI, dated Tuesday, June 7, 2022, and it reads: *"Honorary Planning Commissioners, I am not sure why there is another petition number for this project. Also, I don't understand why we as residents on Orangelawn did not receive notice of this meeting in the mail as we have in the past. I would like to inform you that*

all of our objections that were raised under petition number 2020-08-01-06 are the same and continue over to this petition. In the past the Schostak organization has stated that they have met with residents in the area regarding this project. I am not sure who they have talked to as the neighbors I have asked were not contacted. Usually with a project with objections like we have the developer would talk to the residents. Another concern I have regarding this project is the sewer system. Has a study been done regarding whether or not the system can handle this type of project. If it has been done where can a copy be obtained? If it hasn't been done will it be done?" The last email correspondence comes from Crystal Iverson, 9880 Orangelawn, Livonia, MI, dated June 7, 2022, it reads: "*Good Morning, Mr. Taormina, I wanted to express my continued concern about the change of zoning and the proposed apartment buildings being requested to be built directly behind my house. I would ask that at tonight's meeting my concern and objection to both related petitions be raised and voiced. My fiancé and I are a young couple both with professional jobs. Given the current changing work environment, we are both lucky enough to work from home. While this has been a blessing for our family, the potential for significant construction right behind my house is of large concern to me. My office window directly faces the proposed worksite. Not only am I still concerned about my quality of life, personal and family safety, housing values of the neighborhood, power and sewer stability, increased crime and disruption, etc. I am now additionally concerned that construction so near my home/office will directly impact my household's ability to work without extensive interruption, something that I should be afforded without question when working inside of my own home. I would guess that others in the neighborhood have also transitioned to a work-from-home model and are likely impacted as well (for example, at least one of my direct neighbors whose back yard is also directly in line of the proposed construction is also in this position). Thank you for your consideration".* That is the extent of the correspondence.

Mr. Wilshaw: Great, thank you, Mr. Taormina. Any questions for our planning staff? I don't see any questions from any of the commissioners for our planning staff so thank you, Mr. Taormina. Our petitioner is here this evening and his representatives, if you'd like to come forward, and we'll get started with you for this petition. I want to give you an opportunity to give us some additional background information. Good evening, Mr. Schostak.

Jeff Schostak, 17800 Laurel Park Place Dr., Livonia, MI. It's nice to see you all again. We've made a lot of improvements since our last meeting here as I won't go into all the details. We have some experts that will kind of walk through it a little more, and obviously, Mark Taormina did a great job of kind of highlighting a lot of things that we've changed since our last meeting. But just to kind of highlight a few things on the overall project, and just hearing some of the emails come through is, you know, this is a $30 million dollar investment of a brand-new economic development in southeast Livonia. This is a three-story low-rise apartment project. This is high end. This is Class A apartments. These are rents that range from $1,200 to $1,700 a month. These are people with good jobs, that'll be good neighbors in the area. I know it was talked about with one of the residents who apparently did not get the memo, but we did meet with the residents, and one of the big things that came out of the meeting that we had with the residents was privacy. Mark just highlighted that on our most recent renderings here. But we added two more rows of evergreen trees plus the fence and there's no sight line at all from the third-floor apartments into the homes. It cannot be seen. So, that was something that came out of meeting with the residents, and we appreciated that feedback because they were, frankly, right about that. So, we're glad we did that. And then just with us today…there's been some questions over this whole process from the operations perspective. So, we have Justin Dunckel, who's the President of Paragon Management, who manages our apartments, as well as many other apartments in town. We also have Michael Labadie, from Fishbeck, who conducted the traffic study that we sent over last week. So, Mike is here. If there's any questions on the traffic study, he can answer that. And then we also have our architect Mark Shovers, who will walk through some of the additional changes we made. So of course, we're here to answer any more questions you have, but with that, I'm going to hand it over to Justin Dunckel from Paragon to just go over some of the operational questions that have come up.

Mr. Wilshaw: Thank you, Mr. Schostak. Good evening, Mr. Dunckel.

Justin Dunckel, President of Paragon Properties Company, 32400 Telegraph Road, Bingham Farms, MI. We are an owner and manager of just over 4000 units in the metropolitan region. In the whole scheme of things, probably a smaller property management shop. We own about 90% of what we manage. We do understand, you know, what it's like to be an owner of multifamily. I do have a, a very small client list of third-party

contracts with, you know, I'm gonna tell you, I've been doing this for a long time. The people that I do business with that do not have apartments that I own, they're good, honest people. I've, you know, I've always made a point of doing business with really good people. Happy to be here and talk shop with you. There's not a lot of people in my life that want to talk about property management, so I definitely could talk with you about it all night. I thought maybe I kind of just start with the kind of 10,000-foot level, just the state of the apartment business right now and maybe get down a little bit more granular. There are some recurring questions that I think that have been asked of the petitioner as they relate to property management. So, just to reiterate, you know, we are a locally owned and managed property management firm. I do manage another apartment community for the petitioner. I have about 125 employees. They are all employees of our company. We manage apartment communities anywhere from 200 units, up to 900 units. 90% of my staff are our field people. So, they are salespeople. They are management personnel, and they are maintenance personnel. All of our developments, as would be the case with this development, They have an onsite management team and I do know that that's a question that's been asked, you know, will there be eyes on this? Absolutely. I believe it was talked about. There's going to be a leasing and management office there that will be open six (6) to seven (7) days a week. There will be an onsite manager. There will be a salesperson. There will be a maintenance crew here. Probably a groundskeeping or porter type crew that works at the property. Typically, either the manager or the maintenance supervisor will reside at the property. I can't think of one of my existing properties where one of the two does not exist. So, there's always a representative of the company at the property 24 hours a day. The state of the apartment industry, as a whole, as I'm sure you've seen that the housing market is just crazy right now. And I'm sure you've heard the same thing. We have in this country, in the state and in the metro…there is a huge lack of housing out there right now. To put it in perspective for you, and again, I manage 4,000 apartments as of yesterday. I checked all my stats, right, Monday, that starts the week, as of yesterday, I had four apartments available in a 4,000-unit portfolio. The demand is there. I'm a little bit older than you probably think, but I'm also fortunate enough that I've seen several economic cycles. I saw the economic cycle in the early to mid-90s. I saw the, you know, the growth of the apartment business of the housing business of the economy. I also, you know, survived through the downturn of 2008, and what came along with that, through all those

periods. I've been with Paragon properties for going on 18 years, and the 10 years prior to that I worked for a large, very large property management company. This is what I do. This is how I feed my family in this business. The business, you know, I think there have been, you know, some discussion just about where the rents are. As Mr. Schostak mentioned to you, this is a Class A apartment community with rents $1,200 to $1,600. In my world, those are not exorbitant rents. You know, to put it in perspective for you, we use a ratio typically, a rent to income ratio of around a third, you know, 30 to 35% of the annual income. You're really looking at people, you know, with household incomes in the $60,000 to $80,000 range. So, I definitely think you know, it's affordable, particularly in a city like Livonia. One of the other items that has been brought to my attention is some concerns about just our rules and regulations and the occupancy of the apartments. There tends to be a concern, you know that multi-generational families will live there, there's just going to be too many people. I will tell you that not only do we have strict lease agreements and rules and regulations, the rule of thumb in the apartment business, typically traditionally, for most professional landlords, is two occupants per bedroom. One bedroom apartment, two people, two-bedroom apartment, max of four people, and we do follow that same standard. I will tell you that HUD, HUD sees things a little bit differently. You know, I take a fair housing class every year and I know the HUD regulations pretty well. Every once in a while, there will be a municipality that will have rules a little bit different that will not only go by the bedroom size, but they will also go by the square footage size. So, I do have some apartments that are, you know, two bedrooms that are 1,200-1,300 square feet, that HUD tells me that we have to allow five people. I will tell you just on my knowledge of the HUD rules and regulations and the size of the apartments that have been presented here and proposed here, this will follow the two per one bedroom and the four per two-bedroom rule. Besides the onsite management and our consistency in, you know, holding those standards, we do in all the municipalities, and it will be the same as Livonia, we are subject to a rental inspection from the city. So that's a good gut check, right, to keep things going. We have lender inspections. We have insurance inspections. We are pretty regulated, and candidly, you know, just from an asset preservation standpoint, it's not in our best interest. The more people in the smaller the space, the bigger the damage, the bigger the opportunity for problems. So that is a very, very predictable methodology in our business. I'll talk to you a little bit about our approval standards and our screening standards.

They are very stringent. You know, again, in the apartment business, income, housing reference, credit, those are the traditional things. We do something…we go a little bit above and beyond that. So we've actually subscribed to a service that is called ID verify where we actually verify identities. Believe it or not over the last two to three years, ID fraud has become a real problem in a lot of businesses. So, that has been a very good service that we use to verify identities of who is living in these apartments. I will assure you that every week I see people that are getting kicked out of the application pool because they have fraudulent apps. The other thing we use is a service called snapped with two p's. That is an income verification tool. It's very easy these days to do a Google search and go out there and try to figure out how to get a fake pay stub, and you'll be able to do so in about 30 seconds. So, this actually uses artificial intelligence technology. It's always evolving. It can spot the fraudulent pay stubs, bank statements, just through watermarks, and through, you know, different lines and cuts on that. So, that has been a wonderful, you know, service that we've been using to just keep things honest, and to keep things clean and have the people that deserve to live at these apartments, live at these apartments. So, the other thing that I know has come up also has just been the overall security of the apartment community. I'm thrilled. And I've actually…that in the petition, I think there's information in there about the state-of-the-art security cameras that are going to be installed at this development. So, besides having a gated entry system, you know, for ingress and egress to the apartment community, this community will be outfitted with state-of-the-art security cameras. Exterior cameras, door cameras. There are actually license plate readers on these cameras. I've recently in the last couple of years…I've retrofitted some of our older apartment communities with the security cameras. And I will tell you that they're absolutely amazing. The video quality they have, I can get really technical with you here, they have facial recognition technology. So, in the event that the police have someone that they're looking for or there's a problem and they have a photo, you can put it into this video, this facial recognition technology, and it can literally track them throughout a development. It can track them from development to development. It's pretty slick. That being said, at almost all of my apartment communities, and I believe the same would be here for Wonderland flats, is we still use an after-hours security patrol. So, when the office staff heads home at, you know, six, seven o'clock, we will typically still have a security service on the property. They do rotating patrols. They are definitely there. We give the residents their

phone numbers. Our residents will call them from anything, anything from, you know, getting an escort from their car to their apartment. They'll help them carry in groceries. But it's just nice to have a presence. They actually do lockouts. Sometimes they can do lockouts, if people get locked out of their apartment. So that's been a very good thing, you know, to have at the various apartment communities and I think it would definitely, you know, serve this development very well. The other thing I wanted to touch on today, it actually was suggested I guess, isn't in the presentation and I definitely have heard this question before regarding apartment developments is just the trash, right? You know, dumpsters and stuff like that. Really, there is a formula, right? If I go to any one of the carriers and I say I have this many apartments that are this size, you know, how many dumpsters do I need, there's a formula there. It says you need six to eight dumpsters. They need to go here, here and here, and this is what the frequency is, Not an exact science. It's really something that, you know, we have to, to look at, because we're there every day from an operation standpoint, and just understand, you know, the frequency. It does not behoove us though, as owners and operators of apartments to have trash strewn all over the place. These are renters by choice, At this rent level, these are renters by choice. They definitely have high standards, as do we. So, I do not want to downplay the significance of that concern. But definitely, I mean, I, again, I can always look, and I can tweak number of containers. I can tweak the frequency of pickups, just to make sure that it is addressed. So, again, I could definitely talk property management with you all night, but I'd love to answer any questions you may have anything else specific.

Mr. Wilshaw: I think you've had given a wonderful presentation, Mr. Dunckel, of both the state of the industry, and then this, addressing some of the concerns about this site. So, I appreciate that. Let me first go to our commissioners and see if there's any questions for either you or any of the other representatives from this project and then we'll get the appropriate people to answer those questions.

Ms. Smiley: Good evening. Do you manage any properties in Livonia?

Mr. Dunckel: We do not manage any properties in Livonia. About 10 years ago and I am failing on the name of it. We did manage a property in Livonia. I do have two apartment communities that we own and manage in Westland.

Ms. Smiley: Okay. And do you have any senior complexes?

Mr. Dunckel: No. They're all traditional. No senior housing. I do have one mobile home park that we manage.

Ms. Smiley: How about…well, you mentioned HUD. For a 575 square foot apartment, how many people could live in there?

Mr. Dunckel: It would be two.

Ms. Smiley: It would be two.

Mr. Dunckel: It would follow the bedroom rule.

Ms. Smiley: Okay. So that would be a one bedroom?

Mr. Dunckel: It would be a one bedroom. When you start getting into large one bedroom, and 850 and 900 square feet, is when it's actually…I will bore you to death, there's the HUD guidelines, and then there was the Keating memorandum that was actually run through…it's when they start to do an equation with, you know, number of people relative to square footage, the bedroom sizes.

Ms. Smiley: Okay, and then the 575 square foot, $1,200, does that seem about average for rent?

Mr. Dunckel: It does. Your rents have been escalating at an amazing clip over the last few years. But you know, really, that's particularly with new development, you know, new modern development with state-of-the-art cameras and amenities and finishes, you know, granite finishes and hardware, and stuff like that. That's definitely what I'm seeing. In my rents across my portfolio, I have what I would call everywhere from Class A apartments, right? Renters by choice, to Class C apartments, which are renters by necessity. So, I'm seeing anywhere from, you know, $1.30 to $1.40 a square foot for the renters by necessity, you know, to excess of, you know, $2 a square foot. I will tell you that the demand is just as strong on the entry level as it is on the…just a strong on the high end of the rent level that it is on a low end.

Ms. Smiley: So, this is over $2 per square foot?

Mr. Dunckel: Yeah. Yeah. I'm actually seeing stuff in Troy, Washington Township probably approaching over $3 a square foot. I feel

very, I've got to operate. This is right, yeah. So, the developers done and the owners done and then and then it falls either comes to meet to operate it, that's where I make my money. That's how that's how my business runs is. And I'm very comfortable with the pro forma that has been put together here. I've been very realistic about an expense pro forma that has been put together here, which, you know, equate to a net operating income, and, you know, create a viable business. Yeah, I'm very, very comfortable. You'd be surprised. I'm actually getting. I got two bedrooms in West Side right now that are about $1,500. And they were built in 1969. And how bigger apartment they're about 950 square feet for a two bedroom.

Ms. Smiley: 950 square foot and two bedroom is 825?

Mr. Dunckel: Yeah.

Ms. Smiley: Okay. And that's in Westland?

Mr. Dunckel: It is.

Ms. Smiley: Thank you.

Mr. Wilshaw: Thank you, Miss Smiley. Any other questions for this representative? Do you want to pull your mic down, sir? Oh, so audience can hear you. Thanks.

Mr. Bongero: This one goes back to Mr. Schostak. You had mentioned you had a meeting with the neighbors? How many neighbors attended that?

Mr. Schostak: There was four or five.

Mr. Bongero: Four or five, okay. Okay, what was the feeling they were saying? Like, no way?

Mr. Schostak: I think they had a obviously varying opinions. Privacy was kind of the big topic was, you know, we live behind here, and you know, how is that gonna affect that. And that's why we came to the conclusion of adding the layers of trees. And then there was some overall just different thoughts and ideas. Walkability came up a little bit, which we've improved. That also came up in some of the meetings here with council, as well, but I mean, that was the general sense of it. It was arranged by a couple of the councilman. And, you know, obviously, we'd like more people to

show up. But you know, that's what we had. And so, we tried to respond to what they told us.

Mr. Bongero: Oh, just saying that mailer went out to basically everybody in the neighborhood or you know I mean…

Mr. Wilshaw: Let's not talk from the audience, just so that right now we're talking between commissioners and the petitioner. We will give you all a chance to speak so you can address those issues.

Mr. Bongero: I'm just trying to get, like, did it go out to everybody? Such a low turnout. Did everybody know? You know what I mean? It seems like there's a lot opposition, so I would expect they would have been there to talk but maybe some of them didn't want to.

Mr. Schostak: Yeah, I mean, obviously it clearly appears that people did not get the invite. I don't know specifically how it was sent out, you know, two Councilman set it up and, you know, invited different folks through whatever different groups and ways to get people in Livonia and people came that came.

Mr. Bongero: Yeah, I guess I just have…changing it a little bit. The vinyl siding…Mark, is it common that a building like this in our city would have vinyl? Do you see much vinyl?

Mr. Taormina: In terms of apartment complexes, it's very rare.

Mr. Bongero: Very rare. I guess that would be one of my main concerns is vinyl. I think a more rigid, you know, veneer would be more suitable. I don't know why they picked vinyl. Is there a reason just for expense or?

Mr. Schostak: There's a couple of reasons. Mark will come up and answer.

Mark Shovers, Spire Design Group Architect, 115 East Fourth Street, Rochester, Michigan. The vinyl was picked up…so they've come out over the years with different vinyl's that have more texture to them, more patterns to them. This isn't just your run of the mill residential siding. So, we're getting the board and batten looks. We're getting stained wood looks out of it. The benefits to vinyl over, like Hardy or these other materials are…hardy is great, but you still had to paint it. It still peels. Southside of a facade, it's not going to last. You'll be up their painting it every five to ten years. This is going to last for 30 years untouched. You can power wash it. You can spray soap on it, you can keep it clean.

It's a much longer, more durable product to maintain the colors and the look of the building.

Mr. Bongero: Okay. Yeah, I'm familiar with vinyl, I am for sure. You know, you get the ripples in it when the heat expands it. I just think that on this size, my opinion, vinyl should not be on that building. Just to me, it just doesn't seem like it's suitable. But that's my opinion. And I don't know if it's not common with the rest of developments that we're seeing? I keep looking back at the Haggerty development over at Haggerty and Eight Mile. I was there tonight and there's doesn't appear to be any vinyl on it. It just seems like it's going to longevity wise, I think it's going to hold up better. But that's my opinion. Thanks for your time.

Mr. Wilshaw: Thank you Mr. Bongero. Any other questions for our petitioners' representatives?

Mr. Ventura: I'm not sure who the question is for, so I'll just ask it generally. HUD was mentioned in the presentation by Mr. Dunckel. Do you plan to have this project qualify for Section Eight financing and/or occupancy?

Mr. Schostak: No, not Section 8. Section 8 and HUD are kind of two separate things. This is nowhere near Section 8. This is high end Class A apartments. We haven't lined up all the financing yet. We will most likely work with Comerica Bank, who is the lender on the property. But no, this will never in any fashion be a Section 8 apartment complex for what we're building. Could never afford that.

Mr. Ventura: Thank you. Mr. Dunckel mentioned onsite management, and it sounded to me like those would be maintenance people, is that correct?

Mr. Dunckel: Maintenance, as well as office staff. So, there will be salespeople as well as management personnel

Mr. Ventura: Overnight, however, who's on the property?

Mr.Dunckel: So overnight, typically, my belief is that there's going to be at least one person from the staff, and it typically is either a manager or a maintenance person that's living there. We do perform 24-hour emergency maintenance. So, there is an efficiency there simply to have a maintenance person on site. As far as overnight. That's where we get into the after our security patrol,

Mr. Ventura: How do you how do you plan to control access to the site? You said it is gated? Are the guards at the gate?

Mr. Dunckel: Yeah. So, the front entry, so the two points of entry will be gated entries. The traditional schedule on the gates at other apartment communities I manage that have them is we may adjust it seasonally, a little bit, right, in the summer, but typically, gates are down or closed from 6pm to 6am, and then they open up while people are going to work, and while package deliveries are coming in. Again, we can kind of get an idea and adjust it accordingly.

Mr. Ventura: So, there is no controlled or restricted access during the day?

Mr. Dunckel: I can keep it controlled during the day. You know, my experience has been particularly with a number of delivery drivers, FedEx, UPS, Amazon that are coming in, that actually creates even more of a backup, trying to use a gated entry system during the day and then it flows back out into the residential streets

Mr. Ventura: I'm really concerned about security. So, there's no guard personnel at the gate. It's not…

Mr. Dunckel: It's not a manned entry. There will be the license plate readers, the cameras at the gate. And those are all the time.

Mr. Ventura: Okay. Tell us a little bit more about ID verify. I mean, how do we know that somebody's a legal resident of the country or of the state?

Mr. Dunckel: So, security numbers, state IDs, driver's license. I can't necessarily get super granular with you regarding how it works, but it's pretty, you know…I will tell you it's been…it's pretty sophisticated. And I do I see enough instances…I've seen particularly in the last couple years of fraud of…this is stuff I wasn't catching five years ago. So, I'm very, very confident in the service.

Mr. Ventura: Okay, thank you. Mr. Dunckel. Thank you, Mr. Chairman.

Mr. Wilshaw: Thank you, Mr. Ventura. Any other questions for our petitioner?

Mr. Long: Mr. Dunckel, if you could stay there. Thank you very much for your presentation. I thought it was very thorough. I had a

question about going back to number of residents in an apartment. And you know, they come in, they sign the lease, you know, you think that you only have two people living there. But there's more in there because you have cameras on them, and you realize that, so then what? What's your process? What happens?

Mr. Dunckel: You ask them politely. You call them. You meet with them. You explain the violation, and you try to do it the amicable way, and when that doesn't work, you know, you do serve them with a 30-day lease violation because they're, you know, they're violating the terms of the lease and over occupying the apartment.

Mr. Long: Okay, so that's a 30-day process?

Mr. Dunckel: So, you know, it is a 30-day process. There's a seven-day notice to quit in the housing business that has typically has to do with non-payment of rent. Other things would be handled in a 30 day. So, they're expedited. A 30 days is actually expedited a little bit more so than a non-rent payment case. So, it's going to be violent acts, drugs, lease violations, things like that. It's just a little bit faster process to move through the court system.

Mr. Long: Okay. I appreciate the education. Given your experience in your large portfolio, If you're getting over occupancy, is it happening…these are upscale, but they're a little bit smaller apartment…is it more likely to get over occupancy in a smaller apartment or a larger apartment, is it more driven by location?

Mr. Dunckel: I wish there was a hard and fast rule. I will tell you as a general statement, it is something that I rarely encounter. Onsite management is pretty diligent, you know, between the cameras, they just know what's going on, you know, as you as you can imagine. You know, the department management personnel end up being therapists and counselors and you know, everything else. So, we know these people pretty well. The Postal Service Worker loves to come in and tell you when they're delivering mail to apartments of people that they don't know…the UPS driver a lot, you know, because they like to come in and take your coffee and our candy and our cookies. And so, they love to spill the tea on what's going on there. But honestly, it was so long…it's really rare. And it doesn't have a specific face. Small apartment, large apartment, geographic. I can tell you some stories, maybe you know, war stories. But yeah, it's really not a thing. The city inspections that we have by the municipalities, they're great. Again, they love to come in and tell us what they

see. We're going, you know, I think we actually go into these apartments possibly too much, right? You know, we're doing bi-annual inspections. We're changing furnace filters. We've got eyes on quite a bit.

Mr. Long: Great. I appreciate that. Thank you very much.

Mr. Wilshaw: Thank you. Thank you, Mr. Long. Any other questions for petitioner?

Mr. Caramagno: I think most of my questions are for Mr. Dunckel. You're very knowledgeable, obviously, and what you do. So, a couple of questions about the challenges of this property or other properties that you manage or have managed? What are some of the items that habitual problems?

Mr. Dunckel: Paychecks, fraud for applicants and ID fraud. You know, I'm going to have a recency bias here, right, particularly over the last couple of years. So it has made our screening process much more arduous. But, again, I'd rather put in the time there than have the problem after the fact. You know, at any given time, you're gonna have some rent collection challenges. It knows no faces, right. But you know, whether the rents are $2,000 a month or $700 a month, you can always count on having to chase, you know, some people here and there for rent, so I wish I could give you some more. It's so routine to me.

Mr. Caramagno: With that being said, how long will you chase money? You're gonna let someone go out one month, two months, three months out? How far are you going to let them stay?

Mr. Dunckel: I will give somebody a flyer on their late fees one time, and we will file a case on them immediately. So, we use some dunning letters and phone calls, we tried to do this the right way, the first time around. It's all about you know, it's all about screening them the right way, first time around. Don't let people in that have no business affording the rent. That doesn't do you any favors down the road when you're trying to collect it. But we are very disciplined with our managers when they're sitting down and, you know, moving somebody in, you know, not to be callous about the business, but you know, as a landlord, we have many obligations to our residents. We have many, many obligations to fix the apartment and upkeep and quiet enjoyment. They have one obligation to us and that's to pay their rent on time. Contractually as we agreed upon. So, you

know, we're a little bit more eloquent when we talk about it at lease signing.

Mr. Caramagno: Okay, and how about when they gotta get put out? What do you…you evict them? You schedule that eviction? How does that work? Because there's only a couple of elevators in these buildings. So how does that tie up the process for people coming in?

Mr. Dunckel: So, you know, the process is you file a seven day, you have a court hearing, actually today in the current environment, in almost all the courts now, a mandatory second hearing. So, you do not get a judgment at your first court hearing. Since COVID, has been upon us, there's been a mandatory second court hearing. I would say probably 80% of the time the defendant does not show for the court hearing, and you are given a default judgment. You then have a waiting period before you can get a writ of restitution signed by the judge. You have to then wait a few days after that written restitution and in the meantime, we're in contact with the local bailiff with the court systems. I will say…I'm gonna say probably 75% of the time the delinquent resident does end up moving out on their own when they start realizing that it's a reality, They do move out on their own, which means that there is not chaos, there is not a problem with the elevators, there isn't a problem with, you know, stuff being put on the curb. In those rare occasions where somebody does need to be set out, it's all hands-on deck. It's interesting, you know, depending on the rules and the municipality, you know, sometimes it's the bailiff and the bailiff's team, they have to do everything. There are other municipalities where the maintenance team can also participate just to help expedite the process.

Mr. Caramagno: Okay. Vehicles on the site. Abandoned vehicles. Perhaps vehicles that aren't plated. What is your process in other locations?

Mr. Dunckel: That is actually another function that our security company does keep track of. We have an interface with most of them with their technology and it interfaces with our rent rolls, and also our resident profiles, which means they do no license plates, they do no registrations of vehicles. So unauthorized vehicles, the most obvious ones are the flat tires. You know, bad parking jobs, those are pretty easy to tag, you know, some of them do take a little bit more, you know. The ones that have been sitting there for 20-30 days and you start to realize it. You have to dig a

little bit deeper on that. But, you know, we engage with private towing companies in the event that we do have to tow vehicles. So, it's just having eyes on stuff all the time.

Mr. Caramagno: That's good. For your personal business, what is the term for you to manage your property? So, you're coming in expected to manage Wonderland Flats? For what term? Two years?

Mr. Dunckel: Okay, I was wondering, are you asking me compensation or duration?

Mr. Caramagno: Well, I will say I don't care about that, but what is your term managing this property? Is it two years, a five-year contract? What is it? How long term are you in this deal?

Mr. Dunckel: So, the initial management contracts are all one year. They auto renew. To put it in perspective for you, in my other property that I do manage for the Schostak Group or the petitioner, the management contract is going on 17 years.

Mr. Caramagno: So, you have a long-term relationship, obviously. The Schostak Group is comfortable with you, and you are apparently comfortable with them as well.

Mr. Dunckel: I'm comfortable with them, and I hope they would say the same.

Mr. Caramagno: Okay. The last question I've got…I've got a couple more actually. How about kids in this complex? Where will the school bus pick them up at?

Mr. Dunckel: So, that's typically something that as the development progresses along, in one sense, a census of school aged attending children is kind of determined. We end up working typically with the schools. Most of our, and I know for sure, for sure, our two Westland properties for example, they have a bus stop at the property. That they will actually come into the apartment community. They'll have a designated area. Typically, it is by the leasing and management office. We will set up some benches for the parents to sit. It's great. I've done this for so many years. The kids get off the bus, they run in the office, they steal all your candy. You know, but it's precious. Right? You know, but it's good because the parents feel comfortable. Right? Bus pickup time, bus drop off time, we're there, right? We've got people there. Eyes on them.

Mr. Caramagno: Okay, and the last question I've got, again, with all your knowledge, you said you managed a former Livonia apartment complex, but you don't remember where it is. Let me ask you this, and I'd like you to think about where that is, because I'd like to know. And secondly, how come you don't manage it anymore?

Mr. Dunckel: So, do you know Mitchell Blesnic? Anybody? What property did he own? It was on Plymouth Road, and I don't know if he still owns it.

Mr. Taormina: Plymouth Woods?

Mr. Dunckel: Yeah? Does that sound right, Plymouth Woods?

Mr. Caramagno: The name Plymouth Woods. What? What does that mean? That doesn't resonate…Where is Plymouth Woods at?

Mr. Schostak: Within probably a five-minute drive of our property.

Mr. Caramagno: Plymouth is pretty simple. It goes from Inkster to 275.

Mr. Dunckel: Give me two minutes and I'll figure out what property it is. I will answer your question though about the management. So, it was about 10 years ago, and the patriarch of the family had reduced his multifamily portfolio to a point where it did not make sense for him to have an in-house management company. He actually had two sons in college at that time. And so, I actually knew that it was a short-term assignment relatively I actually managed a property for him in Livonia. I managed a property in Plymouth. Two properties in Saginaw. It was like a five-property portfolio. And I knew that it was…I was actually going to, when his sons graduated from U of M, it was their intention to go into the family business and begin a management company. So, when the first one graduated, I actually hired him and mentored him and really kind of taught him how to run a property management company and then his younger brother graduated, and they are now back in the management business. They manage their own apartments. So that was how the divorce happened. I knew it was coming from the beginning.

Mr. Caramagno: Thank you.

Mr. Dunckel: I'm gonna figure out the property for you.

Mr. Caramagno: Good. Okay.

Mr. Wilshaw: Thank you, Mr. Caramagno. Plymouth Woods is located on the south side of Plymouth Road between Newburgh and Eckles across from McKesson.

Mr. Caramagno: Okay, thank you.

Mr. Wilshaw: Whether that's the property in question, I don't know. But that is where Plymouth Woods is. Is there any other questions for our petitioner?

Mr. Bongero: Just one quick question. Is this a smoke free apartment complex?

Mr. Dunckel: It will be? Yep. Yeah. You know, for the most part, we've been moving in that direction for probably about the last five to seven years. You know, the older apartment communities are a little bit harder. Yeah. Out of the gate. Very easy. Thanks.

Mr. Wilshaw: Okay. Any other questions from any of the commissioners? If not, I'm just going to ask a couple of brief questions. We'll start with you, Mr. Dunckel. Hopefully you can answer these. If not, you can punt it to one of your other team.

Mr. Dunckel: I will and I'm looking this up right now. I'm going to have this answer for you.

Mr. Wilshaw: All right, if you can multitask. We can do two things at once here. Is there any discussion about EV charge ports or EV charging, which is of course electrical vehicles, at the site? Because that's kind of where things are going.

Mr. Dunckel: It definitely is.

Mr. Wilshaw: This is a big problem for apartment complexes

Mr. Dunckel: I've actually retrofitted again, some of the some of our older apartment communities. We haven't gone terribly in depth on the discussion, I think, you know, the question is how many? What is appropriate?

Mr. Wilshaw: Okay. Do you know if those would be provided by the complex? Or is that something that then they would have to pay.

Mr. Dunckel: Where I have them currently, I'm not charging for them. It's an amenity.

Mr. Wilshaw: Okay. So, you have these some of the other sites?

Mr. Dunckel: Yep.

Mr. Wilshaw: Okay, something to consider for the developer and the petitioner to think about, because it's really the way of the world, I guess. The other question is regarding the housing values of the surrounding area, this may be a difficult question for you to answer, but because you do have an immense knowledge of rental apartment business, obviously, but in your experience, when you have a development like this, what does it do to the value of the houses and housing in the surrounding area? Well, I mean, does it impact it positively or negatively?

Mr. Dunckel: In an upscale apartment development brings people. People spend money. They put money into the local community. You know, so correlation does that have on values? I'm theorizing to you, by the way right now, you know, but it creates confidence, consumer confidence, you know. As we know, the single-family housing market is pretty reliant upon its own set of competitors to determine the values. You know, I think we're all very fortunate right now that, you know, values have rebounded really well, and are doing well. I will tell you without a question, that it brings a heck of a lot more value than a vacant piece of land. You know, it's a definitely, you know, a high income, nice looking, you know, development. So, I think that it is, this is something that will enhance the neighborhood, this is my opinion.

Mr. Wilshaw: Okay, that’s your opinion and it is perfectly fine. We appreciate that. You're gonna hear lots of opinions tonight, and so it is always good to know yours as well. Thank you, Mr. Dunckel. If there's no other questions for our petitioners…

Mr. Caramagno: I've got another. This is probably not for Mr. Dunckel. This is probably for Jeff and his team. In one of the letters, we heard about the visual, and the interruption during construction, if this moves forward, would the fence and the trees go up last, or will the fence and the trees go up before construction of the building to provide a buffer zone?

Mr. Dunckel: Woodridge apartments on Middle Belt. Yeah, 18242 Middle Belt. Woodridge. It was about 10 years ago,

Mr. Wilshaw: Middle Belt between Seven and Eight Mile probably.

Mr. Shovers: In regard to the fencing is for privacy during construction, we would be willing to do that. As soon as possible. There is some utilities under that berm that we have to get to. A watermain comes out there that we're gonna be tapping off of, so as soon as that work is done there and we're not digging up the berm anymore, we'd be more than willing to put in the berm and provide that buffer as soon as possible.

Mr. Caramagno: So, this goes through sooner than later you'd see that visual assistance to keep getting the neighbors off the construction and all the activity there.

Mr. Shovers: Yeah, from my estimation, that work could happen before we even go vertical, because they're gonna do all the utility work. So before we're going vertical, that fence would be in.

Mr. Caramagno: The trees also?

Mr. Shovers: The trees, yes. Yes.

Mr. Wilshaw: Thank you. So, Mr. Caramagno, Woodridge apartments is on Middle Belt, just by Curtis. So, between Six and Seven, yeah. Bless you. Just we have that figured out. Thank you. If there's no other questions from any of our commissioners, one more shot, I will then go to the audience. Anyone wishing to speak for or against this petition is welcome to come forward to either one of our podiums, and we're going to ask that, of course, each resident start with their name and address for our record, And because there probably will be multiple people wishing to speak I just ask that you try to keep your comments somewhat brief so that we can get everybody an opportunity to speak. Good evening, sir.

Steven Weldon, 29912 Orangelawn, Livonia, MI. Even though it's June and it's almost summertime, we've had a lot of snow here tonight. Must be a little weather change. On the one hand, the whole purpose of the NM2 change was supposed to be a downtown environment to bring people and families into this area. The Livonia Vision 21. That doesn't fit with what this apartment complex represents. It doesn't have any kind of walkways for people to come here, to be attracted to here. It doesn't provide the intermix of both architecture and retail, and then residentials that you might see downtown in Detroit now. So, the question is,

why are we putting in a strict apartment complex that doesn't fit with that vision? That's what this panel addressed previously, before it was passed on to the City Council, and you all voted unanimously, no. The same arguments still exist. The issues of traffic, we're already seeing huge flows of traffic with all the recent development that's going on here. You're gonna have Chick fil A. You've got a plasma center, and some other kinds of things coming on. So, you've got, again, all the utilities that have to be addressed. The sewer system. I was checking recently the floodplain for this area has been pretty good for us. We haven't had any sewer backups into our basements and things like that. With this when you get 200 plus units with people, and this is from experience, my brother had several apartment complexes. You get some of these people, and they violate how they're supposed to put toiletry stuff down the commode, and they flush it and it backs up. Well, then that starts to pile up and back up the rest of that area. So, then all the sudden, you get these floods. And now we're going to…Livonia is going to have some issues with the residents that have had peaceful conditions with their basements. And all of the sudden what's going to address that? Is Mr. Schostak and his company going to be responsible for that, because he's going to have the benefit of all these rentals, and yet, we're going to pay the price. So, we're going to have more traffic, not only with the traffic we got now, you're going to add 200 units, which each one can have potentially two vehicles or with the two bedrooms, you could have more. And then as far as the Paragon personnel was representing, again, from experience, you're going to get people that violate those rules. They don't care. They're going to sublet their apartment. Just to say that these are high level class A apartments, look at where this area is, this is not a high draw like over at Laurel park where you might put something like that, and the high end, people want to live in that area. You've got Walmart. You've got Target, and you've got a bunch of low little stores in here. That's not going to draw the people that want to pay that kind of price. So, you're going to get the people that can take advantage that will say, Oh, I'll get two or three roommates and that's what a lot of them do and then you get more traffic they don't care about. And again, it's being gated and there's licensed, like, they're gonna say, Oh, this is my guest. This is my girlfriend. You're not going to challenge them. And so if this place doesn't produce with enough rentals, what happens? Well, usually it's staffing management company reduces how many people are there to manage the place, then you get one person that's not going to challenge people. So you've got, again, the question becomes, does this really fit with the Livonia Vision 21? No, it doesn't. As

he mentioned with the…Mr. Bongero had mentioned with the vinyl, well, vinyl breaks down from the sunlight. Ultraviolet has an impact on it. So, then it starts to get faded. So again, what Mr. Schostak has done in the past, and if you look at the current berm, that was never built to the specifications that he had promised. That was supposed to be 13 feet tall. It's barely nine and a half. The trees, some of the trees in my backyard and in my neighbor's, we've got weeds growing up through the tree. I've got one tree literally on a 45-degree angle. Not very attractive. If I was wanting to sell my home, they'll look at that condition and go what's going on back here. So, if he was going to put in this berm and everything else first, then let's make sure that he's going to hold to the specifications that's there, not do it shortchanged, and then no one inspects, and we're stuck with low level and stuff that isn't done right. And that'd be probably the same thing with the vinyl. Again, he's promised a lot of things and then he fails to do it. I feel he shortchanges a lot of things. He's brought in stuff, and we've paid the price for it. We had that Jeepers where we had the issues with that. The police, again, that's a point that was brought up. We had violations. Now we're going to have a really ungated but gated area. You're going to have school buses trying to pick up kids where there's no real walkway. People trying to get…again, this is not the Vision 21 that is supposed to be. This really needs to go back and say put in some residential, I'm sorry, retail type of businesses. That's what would fit there. Now we're trying to fit in and have to deal with all the potential repercussions. Again, the traffic is going to be even worse. We don't know about the floodplain. And then God forbid you get a couple people that get kicked out. It's been in the news, they get pissed off, they set the apartment on fire. And if you've got a three-story building over here behind with residents that catches on fire, with the wind drift that we get coming over the berms. Good God, that fire department is not going to get here in time to cover not only the apartment complex, but all the houses that can catch on fire. That's us dealing with that, and then you guys will also be going, what did we do wrong? So, one of the things that you guys mentioned early on is that your staff came up with proposals for pro and con, I'd like to have that published, where we can review it and say, what are those details? What is it that you guys considered? That was given to you to say, this is a good thing for Livonia Vision. And lastly, the last part I want to bring up and I'm sorry, it's one of those things. I'm getting older. So, the thought that I had in my mind has disappeared. If I could I'd like to come back. You mentioned as well, how big, how many units was that that he was managing 10 years ago? Was it a

simple like 16 unit? Who knows? I don't know. Again, looking at his experience…but he put on a good story. But again, the reality is, most of the people that if they're gonna violate it, they're gonna violate it. So, we're going to deal with that aspect as well. But for now, thank you very much.

Mr. Wilshaw: Thank you, Mr. Weldon. Next, we have another gentleman on my right. Good evening, sir.

Bill Schmidt, 29688 McIntyre, Livonia, MI. A couple streets behind the proposed development. I am opposed to the development. And I'm very curious about the notion that this is going to be high end luxury housing. Now, I want you to picture yourself, young striver. Let's say you're an accountant or an attorney or a young doctor, you're a big pro. You're striving in the first part of your life, you're a renter, because you're a renter by choice. You call up your new girlfriend, Betsy. Come on over to my new place. I live in the Walmart parking lot. I live in a Walmart parking lot. It's right by the plasma donation place. It's pretty high end. You're a striver. Pretty impressive. You're calling Betsy on the phone. Come on over to my new digs. I don't think we're gonna get high end, luxury. Strivers. And in fact, we're so sure that we're not going to get luxury high end strivers that we built in a lot of firewalls, to keep out what, (inaudible). So, in five or ten or 17 years, or in 50 years or 70 years to match the age of the houses that are right behind it, what's the management property going to do then? We're looking really long term, way, way down. And there's no guarantee that the property manager in 50 years, in 40 years, 30 years, in 10 years is going to have the same standards that Mr. Dunckel has. None. No guarantee. No guarantee and you're asking the residents in that neighborhood in the debonair neighborhood that will put their 30-year mortgages onto things. That's their guarantee. Every month, they put down their promise. That's their guarantee. But we have no guarantee with who's going to be the property manager or even the property owner. In any number of years, it's open ended. So, I'm asking you, I'm asking you to look way down on the other end of that, that telescope, and ask yourself in 40 years, what's this property going to be like? Who's going to be living in there? Who can guarantee who's going to be living there? We don't know. And our firewall, our firewall against this development, that Mr. Dunckel has built several, because we apparently have to be very afraid of the kind of people that would move into such an apartment, that we have those many firewalls. Our firewall against this development are you folks. You are our guarantee. You turned this development down

before. You looked in your hearts, you said, this doesn't fit. It just doesn't fit. It doesn't fit in Livonia. There are no high rise, multi-unit rental units in Section 36, or 35, or 34. There just aren't any. And this is going to sit there, and it's going to attract more rental units in any open little spit of land that we can find.

Mr. Wilshaw: You are at five minutes Mr. Schmidt?

Mr. Schmidt: Oh, thank you. Sorry. I didn't mean to overstate.

Mr. Wilshaw: It's okay. It's okay. Appreciate it.

Mr. Schmidt: Thank you very much. Vote no, we're counting on you.

Mr. Wilshaw: I appreciate your comments. Thank you, Mr. Schmidt. Next person. Good evening, ma'am.

Cheryl Lupu, 29864. Orangelawn, Livonia, MI. I have to agree with everything he just said. That was pretty awesome about the firewalls, and we have lived there for many of years, and we still haven't gotten any thing resolved with the trucks running behind our homes and the vibrations from the trucks from our homes, nor that wall has ever been maintained. It's crumbling behind our homes. At one time, they have knocked our fence down and that was never replaced either. My husband just kind of straightened it up and kind of left it like that. We were never even asked if it needed to be taken care of. I'm tired of always having to ask you guys, please don't do this because it's our backyard, it is not your backyard. And our backyards mean something to us. We like to have our families over. We'd like to enjoy our backyards. And it's bad enough we have to call the police over these trucks. And I have my phone with all these pictures that these trucks never go away. And we're still calling and we're using our police for this matter which we shouldn't be private property, right? But here we go. And the police can't remove these trucks either because they have a delivery. Well, that's not our problem. They tell them to shut the trucks off, and then as soon as the police leave, they restart them. So, here we go with all of this issue also again. So now we're going to have more people on this berm, looking into our yards, let alone up high above looking into our yards. It's just an ongoing thing that we don't need in our backyards. There's no privacy. Where's the privacy laws anymore? There is none. The dogs and the people you know, it's just there's a lot going on. And we've had enough we've…I think we've dealt with enough. Let this project go somewhere

else. Sorry, but that's just my own opinion. It just doesn't look good. Thank you.

Mr. Wilshaw: Thank you Miss Lupu. Good evening.

Jeanne Sullivan, 29944 Orangelawn, Livonia, MI. I'm directly behind this proposed site. It's too bad we don't have interjection between them and you and us because so many questions I have like, why do we have another petition number? Do we have two petitions now for the same property? Or is this just a continuation? That confused me, as well as a lot of other people. I'd like to know…It's been brought up before that when this first started, we went and canvassed a lot of our neighbors and asked them, you know, how did they feel about it? We walked at the neighborhoods and talked to people. We got a petition of everybody that was opposed to rezoning this because they didn't want this high rise behind us. We turned in petitions and signatures, and nobody ever talks about that. It's like it all got swept under the rug. Like, did we not bring forth a number of people with signatures saying they didn't want this. That it was against what they wanted for Livonia. That's kind of a…sorry, I've got a lack of words here in my head, but the other thing that I think is really important to me is, we've been through this before. We get a lot of very empty promises. It all sounds real, real nice, fine and dandy, when you're talking about it's going to be this, it's going to be this, it's going to be this, and it all sounds wonderful and beautiful until you start to think about been this route before. Oh, we're gonna give you all these trees. I know behind my house; I never got all those trees that they're talking about. They're going to upkeep the property. There's a sidewalk that runs right behind that wall, you can't find the sidewalk. The wall has graffiti on it. There are shopping carts back there and trash. These were all things that they said that they were going to take care of. And then it comes back to their management. So, the property that we have, they're going to totally ignore again so they can look at the new property. It just isn't making sense. It's not fitting. We have a new Amazon coming in there. We have got a Chick fil A coming in there. We've got massive accidents there all the time. The traffic is horrendous. granted a lot of buildings and it's all good things. Again, I have to bring up with the high rise, when you're…this high rise is going to look right into the AutoZone, at Walmart where they are working on cars. Sure, if you're staring at Plymouth Road, it's probably going to be nice. But people coming down Plymouth Road aren't going to be attracted to that particular piece of property that has apartments on it. It's like…just doesn't fit. They're either going

into Walmart's; they're going into Target's. I know if I had children, I wouldn't want them coming in and out of there. The traffic that goes through there that cuts behind Walmart and behind Target, people that live around there or shop there a lot, know that they can avoid traffic if they go through, and they go out the other entrance or they go out this entrance. There's many entrances coming in and out of there that are being inundated. It says no turn, no left turn no right turn, still left, right turn, left turn, left turn, I worry about the people that are going to leave this apartment and go across to shop. You get old grandma going across and that's me. I don't want…I don't run that fast and I don't want to be dodging cars. I wouldn't want to be dodging cars. We're supposed to be able to walk that shopping center in the first place. It was supposed to be a walkable community. There's no walking there. You head for the store you want to go to. Nobody just strolls through unless maybe you stop at Menchie's to get an ice cream or something. But it's not a walkable area. So, I don't know how they're going to make this a walkable area. My other concern is, again, our retention pond. Our retention pond protects us. It keeps us from being flooded. And so many people have been flooded over the past few years. It's a big protection for us. They're already talking about tapping into the water, sewage that we already have that runs underneath the berm. They're going to tap into that. I'm wondering how much more pressure it's going to put on our retention pond. I worry about the neighborhood. Promises need to be put into writing so that the city has recourse to go after them when it's not being done. We've called about our berm. We've called about the trees. It goes in one ear and out the other. So, the city needs to have some kind of recourse to go after them and say, look, we're getting complaints. This isn't being done. Do something about it. It's up to you guys.

Mr. Wilshaw: Thank you, Ms. Sullivan, and before you leave, I just wanted to explain for your benefit and maybe for anyone else in the audience who doesn't quite understand the process thoroughly, because we do this every day, you know, this is our job, not yours. So just so you understand why you may see two different petition numbers, and you may say that, hey, we already went through this process, and you did. You provided signatures and petitions in the past to this board and to the City Council. The way the process works is, initially, the petitioner came to us for a rezoning of this property. It was already zoned to be commercial, and they wanted to rezone it for residential use. So that was the first process. That was the first petition number that you saw, and when you presented signatures of opposition and

so on to that, that was for that process. That's all part of that record for that rezoning. The rezoning came through us and we gave a recommendation for or against that, and then it goes on to City Council. City Council had an initial meeting on it, and then they hold the item waiting for…so, they haven't finished the rezoning process. They're waiting for the site plan that we're dealing with tonight to catch up to it. So now, here's the second petition that that's been filed by the petitioner, which is for the site plan, which is the details of what the buildings look like, how they're laid out, you know, all these types of details. We're going to again, make a recommendation for or against that and that will go to City Council. City Council will then start bringing these two items together, the rezoning and the site plan and make their final decision. But all the information that was provided to us previously, the letters that we've received, the signatures and so on, they're all part of that record that haven't gone away. We still have them in our record here. So, we haven't forgotten about it, okay?

Ms. Sullivan: Okay, I have just one more thing. We had a really elaborate visual display of their site plan already. That's why we got so confused because the zoning was one thing, but now we already saw this visual of what their intention was, I thought that was their site plan.

Mr. Wilshaw: That's understandable. What happens typically during the rezoning request is they will offer a conceptual site plan. It is a concept of what they intend on putting on the property. It's not the final plan. It's not fully worked out. It just shows how the property could be laid out in that particular zoning. Which is why when you see this one, in the case, the petitioner has increased the size of the berm, they've added some additional screening, they've made changes to that site plan that you saw before, trying to fine tune it and hopefully make it a better plan for the community. So, that's kind of why you see this happen twice. I hope that makes sense.

Ms. Sullivan: It does. It does. And I'm just gonna reiterate one thing. It's one thing to say you're going to do it, it's another thing to follow through.

Mr. Wilshaw: Definitely. Thanks. Appreciate that. Thank you. Next, we have another person on my right. Good evening, ma'am.

Nancy Haverland, 29928 Orangelawn Street, Livonia, MI. I'm probably going to repeat some of the things people said. One of my concerns is where it's being placed. I went and looked at the one on Haggerty Road, and I think it's a fit. They have nice restaurants. They have nice shopping and things over there, but where we are at, to be like next to a Walmart, which actually we have a high crime Walmart and Target. I don't actually know anybody who even shops there. We personally do not, and especially after five or six in the evening, bu like somebody would want to live there and drive past the blood plasma and live by the Walmart and the Target, it just doesn't fit to me. The Vision 21 I think is great. I think, and like I said, I saw the one on Haggerty, I think it's a perfect fit. I do not think this is a fit. So, I'm sure I'm repeating what some people already said, but we really feel this way, and I hope you do too. Thanks.

Mr. Wilshaw: I appreciate your comments. Thank you. Good evening, ma'am.

Cheryl Mc Nall, 29961 Orangelawn, Livonia, MI. I have resided there since 1966. We've seen a lot of change, a lot of promise and I feel that this project property is not a fit at all. It's very dangerous for very many reasons, and I feel like this corner is really being overextended. Now we're talking 200 apartments, anywhere from four to 600 approved people. Okay. May I please…

Mr. Wilshaw: Please address your questions to us.

Ms. Mc Nall: I am curious to know how the management team, how extended are they? Overextended? If we're going to add anywhere from 600 to 800 more people on their very fat portfolio, and Mr. Schostak, how many properties does he own? And how does this benefit Livonia or us? Right now, our major concern is the children and the residents of the area. Okay, we don't want to see any accidents. We don't want to see any fatalities, especially with a child. This is really important, because people aren't paying attention. They're on their phone. They're not watching where they're going, where they're driving, I mean, even Wonderland now, with the way all the different entrance ways start. It's pretty confusing, and if a new family moves in or several, you know, they're not going to know where they're going, and there's going to be some trouble. But, not only that, they are going to get bored. You're talking six to 800 people, one courtyard, one pool. How many people will that pool fit? And how many people will that courtyard entertain? How loud is the volume going to be? I live directly in back of that wall. I look at it. I will look at this out my living room window. I will view this

building every day. Every day. I've been here 54 years. Excuse me for a moment while I gather myself here. I want to present this properly. No one can afford anything these days. Who's to say that they won't start this project and not be able to complete it, due to outrageous economic times. Trucks cannot provide needed materials because of skyrocketing gas prices, and in turn, making it almost impossible to meet any deadlines with everything so uncertain right now. We don't even know. Right now, Walmart has no food by the way. We can't feed our own families and ourselves right now. I just went shopping and everything's bare and it's not getting any better. It's been like this for about a year. There's not enough food at Walmart to feed these people. I just thought that is an outstanding point. The stores can't handle the volume. The subdivision can't handle it. Livonia Police can't handle the crime rate. And when you dig up that berm, I can't handle big rats in my yard like when they tore up Jeffries. We all had rats in our backyards, didn't we? We did. They're gonna mess the sewer system. They're gonna dig up all the nature in that field, and where's it gonna go? In our backyard. I've seen dead rats on my street. I don't want to do it again. I mean, they are bigger than my pups seriously, but all in all, the economy really has me worried and if something goes halt right in the middle of this project, then what do we have? An empty half-built project that is going nowhere. Thousands of millions of dollars lost. Nothing gained. This is a chance Livonia is taking and I think the risk is way too big. Livonia is not going to make a profit on it. Livonia is going to have to enforce more law, more fire, more everything. And right now we can't get building materials or anything to survive on your own as far as anything. I mean, who's to say we're going to water in a year. We don't know where we're going. This isn't a good idea. And I really don't see anybody paying that kind of money for 500 some odd square foot to live in a parking lot next to Walmart. There's no pride in that, and I'm sorry, I don't think classy people will do that. Thank you so much for your time and consideration. Please take the children in consideration.

Mr. Wilshaw: Perfectly. Thank you. Appreciate your comments. Any questions that are asked for the petitioner, we will try to get those answered by the petitioner at the end of this time. So, thank you. Good evening, sir.

Michael Haverland, 29928 Orangelawn Street, Livonia, MI This project is directly behind me. The first issue I want to address is that meeting between the residents on Orangelawn and Schostak. None of us were invited to that meeting. I talked to all the neighbors, not

one of us were invited to this so called meaning or whatever it was. I just wanted to say that after I left the Marine Corps I settled in Livonia, and I've been there 50 years. I've raised a family. I help raise two grandchildren. What they want to propose behind us is not a fit. It just isn't. There were promises made a few…many years back, that they would have two rows of trees behind our homes. To this day, I don't have the second row. It's never been addressed. We asked that they put in a sprinkler system. They did. They did a good job. The only thing is they forgot to turn it on. So, I personally over the years have called City of Livonia Ordinance 40 times and said, please have them cut the weeds. It's just barren back there. It just…this is a continuation of what we have now, and we still don't have what they promised. This is not a fit. This doesn't belong behind us. This, as I said, this is directly behind my property. This is going to be outrageous. I just say please vote no, please.

Mr. Wilshaw: Thank you, Mr. Haverland. Thank you for your service too.

Mr. Wilshaw: Good evening, ma'am.

Victoria Kowaleski, 29960 Orangelawn, Livonia, MI. I am directly behind the proposed zoning change. Obviously, this is my last opportunity to speak to you folks on this issue. And I'll speak as quickly as possible. First of all, regarding the meeting that was set up to meet with the Schostak people at Mamma Mia restaurant on Plymouth Road in Livonia. Again, none of these neighbors that showed up today whose properties are being affected, were notified. None of us. This is directly…my address is 29960. Compare that to the address of the project. This is in my backyard. I was not alerted. In fact, I was told afterward that they were looking for people who had positive reactions to the project. So, I guess that's probably why I was left out. When I last addressed this commission, I said that many of you are aware of better suited properties for this project, and I know that at least one person on the panel had agreement and shook their head. In our Livonia home, we raised two brilliant sons. One a Churchill graduate, one a Franklin graduate, and both have become independent business owners. One in Redford with offices across the state, and one in Livonia. I'm very proud to say that both have thriving businesses. My children grew up in Livonia family first, my very best friend of 30 years and neighbor grew up in the same home she lives in today. In her Livonia home, she raised three children. One who grew up to be one of Livonia's finest. My next-door neighbor grew up and graduated from Livonia schools. My other next-door neighbor and her

daughter have been living in Livonia for over 30 years. Her daughter attended Livonia schools. Livonia family first. This is what is referred to as an established strong and healthy neighborhood. An apartment complex is not a neighborhood, it's a complex. The petitioner wants a zoning change. The zoning change for the property directly behind our houses. He's asked for a change from C-2 (General Business) to NM2 (Neighborhood multifamily). It's not a neighborhood. It's a minimum three story, 201 apartment building. It's not part of any neighborhood. I happen to believe this is just to provide shoppers to every business on the corner of Plymouth and Middle Belt. Again, I say the developers own representative said at a prior meeting, this project will help the surrounding businesses survive. So, I remind all here that this is about the developer's financial interest and ultimately his pocket. He hasn't kept the promises he made years ago, when he tore down the Wonderland mall and put up the Wonderland Village. Two staggered rows of pines to obscure and shield our homes from light at night and to buffer truck noise etcetera. Promises made and promises broken. So, my dear Livonia Planning Commission, here's my question, why are future residents of an apartment complex, more important than the concerns of the current citizenry and even our property values? We are the true existing neighborhood. We are saying no to this ridiculous project and literally saying the words not in my backyard. Please don't break the promise of Livonia family first. As I said at the last meeting, Livonia family first and this was at a Council meeting. Show us with your vote. I close with this. Thank you for this opportunity to speak. May God bless and keep us all. And if you are a believer, please pray for the people of the Ukraine. #I stand with Ukraine. Good evening.

Mr. Wilshaw: Thank you, Ms. Kowaleski. Gentleman over on my left.

Michael Mc Nall, 29961 Orangelawn, Livonia, MI I thought I'd be a little different. Give this podium some attention.

Mr. Wilshaw: Yeah, it's kind of kind of neglected today.

Mr. Mc Nall: I am right across the street from Vicki, and as my wife was saying, we look…our front window faces into this project. I guess some of the concerns I have a lot of people have already brought up. Families saying no. I live in a Walmart parking lot. They're gonna have children. They're gonna go to school. They're gonna meet friends that live in the neighborhood. Okay, I'm gonna go to the park and play with Joey I googled it today

it's one mile around Wonderland down Orangelawnor one mile around down Milburn to get to Devonaire Park walking, or driving or walking. It's one mile. It's a 25-minute walk. You're gonna want your kids to walk and half of its to the Wonderland parking lot. I think it's ridiculous and dangerous. It was touched on, right now the shelves at Walmart are pretty empty. You're going to put this building and now people are gonna go there to shop there. They can't handle the volume now. A lot of people mentioned they don't shop Walmart at now. So, they're gonna go somewhere else to shop. I've lived here since…I moved here from Wisconsin when I was five. I'm 64. I've lived here for 59 years. I grew up with Wonderland being an open-air mall. It was great. It was fun, especially in the winter. They enclosed it. I was disappointed. They tore it down. So, they were going to build a new open-air mall. Fantastic. This isn't what I expected. You can't walk from one store to another. I mean, even walking from Walmart to Target to hike. I'm really disappointed with what they did with it. I'm not sure this is a great idea either. It's dangerous for kids. It's not a good thing. I mean, the people that live there like I think Jeanne had mentioned, one side is going to be looking into Walmart's garage. The other side is going to be looking at a back wall. One side is to look at Plymouth Road, which isn't bad. The other side is going to be looking at a water retention ditch. I can't see people paying that kind of money for that kind of a thing. I just don't think it'll work. I guess that's all I've got to say right now.

Mr. Wilshaw: Well, thanks for your comments, Mr. McNall. Anyone else in our audience? I see another gentleman coming forward. There we go. We got one over here. Good evening, sir.

Dan Schekel, 29161 Grandon, Livonia, MI. I am about half a mile or so from where the site's going to be. A couple concerns I have with this is, this is a 201 unit in that area. It's a pretty good size unit for that area. And I love how it's described as high-end apartment complexes. luxury complexes. Now, not when you're putting it in with the same buildings with Walmart, Target and all that. I don't see Macy's. I don't see Kohl's. I don't see any of the more Jacobson's…any of that around there. No, we got the low end stores, and that's what we have is low end apartments, you can say all you want, $1,300 for an apartment nowadays is cheap. Okay, so we're not talking high-end and we're not talking luxury. Let's go compare it to the apartments on the north side. I think they're probably a little more expensive. It doesn't fit in the area, as many of the people here have said. Putting in an apartment complex in the middle of a shopping center, that's basically what

you're doing. It's in the middle of a shopping center. Makes no sense. I don't see too many people…and they've mentioned wanting to come in here and look around and go wow, what a place to live. I mean, god Walmart is right next door, but what can be better? No, this isn't Livonia, what would be I'd consider anything…it's lowering everything in the area. And it looks like in this side of Livonia, the southside of Livonia, we're going to fill every nook and cranny we can with whatever we can. But you look at what they're building on the north side. Things are a whole lot different. And I think maybe people on the south end of the Livonia, really start to need to get a little more attention. Okay, that's all I have to say.

Mr. Wilshaw: Thank you, Mr. Schekel. Appreciate that. Anyone else in our audience wishing to speak for or against this item? I don't see anyone else coming forward. Thank you, everyone for speaking and going through this. I'm going to give an opportunity for our petitioner to come back to the podium and address anything that was discussed, or if there's any questions that we may have additionally for the petitioner, Mr. Schostak, did you want to address anything that you had heard?

Mr. Schostak: Yeah, then we also have our traffic study. Okay. Questions and comments on that? So, Mike, if you want to kick that off, then I'll answer some of the questions.

Mr. Wilshaw: Alright, sounds good. Thank you, Mr. Schostak. Good evening, sir.

Mike Labadie, Fishbeck. Fishbeck is a consulting firm if you didn't know that. I don't know if you've all had the study long enough to try to dig into it or not.

Mr. Wilshaw: We do have it in our packet. So that was provided to us. Thank you.

Mr. Labadie: So, I don't know if we want to go blow by blow or page by page with that, but how much any of you know about doing traffic studies, what they include or anything like that. So, I'll just tell you that there is an accepted practice methodology that you have to go through. So, we did that. We confirm the scope of the work, and which intersections to study and things like that with MDOT, who owns Plymouth and Wayne County, who owns Middle Belt. So, if there were comments or questions or issues that they knew about, they would have asked us to incorporate that into the study. So, we did that. The studies, when you

collect traffic data, let's say we went out there last week or two weeks ago, or whatever it was, that would be kind of an existing conditions analysis. And you'll see in the study, there's stuff in there about level of service and delays and level service A is good, and F is not good. D is considered acceptable, that kind of thing. So, there's an existing conditions analysis from when we collected the data. But then, what you have to do is you have to grow the traffic and add things that are going to be in the background that are going to happen between the time we collected the data and the time the development is complete. So, there's a time period in there where other things that we know about are going to be in there, but also just in general traffic tends to grow over…well depends on where you are, but for the most part Southeast Michigan, that's what happens. So, you can look up data and you can look up information from SEMCOG and places like that to get some sort of a growth factor. In particular, we knew about the Chick fil A and redevelopment of that site. So, we incorporated that on top of growing the traffic to the completion date of the project. So, you have an existing background and background is everything except the development. So, you get an idea of what it's going to look like and how well the intersections are going to operate up to the point when you add the traffic for this site. So that's basically the impact of this development would be the difference between background, and in the study, it shows the future. So, I don't know if you had a chance to look at that, but the numbers are not…this is not going to be a development believe it or not, obviously, and people are going to start throwing things maybe, but this is not going to generate a lot of traffic that with two or three access points, to create any significant differences in delay or level of service. Just to give you an idea, the background, morning peak hour at the intersection of Plymouth and Middle Belt, that overall intersection operates at 47.6 seconds of delay. You kind of wonder how you get that close with the calculations. I guess I wonder that sometimes too. But it is accepted practice. They've got a lot of really cool computer models and programs and simulations you can look at to figure that out. That's the morning peak hour, and then the afternoon peak hour is 63.5, both of those, the 47 is D, the 63 is E, but that's how that intersection will operate without this development four or five years from now. In the future, when you add this development traffic to that intersection, and the other intersections, you end up with only 48.8 in the morning. Not very much. A few seconds of delay overall. And 65.4. That's in those studies that are in the tables in the study. The impact of this on that intersection is not very great. Kind of another rule of thumb,

and you might not view this as necessarily pertinent, but maybe it is, I don't know. Maybe you're trying to draw some traffic conclusions out of this. If for example, we built a 100,000 square foot shopping plaza there, instead of the apartment building. In the morning peak hour, we would have total 96 more trips for the shopping center than you would for the apartment. So, another 100 more trips. So, would you notice that in an hour in the morning peak hour, the shopping center, or even at that intersection, maybe not. It's only a couple of cars. One in the morning for 60 minutes. In the afternoon, though, the p.m. peak hour is a market difference. You'd have over 440 more trips with a 100,000 square foot shopping center than you will with this development. That's a big difference that makes or breaks it. That's not good. That's an important number to kind of keep in mind. This is a good traffic planning thing to do, because the differences are significant. I don't know if 100,000 square foot shopping center or shopping plazas necessarily by right are able to be built there. It kind of looks like it would be. I'm just throwing that out there. On Saturday and Sunday, the differences are unbelievable. On a Saturday, it's 7,186 trips less to build this than have 100,000 square foot shopping center, and on Sundays. It is 3,510. Those numbers are big. That's a difference that you'll be able to feel easily from the standpoint of the operation of the two driveways that are signalized. They work well and they're going to continue to work well background and in future. The impact at Middle Belt and Plymouth, like I said, is minimal. Now if I didn't do that analysis for a shopping center traffic, I just gave you those numbers just to kind of get an idea of the difference in traffic. Do you have any questions?

Mr. Wilshaw: Thank you Mr. Labadie. I tend to find this stuff fascinating because I spent 10 years on our Traffic Commission reading traffic studies. So, I kind of enjoy this stuff, but I know for most people, this kind of makes their eyes water. It's the nature of the business, but I think it's safe to assume that what your executive summary, in your general summary is saying is that the anticipated traffic impact to this, from this development, as a residential development, is significantly less than it would be if it was a commercial development. Is that correct? That the simple one liner version of this? Okay.

Mr. Labadie; That is exactly it.

Mr. Wilshaw: All right. Good. Mr. Long.

Mr. Long: Just a couple questions about the study. So, your current study was done a couple of weeks ago. That's where you gathered all your all your data in the last few weeks, month?

Mr. Labadie: Let's go with about three or four weeks. That's when we collected the data.

Mr. Long: Sure. And with that data, we graded out to a D and an E. If I heard you correctly, I'm assuming that's on a scale similar to School A through F. Is that for…

Mr. Labadie: It passes? Yes.

Mr. Long: Okay.

Mr. Labadie: That's just at the intersection of Plymouth and Middle Bel.t

Mr. Long: I understand. Are you aware of any studies done prior? Do you have access to any of them, any data that was collected in 2018, 2019? Anything like that? Are you just living off the data that you collected in 2022?

Mr. Labadie: That's an odd question. If I had data…if data is more than two years old. It's not valid.

Mr. Long: Okay. Two years, though. It's been a strange two years, though, and my concern is…

Mr. Labadie: I understand what your concerns. I did the study for the Chick fil A site, too. And so that data, I think was collected just prior to all of us hunkering down for a year, so we did compare the 2022 stuff with the Chick fil A data, and it has grown. So, we're coming out of our bunkers now, but for the most part in the State of Michigan right now, MDOT and most of the road agencies and cities feel as though traffic is pretty much back to where it ought to be. There are some COVID adjustments that some communities have asked for. They've been pretty remote from here, but in Southeast Michigan it is kind of like game on and actually the volumes are higher than they were before we hunkered down. That was kind of interesting problem, but it feels like it took me forever to get over here today.

Mr. Long: I was curious about that because you said that you added in your…you took the historic data, and then you started adding in for what you project the additional usage would be, and I was wondering if there was any addition in for other people…we had

some of the residents testified earlier how they work from home now. I know a lot of people in Livonia that are working from home now. I don't know if they'll ever go back or if they were, but I didn't know if that was factored in at all. When you did your adjustment for the new traffic out of the apartment complex, was there any additional adjustment for…

Mr. Labadie: If anything, it would be more conservative, right? If I forecast the trips based on data from the Institute of Transportation Engineers that was collected, all these other sites across the country, not as many people were working from home back then. I'm not sure that the work from home thing is long term at all. That's kind of what I've been reading about it. Because it is kind of important in my business. This comes up all the time. And for whatever reason there's an awful lot of people working from home sometimes. And yet the volumes are higher, prior to COVID starting.

Mr. Long: Yeah, it's a lot to sort through. So, I just was curious about

Mr. Labadie: There's no fatal flaw or any outlandish estimate one way or another. Either high or low. I don't think from this. based on what we…

Mr. Long: I wasn't trying to imply that there was. I was just trying to understand the data collection and what we were looking at. Thank you, Mr. Chairman.

Mr. Wilshaw: Thank you, Mr. Long. Good discussion. It is interesting to know how COVID does affect these things. Any other questions for our traffic engineer that's up here? I think, think you're all set. Mr. Labadie. Thank you. I'm going to go to Mr. Schostak.

Mr. Schostak: I'll try to do the best I can here, as we've all been here for a little while, so I don’t want to take up too much more of your time, I'll try to answer a lot of the comments and questions we heard from the residents. Just to kind of add on to our traffic engineers point, this is a much more lower impact use than what the current zoning allows. And, you know, we have this building 300 feet back from the berm, where the current zoning obviously allows much closer, 60 to 80 feet. A lot of the concerns I heard from the residents of truck noises, you know, that's not going to be an issue with our multifamily development. One from the distance away, and of course, we don't have the same delivery trucks that Walmart and Target have, or the dumpsters that are behind the buildings near the berm. You know, that's we're

obviously again, 300 feet away. Residential dumpsters, the way we're going to monitor them is more weekly turnover, or even more so as needed. Few times weekly is what I meant to say. So, I think that a lot of the concerns are on kind of the current situation. Look, obviously, you know, there's questions about the berm and you know, what's been up kept and all that sort of thing. You know, a lot of I think the comments were at Walmart, and Target and, you know, they own that. They control that. We're obviously willing to work with the city and those companies to try to get them to do more. But, you know, we don't control that. That is their property. What we're obviously wanting and willing to do here is increase the berm like we've talked about to make it better, and to the extent we could do that even more so outside of our property, we would, but that is not something that we control. That is Walmart and Target's property. Then just on the overall fit, you know, I mean, the Livonia 21 Vision tags this property as mixed use, while the rest of the property is commercial development. This is now the residential portion, you know, so we feel that this fits in with what the Livonia 21 Vision outline is what they wanted to see here, and we believe it is a good fit. Also, with Chick Fil A and Amazon Fresh, opening up down the street, you know, there's been a lot of criticism that oh, it's next to Walmart. It's next to the plasma center, but I mean, I think Chick Fil A and Amazon coming into this neighborhood says a lot about this neighborhood. I mean, companies want to be here. You know, I disagree that no one wants to be here because it's next to a Walmart. So, I think that there are things happening here. This is a 30 plus million-dollar development in this part of Livonia. I would like to think that is a good thing that's going to bring jobs. That's going to bring good economic activity to the area that you know is continuing to see some activity with Amazon, and Chick Fil A. Lastly, we're 102-year-old company. We are based in Livonia. We've been doing business in Livonia for 50 plus years. I am the fourth generation of my family to do business here. We're not a fly by night developer. I know people, maybe in the crowd, will say otherwise, but we're going to do what we say here, and we want the city to hold us to whatever we need to do. And, you know, we think that this is a nice development, and we would really love to have your support here. So, thank you.

Mr. Wilshaw: Thank you. Before you leave, Mr. Schostak. Let me see if there's any questions for you from our commission. Is there any commissioners with questions for our petitioner? If not, I do have one question. Maybe it's best for the architect to address, but you're welcome to as well, Mr. Schostak. Did you want to

detail the sightlines and how that's been addressed? That was one thing that was brought up a number of times and you had made some changes recently in your plans to deal with sightlines. So, I'm going to let Mark…I think he's got a cross section, and then I'll let Mr. Shovers talk about that a little bit. Thank you.

Mr. Shovers: Yeah, so with the increase in the berm and with adding the third row of trees, it allowed us a larger flat area on top to where we get two rows of trees up against the residents with ornamental trees. So now it's just not evergreens we're looking at. They get color in the springtime, and then we're putting in this eight-foot vinyl fence, so that provides 100% visual buffer between it. So, as you can see from that diagram, there is no visibility of the building, the line of sight is over the top of the roof.

Mr. Wilshaw: Okay, and then how is that area going to be maintained in terms of making sure it's cut and that there's no access to it from…are residents going to be walking in that area, that berm area, how is that going to work?

Mr. Shovers: Sure, Mr. Taormina, if you can go to slide four. So, the whole rear area towards the residents is enclosed. There is a chain link fence on the eastern portion, so residents or people wandering at Walmart, the truck drivers, they can't get back there. So, we're trying to provide as much privacy and security as possible. There will be a gate in that area to allow somebody to go in there and maintain it with a lawn mower, go in there and pull weeds and do all that maintenance that you'd have to do on a weekly basis. So, there will be access there for the maintenance, it will be locked so that only maintenance can go in there.

Mr. Wilshaw: Okay. All right. Good. I appreciate you detailing that for us. I think that's covers…the only question I had for you. Thank you for that. Is there any other comments or questions from any commissioners? Ms. McCue.

Ms. McCue: Just to restate one thing. I think this is what you were saying earlier, but just that Schostak will be responsible for maintaining this property. Am I correct? They're going to do the maintenance. I know you said Walmart and Target, it's owned by Walmart and Target, and I get that part, but it's going to be underneath. Schostak's responsibility to maintain all of that area that we just talked about?

Mr. Shovers: This berm, that is correct.

Ms. McCue: Under management…I don't know who, but it's going to be under their name. We can't stand in here and say it's Walmart, its Target. It's…

Mr. Schostak; Just to answer that…Yes, is the answer your question, Betsy. And then the only reason we don't have those other ones, Walmart and Target, is Walmart and Target generally, almost every time they buy, they demand to buy the real estate. When they buy the real estate, of course, they're going to maintain it. You know, these are our apartments. We're not selling the apartments. They're not condos to the residents. So, our onsite management from the commercial side that's already on the property in tandem with Justin Dunckel and Paragons team. So yes, Schostak.

Ms. McCue: I just think that's an important differentiation to make. So, thank you.

Mr. Wilshaw: Thank you, Ms. McCue. Any other questions or comments from any of the commissioners? If not, I think I can go to our commissioners and look for a motion.

(An audience member yelled out a question as to how long the construction would take)

Mr. Wilshaw: That's a question…I normally don't really take questions, you know, thrown out from the audience, but it's a fair question. So, I am going to just ask Mr. Schostak or one of his representatives if he would.

Mr. Schostak: Approximately 15 months.

Mr. Wilshaw: A 15-month project. Okay. Thank you. Again, I'm going to go to the commission and look for a motion

Mr. Wilshaw: On a motion by Caramagno, seconded by Bongero, it was:

RESOLVED, That City Planning Commission does hereby recommend to City Council that Petition 2022-04-08-02 submitted by Middlebelt Plymouth Venture L.L.C. requesting approval pursuant to Sections 3.08 and 6.04 of The Livonia Vision 21 Zoning Ordinance, as amended, to construct an apartment complex (Wonderland Flats), consisting of two (2) buildings and 201 units, on the properties at 29707 & 30273

Plymouth Road, located on the south side of Plymouth Road between Middlebelt Road and Milburn Avenue in the Northeast ¼ of Section 35, be approved, subject to the following conditions:

1. That the Site Plan identified as Drawing C-4, dated June 1, 2022, as revised, prepared by Stonefield Engineering & Design, is hereby approved and shall be adhered to.

2. All parking spaces, except the required barrier free parking, shall be doubled striped and shall be ten (10) feet in width, as required, and the number and location of the barrier free parking space(s) shall be provided at the direction of the Inspection Department.

3. That the Landscaping Plans, identified as Drawings C-9 and C-10, and the Landscaping Details plan, identified as Drawing C-11, all dated April 27, 2022, prepared by Stonefield Engineering & Design, are hereby approved and shall be adhered to.

4. That all disturbed lawn areas shall be sodded in lieu of hydroseeding.

5. That underground sprinklers are to be provided for all landscaped and sodded areas and all planted materials shall be installed to the satisfaction of the Inspection Department and thereafter permanently maintained in a healthy condition.

6. That the Building Elevations Plans, identified as A201-A, A201-B and A111, all dated April 22, 2022, prepared by Spire Design Group, are hereby approved and shall be adhered to, **except that a majority of the apartment units shall contain full balconies, and either masonry (brick or burnished block), metal panels or fiber-cement siding shall replace all areas shown having vinyl siding**.

7. That the three walls of the trash dumpster areas shall be constructed out of the same brick used in the construction of the buildings or in the event a poured wall is substituted, the wall's design, texture and color shall match that of the buildings. The enclosure gates shall be of solid panel steel construction or durable, long-lasting solid panel fiberglass.

8. That the location and/or orientation of the dumpster enclosure on the west side of the buildings shall be adjusted similar to the dumpster enclosure on the east side to improve access and safety.

9. That all light fixtures shall not exceed twenty feet (20') in height and shall be shielded to minimize glare trespassing on adjacent properties and roadways.

10. That the network of sidewalks within the apartment complex shall connect with the pedestrian sidewalks and pathways of the adjacent retail establishments.

11. That the Petitioner shall install a gate or other type of opening along east side of the complex to allow residents of Wonderland Flats to access the adjacent retail property.

12. That prior to any building construction permits being issued, the existing berm along the rear of the site shall be widened on its north side and an eight foot (8') high obscuring fence and additional trees shall be installed, as shown on the approved plans.

13. That the issues as outlined in the correspondence dated May 17, 2022, from the Fire Marshal, including providing automatic sprinkler systems, fire alarm systems, on-site hydrants and a fire access road, shall be resolved to the satisfaction of the Department of Public Safety Livonia Fire & Rescue.

14. That only conforming signage is approved with this petition, and any additional signage shall be separately submitted for review and approval by the Zoning Board of Appeals.

15. That no LED light band or exposed neon shall be permitted on this site including, but not limited to, the building or around the windows.

16. That the specific plans referenced in this approving resolution shall be submitted to the Inspection Department at the time the building permits are applied for; and

17. Pursuant to Section 13.13 of the Livonia Vision 21 Zoning Ordinance, this approval is valid for a period of one year only from the date of approval by City Council, and unless

a building permit is obtained, this approval shall be null and void at the expiration of said period.

A roll call vote on the foregoing resolution resulted in the following:

AYES:	Caramagno, Bongero
NAYS:	Smiley, McCue, Ventura, Long, Wilshaw
ABSENT:	None
ABSTAIN:	None

Mr. Wilshaw, Chairman, declared the motion failed due to lack of support.

Mr. Wilshaw: Is there any discussion?

Mr. Wilshaw: No. Motion fails. And we now have the floor open again for another motion.

On a motion by Ventura, seconded by Smiley, it was adopted:

#06-34-2022 ***RESOLVED***, That City Planning Commission does hereby recommend to City Council that Petition 2022-04-08-02 submitted by Middlebelt Plymouth Venture L.L.C. requesting approval pursuant to Sections 3.08 and 6.04 of The Livonia Vision 21 Zoning Ordinance, as amended, to construct an apartment complex (Wonderland Flats), consisting of two (2) buildings and 201 units, on the properties at 29707 & 30273 Plymouth Road, located on the south side of Plymouth Road between Middlebelt Road and Milburn Avenue in the Northeast ¼ of Section 35, be denied, for the following reasons

1. That the petitioner has failed to affirmatively show that the proposed use is in compliance with all of the special and general waiver use standards and requirements as set forth in Sections 3.08, 6.04 and 13.13 of the Livonia Vision 21 Zoning Ordinance.

2. That too many issues remain unresolved, including increase traffic concerns, building architecture, signage, site layout, compatibility with the surrounding retail uses and the close proximity to the adjacent residential neighborhood.

3. That the site lacks the capacity to handle the intensity associated with a 201-unit apartment complex and would therefore be detrimental to and not in harmony with the character of the surrounding commercial center and adjacent neighborhood.

4. That the apartment complex would create significant adverse impacts on adjoining parcels, public services, and community planning efforts.

5. That the proposal conflicts with the spirit and intent of the Zoning Ordinance to promote and encourage a balanced and appropriate mix of uses, and

6. That the petitioner has failed to comply with all the concerns deemed necessary for the safety and welfare of the City and its residents.

A roll call vote on the foregoing resolution resulted in the following:

AYES:	Ventura, Smiley, McCue, Long, Wilshaw
NAYS:	Caramagno, Bongero
ABSENT:	None
ABSTAIN:	None

Mr. Wilshaw, Chairman, declared the motion is carried and the foregoing resolution adopted.

Mr. Wilshaw: The motion passes, and that will be a recommendation of a denial on this petition. The petitioner will have 10 days in which to appeal this decision in writing to city council. Is that correct, Mr. Taormina? All right. So that's your next course of action for our residents who came with thank you for coming this evening. And I do realize that if the petitioner does choose to appeal this to City Council, you may want to be aware of when that meeting takes place, and kind of go to that as well. Thank you all. Thank you to the petitioner for coming.

CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD SEPTEMBER 7, 2022

Meeting was called to order at 8:05 p.m. by Council Vice President Jim Jolly. Present: Vice President Laura Toy, Kathleen McIntyre, Scott Bahr, Rob Donovic, Scott Morgan. Absent: Brandon McCullough.

Elected and appointed officials present: Leo Neville, Assistant City Attorney, Lori Miller, Deputy Clerk Mark Taormina, Director of Planning and Economic Development, David Lear, Assistant City Engineer, Toni LaPorte, Library Director, LaShawn Thomas, Director of Governmental Affairs, Jeannine Laible, Human Resources Director.

Councilmember Kathleen McIntyre led the Pledge of Allegiance.

4. WAIVER PETITION: Planning Commission, re: Petition 2022-07-02-17 submitted by Insight Management Consulting, L.L.C., requesting to utilize a Class C liquor license (sale of beer, wine and spirits for consumption on the premises) in connection with the operation of the existing movie theater (Phoenix Theatres) at 17310 Laurel Park Drive North, located within the Laurel Park Place shopping center on the northwest corner of Six Mile and Newburgh Roads in the Southeast ¼ of Section 7.

   Devin Cameron, Insight Management, presented the request to Council.

   Mark Taormina, Director of Planning and Economic Development added there are separation requirements with Class C licenses, which there are five active on-premises licenses within 1000 feet, which requires Council to waive the 1000 feet requirement as well as within churches. (Recording interrupted during this discussion)

   Councilmember Kathleen McIntyre offered an approving resolution for the Regular agenda and stated they have invested their theatres and asked if they have considered canned cocktails. She asked if canned cocktails are covered under Class C licenses. Devin Cameron responded they are on the menu.

   Council Vice President Laura Toy stated that AMC has done the same thing and asked what type of profit it would generate. Devin Camry replied that it won't generate a lot of profit, mostly positive feedback to have it there. Council President Jim Jolly noted they have done an amazing job bringing back the location that was once a ghost town.

   DIRECTION: APPROVING REGULAR

LETTER TO THE LIVONIA CITY COUNCIL

4.

Planning
August 12, 2022

MEETING DATE	PREPARED BY
S090722/R092622	Stephanie Reece, Program Supervisor,

AGENDA ITEM

WAIVER PETITION: Planning Commission, re: Petition 2022-07-02-17 submitted by Insight Management Consulting, L.L.C., requesting to utilize a Class C liquor license (sale of beer, wine and spirits for consumption on the premises) in connection with the operation of the existing movie theater (Phoenix Theatres) at 17310 Laurel Park Drive North, located within the Laurel Park Place shopping center on the northwest corner of Six Mile and Newburgh Roads in the Southeast ¼ of Section 7.

BACKGROUND

August 12, 2022

Honorable Members of the City Council
City of Livonia, Michigan

Re: Petition 2022-07-02-17 - Phoenix Theaters

Dear Council Members:

At the 1,190th Public Hearings and Regular Meeting held by the City Planning Commission on August 9, 2022, the following resolution was unanimously adopted:

RECOMMENDATION

#08-45-2022 RESOLVED, That pursuant to a Public Hearing having been held by the City Planning Commission on August 9, 2022, on Petition 2022-07-02-17 submitted by Insight Management Consulting, L.L.C., requesting waiver use approval pursuant to Section 6.22 of the Livonia Vision 21 Zoning Ordinance, as amended, to utilize a Class C liquor license (sale of beer, wine and spirits for consumption on the premises) in connection with the operation of the existing movie theater (Phoenix Theatres) at 17310 Laurel Park Drive North, located within the Laurel Park Place shopping center on the northwest corner of Six Mile and Newburgh Roads in the Southeast ¼ of Section 7, the Planning Commission does hereby recommend to the City Council that Petition 2022-07-02-17 be approved subject to the following conditions:

1. City Council waiving the 1,000-foot separation requirement between this location and the other existing on-premises licensed establishments pursuant to Section 6.22(2)A), and

2. That a Class C liquor license at this location is strictly limited to the operation of a movie theater

with the provision that the waiver may be extended to a new user only upon approval of City Council.

FURTHER RESOLVED, That notice of the above hearing was given in accordance with the provisions of Section 13.13 of Livonia Vision 21 Zoning Ordinance, as amended.

FISCAL CONSIDERATION

ATTACHMENTS

1. 2022-07-02-17_E-CIOUNCIL Pkt

APPROVED BY



Date: August 12, 2022

Mark Taormina, Planning and Economic Development Director



Date: August 25, 2022

Maureen Miller Brosnan, Mayor

Petition 2022-07-02-17 submitted by Insight Management Consulting, L.L.C., requesting waiver use approval pursuant to Section 6.22 of the Livonia Vision 21 Zoning Ordinance, as amended, to utilize a Class C liquor license (sale of beer, wine and spirits for consumption on the premises) in connection with the operation of the existing movie theater (Phoenix Theatres) at 17310 Laurel Park Drive North, located within the Laurel Park Place shopping center on the northwest corner of Six Mile and Newburgh Roads in the Southeast ¼ of Section 7.

CITY OF LIVONIA, MICHIGAN
APPLICATION FOR WAIVER USE APPROVAL

All applications must be presented in triplicate to the City Clerk, 33000 Civic Center Drive, Livonia, MI 48154-3097. Applications **must** include property owner's name, address and notarized signature.

For filing fee see below for computation

Date Filed: 7-8-22 Petition 2022-07-02-17

17310 Laurel Park Dr North — Commercial

Site Address: _____ Sidwell _____ Zoning of Property _____

Sell Alcohol

Requesting Approval To _____

Cory A. Jacobson — Insight Management Consulting, LLC

Applicant: _____ Business/Company: _____

32423 Grand River Ave — Farmington — MI — 48336

Applicant's Address: _____ City: _____ State: _____ Zip Code: _____

248 478-7170 — cjacobson@phoenixmovies.net

Applicant's Phone # (_____)_____ Applicant's Email _____

Devin Cameron — Phoenix Theatres / Insight Management

Contact Person: _____ Business/Company: _____

32423 Grand River Avenue — Farmington — MI — 48336

Contact's Address: _____ City: _____ State: _____ Zip Code: _____

248 478-7170 — dcameron@phoenixmovies.net

Contact's Phone # (_____)_____ Contact's Email _____

Please provide the following information:

1) **Site Plan** showing:
   - property dimensions, including road right-of-way & building setback lines
   - foot print of building(s), including dimensions & square footage
   - all easements, protective walls, sidewalks & existing trees
   - any significant topographic features (existing or proposed)
   - parking layout, including type of surface material, sizes of spaces & aisles
   - method used in calculating parking requirement
   - location of light standards servicing parking lot & cutout showing type & height
   - location of trash receptacle, including description of screening
   - location of signs
2) **Detailed Landscape Plan** including:
   - listing or labeling of all planted materials as to type and size
   - areas to be fully irrigated
   - percentage of landscaping provided (15% of total site required)
3) **Building Elevation Plan** depicting:
   - architectural quality
   - wall section & detail plan - exterior building materials must be labeled (i.e. brick, thin brick, E.F.I.S.)
   - all visible rooftop mechanical equipment and how they will be screened
4) **General Floor Plan** showing:
   - floor layout
   - entrances & exits
   - restaurants are required to illustrate seating arrangement & capacity
5) **One (1) set of reduced plans** (i.e. site, landscape, elevation, floor), **a maximum 11" x 17" in size, or digital file in a .pdf format either on CD or emailed to** planning@livonia.gov
6) **Legal Description** of the property to be considered (Clearly Printed)
7) Three (3) completed application forms & **three (3)** sets of full-size drawings

RECEIVED
OFFICE OF THE CITY CLERK
2022 JUN 38 PM 1:59

You are invited and encouraged to review your proposal with the Planning Department staff. Only one set of preliminary drawings will be necessary for this analysis.

FEE COMPUTATION **$700.00 ($400 publication fee plus $300 base review fee) plus**

_____ sq. ft. of new construction x $20.00 per 1,000 sq. ft. plus $30 per lot or unit for residential construction.

(NOTE: Round off to nearest 1,000) + _____

Total Amount Due $ _____

RECEIVED
CITY OF LIVONIA
PLANNING COMMISSION
JUL 08 2022

Owner of Property: Insight Management Consulting

17310 Laurel Park Dr North — Livonia — MI — 48152

Owner's Address: _____ City: _____ State: _____ Zip Code: _____

248 478-7170 — cjacobson@phoenixmovies.net

Owner's Phone # (_____)_____ Owner's Email _____

Signature of Owner: _____ Print Name: Cory A. Jacobson

Subscribed and sworn to before me, a Notary Public in and for the County of Oakland State of Michigan

on this 7th day of July 20 22.

Signature of Notary _____ My commission expires Sep 25th 2024

Acting in the County of Oakland.

COLLIN FABIAN
Notary Public, State of Michigan
County of Oakland
My Commission Expires Sep. 25, 2024
Acting in the County of Oakland

Phoenix THEATRES

RECEIVED
JUL 08 2022
CITY OF LIVONIA
PLANNING COMMISSION

June 21, 2022

To whom it may concern:

The purpose of this application is to seek approval for the transfer of an existing Wayne County Class C liquor license to Insight Management Consulting, LLC (Phoenix Theatres Laurel Park Place) located at 17310 Laurel Park Drive North. Included you will find site plans indicating where our theatre is located within the Laurel Park Mall complex and how alcohol service will work as a new amenity for our current business.

Phoenix Theatres has operated the Laurel Park Place theatre since December of 2009 and has become a successful staple of the Livonia community. Part of this success has been due to our upgrade to 100% heated reclining seats in 2014, our enhanced Ovation sound systems in 2018, and an ongoing list of substantial upgrades and improved customer amenities. Each innovation has kept Phoenix Theatres in a position to outpace our competition and provide the most complete movie-going experience possible.

Today, alcohol is served at all our major competitive theatres in the market. We have concluded that this is a necessary amenity that customers expect to encounter at the concession stand. Customers see it as an industry standard and they feel that any theatre not serving alcohol does not have a complete menu and might choose another theatre based on that fact alone.

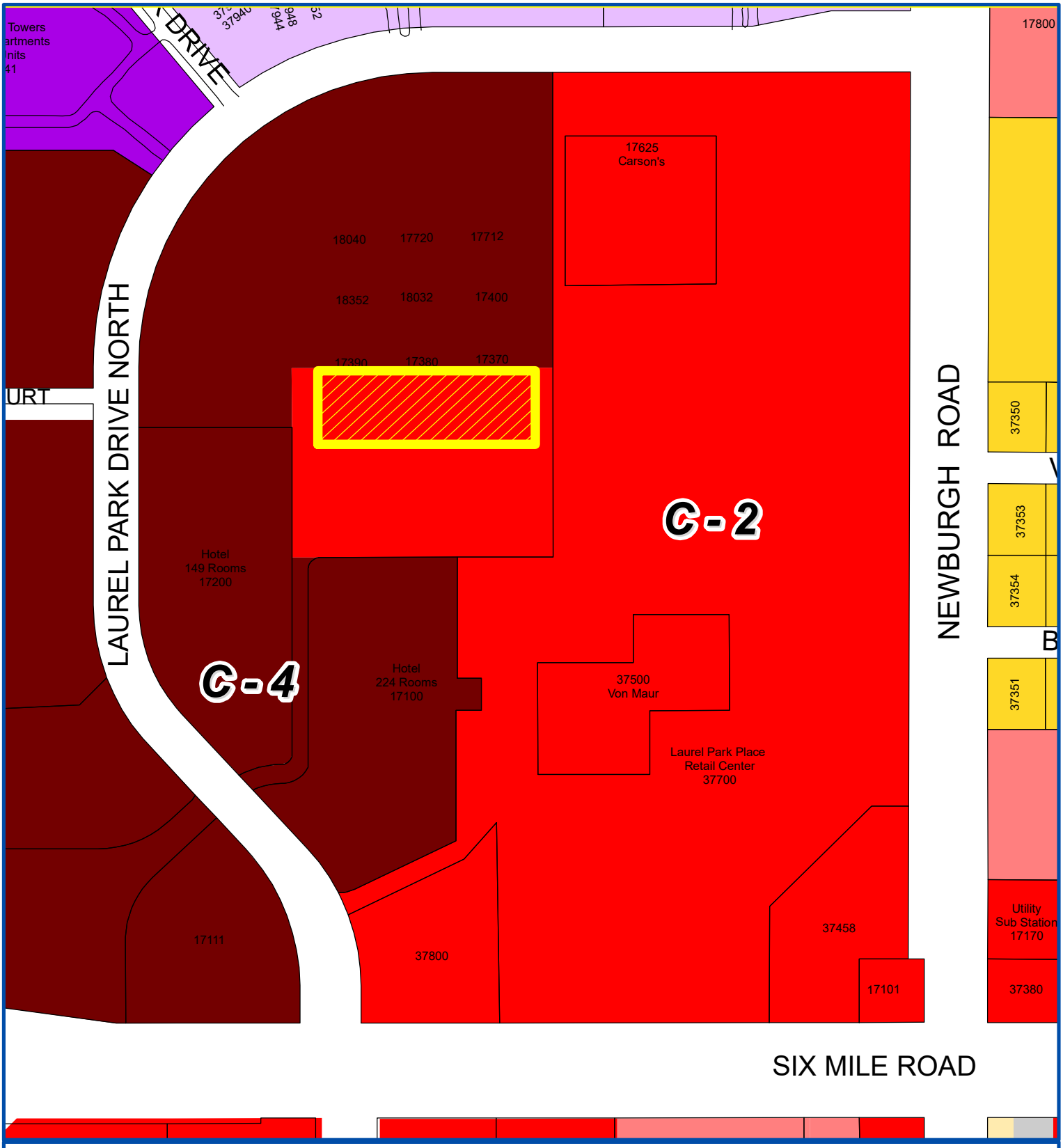
The operating hours for this theatre are typically 9am until 11:30pm. We will have locked coolers in service areas and a locked storage room to safely keep backstock. Alcohol will be served in its original packaging, making it easy to differentiate between alcoholic and non-alcoholic beverages.

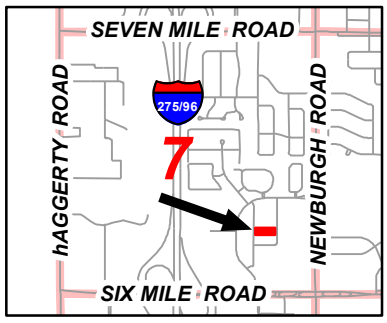
Since 2018 we have expanded into alcohol service at 4 of our 6 locations and the customer response has been favorable every time. From our experience at these other locations, we find that most customers only purchase 1 drink, just like they would a fountain drink or bottled water. We have not had any customer incidents or regulatory violations in any of the locations we offer liquor.

We know that adding a Class C license to our Livonia business will have a very positive response from our regular customers and we hope the City of Livonia views our application favorably.

Sincerely,

Cory A. Jacobson
Owner – Phoenix Theatres





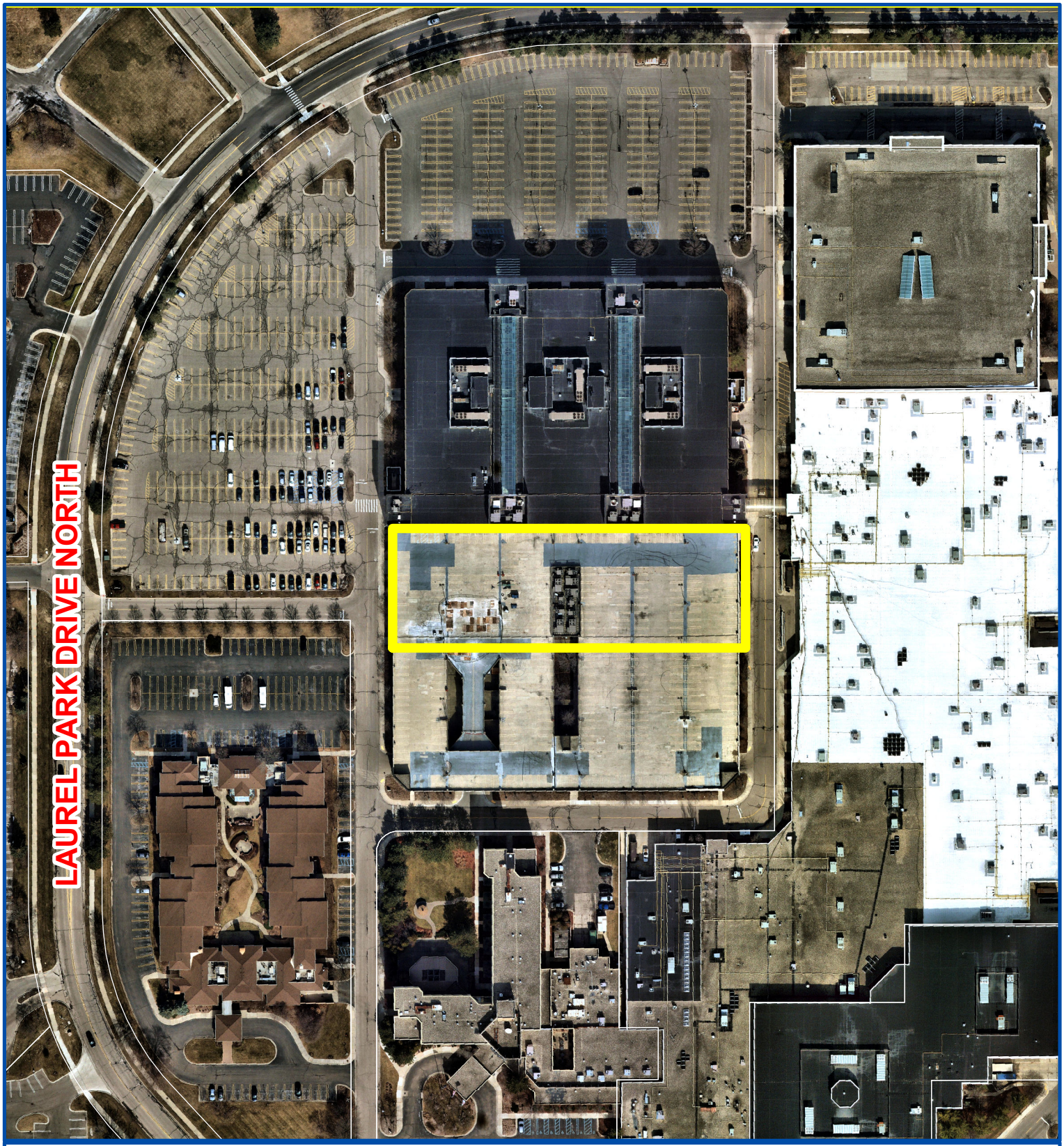
Address & Zoning Map

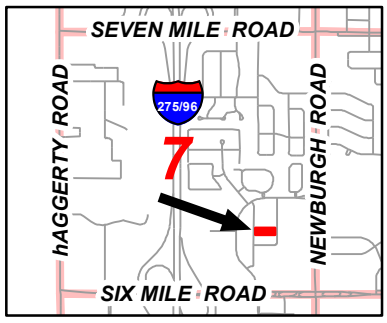
Petition 2022-07-02-17
Phoenix Theatres
17310 Laurel Park Drive North
Class C License

N

Not to Scale

City of Livonia
Planning Department





Aerial Map

Petition 2022-07-02-17
Phoenix Theatres
17310 Laurel Park Drive North
Class C License

N

Not to Scale

City of Livonia
Planning Department

PLANNING COMMISSION STAFF NOTES

PUBLIC HEARING

ITEM 3

Petition 2022-07-02-17 submitted by Insight Management Consulting, L.L.C., requesting waiver use approval pursuant to Section 6.22 of the Livonia Vision 21 Zoning Ordinance, as amended, to utilize a Class C liquor license (sale of beer, wine and spirits for consumption on the premises) in connection with the operation of the existing movie theater (Phoenix Theatres) at 17310 Laurel Park Drive North, located within the Laurel Park Place shopping center on the northwest corner of Six Mile and Newburgh Roads in the Southeast ¼ of Section 7.

July 26, 2022: Study Meeting:

Phoenix Theatres at Laurel Park Place shopping mall is requesting approval to utilize a Class C liquor license to allow for the sale of beer, wine and spirits for consumption on the premises. In a letter accompanying the waiver application, the owner, Cory Jacobson, explains that Phoenix Theatres is seeking a Class C license in order to stay competitive in the market and provide the most complete movie-going experience possible. The letter states that alcohol is served at all major competitive theaters and has become an amenity that customers expect. The theatre's operating hours are typically 9am to 11:30pm. Alcohol beverages would be served in their original packaging at the concession stand. Since 2018, Phoenix Theatres has expanded alcohol service at four of its six locations. In the letter, Mr. Jacobson states that Phoenix Theatres has not had any customer incidents or regulatory violations at any of the locations that offer liquor.

The subject property is zoned C-2, General Business. Class C liquor licenses are regulated under Section 6.22 of The Livonia Vision 21 Zoning Ordinance. One special requirement specifies that no Class C licensed establishments shall be located within 1,000 feet of any other such licensed establishment as measured from the actual premises being used or proposed for use of the respective properties; provided, however, that with respect to those licensed establishments which are utilized primarily as restaurants or for dining facilities, the foregoing 1,000-foot requirement may be waived by the City Council. Within 1,000 feet of Phoenix Theatres, there are five (5) active on-premises liquor licenses, including: Grand Tavern and Bar Louie which operate Class C licenses within Laurel Park Place Mall, and Livonia Marriott, Courtyard by Marriott and Holiday Inn, which operated B-Hotel licenses. As such, the 1,000-foot separation provision must be waived by the City Council.

Another special requirement of Section 6.22 specifies that a proposed Class C. licensed establishment shall be located at least 400 feet distant from any church or school building. No church or school building exists within 400 feet of the subject site.

August 9, 2022: Public Hearing:

Approving Resolution: That the request to utilize a Class C liquor license in connection with the operation of the existing movie theater (Phoenix Theatres) at 17310 Laurel Park Drive North, is hereby approved, subject to City Council approval and the following conditions.

1. City Council waiving the 1,000-foot separation requirement between this location and the other existing on-premises licensed establishments pursuant to Section 6.22(2)A), and

2. That a Class C liquor license at this location is strictly limited to the operation of a movie theater with the provision that the waiver may be extended to a new user only upon approval of City Council.

Denying Resolution: That the request to utilize a Class C liquor license in connection with the operation of the existing movie theater (Phoenix Theatres) at 17310 Laurel Park Drive North, is hereby denied for the following reasons:

1. That the petitioner has failed to affirmatively show that the proposed utilization of a Class C liquor license at this location would comply with all the general waiver use standards and requirements as set forth in Section 6.22 of the Livonia Vision 21 Zoning Ordinance.

2. That this location fails to comply with the standards of Section 6.22 which requires a separation of at least1,000 feet between Class C liquor licensed establishments.

3. That this part of the City is currently well-served with Class C liquor licensed establishments selling alcoholic beverages.

4. That it has not been demonstrated that there is a need in this area for additional sales of alcoholic beverages such as are permitted by the utilization of a Class C liquor license.

5. That the petitioner has failed to adequately demonstrate that the facility has the capacity to accommodate the proposed use, and

6. That the proposal is contrary to the goals and objectives of the Zoning Ordinance which, among other things, are intended to ensure suitability and appropriateness of uses.

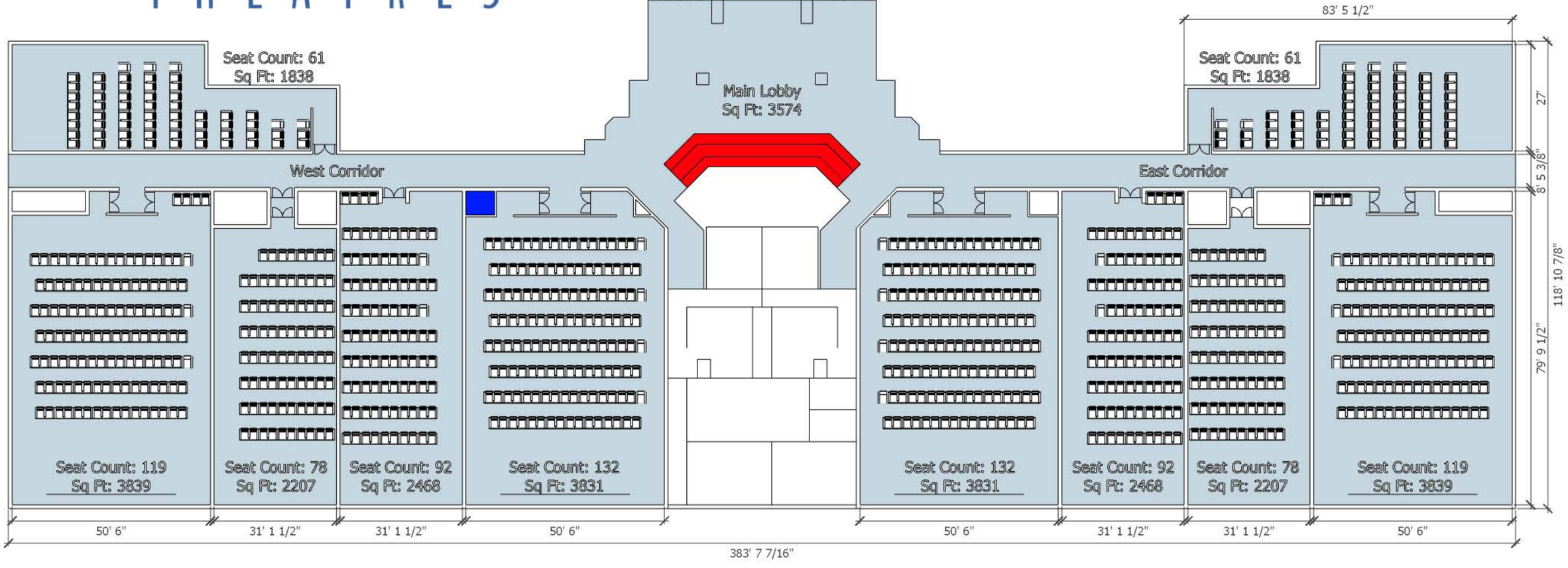
P
Exit

PHOENIX THEATRES

Laurel Park Place
Livonia, Michigan

Concession Stand - Service Area

Locked Storage Room - Storage Area



DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

TODD J. ZILINCIK, P.E.
CITY ENGINEER

DAVID W. LEAR, P.E.
ASST. CITY ENGINEER

MAUREEN MILLER BROSNAN
MAYOR

DONALD R ROHRAFF
DIRECTOR OF PUBLIC WORKS

12973 FARMINGTON ROAD
LIVONIA, MICHIGAN 48150
(734) 466-2571
FAX: (734) 466-2195

July 21, 2022

Mr. Scott Miller
Planner IV
City of Livonia

Re: Petition 2022-07-02-17 – #17310 Laurel Park Drive North

Dear Mr. Miller:

In accordance with your request, the Engineering Division has reviewed the above referenced petition. We have no objections to the proposed waiver use at this time. The subject parcel is assigned a range of addresses from #17310 to #18352 Laurel Park Drive North, with the address of **#17370 Laurel Park Drive North** being assigned to the overall parcel.

The existing parcel is currently served by public water main, sanitary sewer and storm sewer, and no alterations to the existing services are planned, so we do not believe there will be any impacts to the existing systems.

Should you have any additional questions on this matter, please feel free to contact myself at (734) 466-2608 or the City Engineer, Mr. Todd Zilincik at (734) 466-2561. If you would prefer, you can e-mail either of us at dlear@livonia.gov or tzilincik@livonia.gov.

Sincerely,

David W. Lear, P.E.
Assistant City Engineer

cc: 2022 Petition File

DEPARTMENT OF PUBLIC SAFETY
LIVONIA FIRE & RESCUE

DAVE HEAVENER
FIRE CHIEF

MAUREEN MILLER BROSNAN
MAYOR

14910 FARMINGTON ROAD
LIVONIA, MICHIGAN 48154-5419
734-466-2444
734-466-2082 fax

DATE: July 22, 2022

TO: Scott O. Miller, Planner IV

FROM: Livonia Fire Prevention Division

SUBJECT: Petition #2022-07-02-17 17310 Laurel Prk Dr. N (Phoenix Theater)

This office has reviewed the site plan submitted in connection with a request to construct a commercial building on property located at the above referenced address.

We have no objections to this proposal for Class C Liquor License.

A further detailed plan review will take place when this division receives an official plan set.

Sincerely,

Brian R. Kukla

Brian R. Kukla
Fire Marshal

DEPARTMENT OF PUBLIC SAFETY
DIVISION OF POLICE

THOMAS GORALSKI
CHIEF OF POLICE

MAUREEN MILLER BROSNAN
MAYOR

15050 Farmington Road
Livonia, Michigan 48154-5499
(734) 466-2470
FAX: (734) 261-2265

July 29, 2022

Mr. Scott Miller
City of Livonia Planning Dept
33000 Civic Center Drive
Livonia, MI 48154

Re: Petition 2022-07-02-17 - 17310 Laurel Park Drive North

Mr. Miller,
I have reviewed the plans in connection with the petition. I have no objections to the proposals.

Please feel free to contact me, should you have any questions.

Sincerely,

FOR THE CHIEF OF POLICE,

Scott Sczepanski, Sergeant
Traffic Bureau
(734) 466-2107

DEPARTMENT OF PUBLIC SAFETY
DIVISION OF POLICE

THOMAS GORALSKI
CHIEF OF POLICE

MAUREEN MILLER BROSNAN
MAYOR

15050 FARMINGTON ROAD
LIVONIA, MICHIGAN 48154-5499
(734) 466-2470
FAX: (734) 261-2265

RECEIVED
AUG 03 2022
CITY OF LIVONIA
PLANNING COMMISSION

July 29, 2022

Mr. Scott Miller
City of Livonia Planning Dept
33000 Civic Center Drive
Livonia, MI 48154

Re: Petition 2022-07-02-17 - 17310 Laurel Park Drive North

Mr. Miller,
I have reviewed the plans in connection with the petition. I have no objections to the proposals.

Please feel free to contact me, should you have any questions.

Sincerely,

FOR THE CHIEF OF POLICE,

Sgt. Scott Szypanski #343

Scott Sczepanski, Sergeant
Traffic Bureau
(734) 466-2107

INSPECTION DEPARTMENT

BUILDING
HEATING
PLUMBING
ELECTRICAL
ZONING
ENVIRONMENTAL PROTECTION
ORDINANCE ENFORCEMENT

MAUREEN MILLER BROSNAN
MAYOR

JEROME A. HANNA
DIRECTOR

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2580
FAX: (734) 466-2095

Date: August 8, 2022

To: Scott O. Miller

From: Jerome Hanna

RE: Petition 2022-07-02-17 – 17310 Laurel Park Drive North

Pursuant to your request, the above referenced Petition has been reviewed.

This Department has no objections to this Petition.

I trust this provides the requested information.

Jerome Hanna
Jerome Hanna
Director of Inspection

DEPARTMENT OF FINANCE

Michael T. Slater
DIRECTOR OF FINANCE

Connie Kumpula
CHIEF ACCOUNTANT

MAUREEN MILLER BROSNAN
MAYOR

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2260
FAX: (734) 421-1807

July 21, 2022

Mr. Scott O. Miller
Planning Commission
33000 Civic Center Drive
Livonia, MI 48154

Petition 2022-07-02-17 - 17310 Laurel Park Drive North

Dear Mr. Miller,

I have reviewed the address connected with the above noted petition. The following amounts are due to the City of Livonia:

Unpaid water and sewer charges (due 8/10/22):	$	1,424.02
Total Due City of Livonia	$	1,424.02

Please contact me if you have any further questions.

Very truly yours,

Connie Kumpula
Chief Accountant

CK: jw

Transaction Statement

Service Address

17310 LAUREL PK N
LIVONIA, MI 48152

Mailing Address

LAUREL PK PLACE THEATERS
17800 N LAUREL PARK DR STE 200C
C/O SCHOSTAK BROTHERS
LIVONIA, MI 48152-3985

Account Number	Amount Due
000805000-001	$1,424.02

Account Number	From - Through
000805000-001	01/21/2022 - 07/21/2022

Services

Water & Sewer - Metered

Service Address

17310 LAUREL PK N
LIVONIA, MI 48152

Beginning Balance

$1,599.34

Date	Type	Amount	Description
02/01/2022	Payment	($1,599.34)	Check
02/15/2022	Bill	$939.19	Due Date 03/10/2022
03/08/2022	Payment	($939.19)	Check
03/15/2022	Bill	$719.14	Due Date 04/11/2022
04/05/2022	Payment	($719.14)	Check
04/14/2022	Bill	$906.59	Due Date 05/10/2022
05/10/2022	Payment	($906.59)	Check
05/13/2022	Bill	$882.14	Due Date 06/10/2022
06/07/2022	Payment	($882.14)	Check
06/16/2022	Bill	$1,004.39	Due Date 07/11/2022
07/06/2022	Payment	($1,004.39)	Check
07/15/2022	Bill	$1,424.02	Due Date 08/10/2022

Total Due

$1,424.02

Transaction Statement

Account Number 000805000-001

OFFICE OF THE TREASURER

LYNDA L. SCHEEL
CITY TREASURER

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3060
(734) 466-2245
FAX: (734) 421-7230

July 25, 2022

Mr. Scott Miller – Planner IV
Planning Commission
City of Livonia

Re: Petition 2022-07-02-17 17310 Laurel Park Drive North

Insight Management (Phoenix Theatres)

Dear Mr. Miller,

In accordance with your request, the Treasurer's Office has reviewed the name and addresses connected with the above noted petition. At this time there are taxes due, but they are not delinquent, therefore I have no objections to the proposal.

Sincerely,

Lynda L. Scheel
Lynda L. Scheel
Treasurer, City of Livonia

DEPARTMENT OF PUBLIC SAFETY
DIVISION OF POLICE

THOMAS GORALSKI
CHIEF OF POLICE

MAUREEN MILLER BROSNAN
MAYOR

15050 FARMINGTON ROAD
LIVONIA, MICHIGAN 48154-5499
(734) 466-2470
FAX: (734) 261-2265

July 22, 2022
Mr. Scott Miller, Planner IV
Planning Commission
33000 Civic Center Drive
Livonia, MI 48154

RE: Petition 2022-07-02-17 – Phoenix Theatres, 17310 Laurel Park Drive North

Dear Mr. Miller,

We have reviewed the plans submitted by Insight Management Consulting, L.L.C., requesting waiver use approval pursuant to Section 6.22 of the Livonia Vision 21 Zoning Ordinance, as amended, to utilize a Class C liquor license (sale of beer, wine and spirits for consumption on the premises) in connection with the operation of the existing movie theater (Phoenix Theatres) at 17310 Laurel Park Drive North, located within the Laurel Park Place shopping center on the northwest corner of Six Mile and Newburgh Roads in the Southeast quarter of Section 7.

The proposed site is within one thousand (1,000) feet of Grand Tavern at 37714 Six Mile & Bar Louie at 37716 Six Mile, which both hold Class C liquor licenses for beer, wine & spirit consumption on premises. Additionally, the proposed site is within one thousand (1,000) feet of Livonia Marriott at 17100 N. Laurel Park Drive & Courtyard by Marriott at 17200 N. Laurel Drive, which both hold B-Hotel liquor licenses for beer, wine & spirit for consumption on premises.

After reviewing the plans with the Chief of Police, we have no objections to the waiver being granted, contingent that the petitioner complies with:

- All State Laws
- City Ordinances
- Stipulations and conditions set by the Livonia Police Department, Liquor Investigation Unit, as approved by the Chief of Police
- Stipulations and conditions set by the Traffic Bureau of the Livonia Police Department

We are available to provide any additional information you may desire on this subject.

Sincerely,

FOR THE CHIEF OF POLICE

Jeffrey Ronayne
Special Services Bureau

Recycled Paper

OTHER ITEMS RELATED TO THE PETITION

From: Kostrzewski, Lisa (F)
To: Planning
Subject: Petition 2022-07-02-17: Phoenix Theatre
Date: Thursday, July 21, 2022 11:20:15 AM

Hello,
I wanted to let you know that I think this will be a great addition to provide Phoenix Theatre with a liquor license as more and more movie theatres are allowing alcohol consumption and this will help drive more business to this theatre and will help increase foot traffic to the mall and of course, the Detroit Marriott Livonia, where I am the Director of Sales. The Phoenix Theatre has competitive pricing and this will allow for more people to come and enjoy all the offerings at the Theatre.

Thank you,

Lisa Kostrzewski CMP, Director of Sales
MARRIOTT HOTELS | TRAVEL BRILLIANTLY
Detroit Marriott Livonia | 17100 North Laurel Park Drive Livonia, MI 48152
P 734-953-7399 | **F** 734-462-2815 | lisa.paige@marriott.com

UNAPPROVED MINUTES

MINUTES OF THE 1,190th PUBLIC HEARINGS AND REGULAR MEETING HELD BY THE CITY PLANNING COMMISSION OF THE CITY OF LIVONIA

On Tuesday, August 9, 2022, the City Planning Commission of the City of Livonia held its 1,190th Public Hearing and Regular Meetings in the Livonia City Hall, 33000 Civic Center Drive, Livonia, Michigan.

Mr. Ian Wilshaw, Chairman, called the meeting to order at 7 p.m.

Members present:	David Bongero	Sam Caramagno	Glen Long
	Carol Smiley	Peter Ventura	Ian Wilshaw

Members absent: None

Mr. Mark Taormina, Planning Director, and Stephanie Reece, Program Supervisor, were also present.

Chairman Wilshaw informed the audience that if a petition on tonight's agenda involves a rezoning request, this Commission makes a recommendation to the City Council who, in turn, will hold its own public hearing and make the final determination as to whether a petition is approved or denied. The Planning Commission holds the only public hearing on a request for preliminary plat and/or vacating petition. The Commission's recommendation is forwarded to the City Council for the final determination as to whether a plat is accepted or rejected. If a petition requesting a waiver of use or site plan approval is denied tonight, the petitioner has ten days in which to appeal the decision, in writing, to the City Council. Resolutions adopted by the City Planning Commission become effective seven (7) days after the date of adoption. The Planning Commission and the professional staff have reviewed each of these petitions upon their filing. The staff has furnished the Commission with both approving and denying resolutions, which the Commission may, or may not, use depending on the outcome of the proceedings tonight.

ITEM #3 PETITION 2022-07-02-17 Phoenix Theatre

Mr. Caramagno, Secretary, announced the next item on the agenda, Petition 2022-07-02-17 submitted by Insight Management Consulting, L.L.C., requesting waiver use approval pursuant to Section 6.22 of the Livonia Vision 21 Zoning Ordinance, as amended, to utilize a Class C liquor license (sale of beer, wine and spirits for consumption on the premises) in connection with the operation of the existing movie theater (Phoenix Theatres) at 17310 Laurel Park Drive North, located within the Laurel Park Place

shopping center on the northwest corner of Six Mile and Newburgh Roads in the Southeast ¼ of Section 7.

Mr. Taormina: Thank you, Mr. Chairman. This is a request by Phoenix Theatres at Laurel Park Place to utilize a Class-C liquor license. The zoning of the property is C-2, General Business. The theaters have operated at Laurel Park since around 1988. Over that timeframe, there has never been a request to add an on-premises liquor license in connection with the theaters. Phoenix is now seeking a Class-C license in order to, as they indicate, stay competitive in the marketplace. The Petitioner believes that the serving of alcohol is an amenity that customers now expect. The hours of operation are generally from 9am to 11:30pm. Alcoholic beverages would be served in their original packaging and purchased at the concession stand. On-premise liquor licenses, like the one proposed at Phoenix Theatres, are treated as a waiver use in the C-2 zoning district. They are regulated under Section 6.22 of the Zoning Ordinance. One of the special requirements is that any new licensed establishments not be located closer than 1,000 feet from any existing on-premises licensed establishments. In this case, there are five (5) existing on-premises license establishments within that distance. They include Grand Tavern and Bar Louie, both of which operate Class-C licenses within the Mall, and then the Livonia Marriott, the Courtyard by Marriott, and the Holiday Inn, all of which operate B-Hotel licenses. All five (5) of these establishments are within 1,000 feet of the of the Phoenix theaters, and as such, will require that this requirement to be waived by City Council, which they have the authority to do by separate resolution. There is another requirement, and that is that on-premises licenses not be located within 400 feet from a church or school building. There are no churches or school buildings that exist within 400 feet. So, the proposal does comply with that requirement. With that, Mr. Chairman, I can read out the departmental correspondence.

Mr. Wilshaw: Yes, please.

Mr. Taormina: The first item is from the Engineering Division, dated July 21, 2022, which reads as follows: *"In accordance with your request, the Engineering Division has reviewed the above referenced petition. We have no objections to the proposed waiver use at this time. The subject parcel is assigned a range of addresses from #17310 to #18352 Laurel Park Drive North, with the address of #17370 Laurel Park Drive North being assigned to the overall parcel. The existing parcel is currently*

served by public water main, sanitary sewer and storm sewer, and no alterations to the existing services are planned, so we do not believe there will be any impacts to the existing systems." The letter is signed by David W. Lear, P.E., Assistant City Engineer. The next letter is from the Livonia Fire & Rescue Division, dated July 22, 2022, which reads as follows: *"This office has reviewed the site plan submitted in connection with a request to construct a commercial building on property located at the above referenced address. We have no objections to this proposal for Class C Liquor License. A further detailed plan review will take place when this division receives an official plan set."* The letter is signed by Brian Kukla, Fire Marshal. The next letter is from the Division of Police, dated July 29, 2022, which reads as follows: *"I have reviewed the plans in connection with the petition. I have no objections to the proposal."* The letter is signed by Scott Sczepanski, Sergeant, Traffic Bureau. The next letter is from the Division of Police, dated July 22, 2022, which reads as follows: *"We have reviewed the plans submitted by Insight Management Consulting, L.L.C., requesting waiver use approval pursuant to Section 6.22 of the Livonia Vision 21 Zoning Ordinance, as amended, to utilize a Class C liquor license (sale of beer, wine and spirit s for consumption on the premises) in connection with the operation of the existing movie theater (Phoenix Theatres) at 17310 Laurel Park Drive Nort h, located within the Laurel Park Place shopping center on the northwest corner of Six Mile and Newburgh Roads in the Southeast quarter of Section 7. The proposed site is within one thousand (1,000) feet of Grand Tavern at 37714 Six Mile & Bar Louie at 37716 Six Mile, which both hold Class C liquor licenses for beer, wine & spirit consumption on premises. Additionally, the proposed site is within one thousand (1,000) feet of Livonia Marriott at 17100 N. Laurel Park Drive & Courtyard by Marriott at 17200 N. Laure l Drive, which both hold B-Hotel liquor licenses for beer, wine & spirit for consumption on premises. After reviewing the plans with the Chief of Police, we have no objections to the waiver being granted, contingent that the petitioner complies with: All State Laws City Ordinances, Stipulations and conditions set by the Livonia Police Department, Liquor Investigation Unit, as approved by the Chief of Police Stipulations, and conditions set by the Traffic Bureau of the Livonia Police Department"* The letter is signed by Jeffrey Ronayne, Special Services Bureau. The next letter is from the Inspection Department, dated August 8, 2022, which reads as follows: *"Pursuant to your request, the above-referenced petition has been reviewed. This Department has no objections to this petition."* The letter is signed by Jerome Hanna, Director

of Inspection. The next letter is from the Finance Department, dated July 21, 2022, which reads as follows: "*I have reviewed the address connected with the above noted petition. The following amounts are due to the City of Livonia: Unpaid water and sewer charges (due 8/10/22): $1,424.02 Total Due City of Livonia $1,424.02"* The letter is signed by Connie Kumpula, Chief Accountant. The next letter is from the Treasurer's Department, dated July 25, 2022, which reads as follows: *"In accordance with your request, the Treasurer's Office has reviewed the name and addresses connected with the above noted petition. At this time there are taxes due, but they are not delinquent, therefore I have no objections to the proposal."* The letter is signed by Lynda Scheel, Treasurer. Lastly, we have an email correspondence from Lisa Kostrzewski, it is dated July 21, 2022, and it reads: *"Hello, I wanted to let you know that I think this will be a great addition to provide Phoenix Theatre with a liquor license as more and more movie theatres are allowing alcohol consumption and this will help drive more business to this theatre and will help increase foot traffic to the mall and of course, the Detroit Marriott Livonia, where I am the Director of Sales. The Phoenix Theatre has competitive pricing and this will allow for more people to come and enjoy all the offerings at the Theatre".* That is the extent of the correspondence.

Mr. Wilshaw: Are there any questions of the Planning Director? All right let's go to our Petitioner who's in the audience. Feel free to come to either podium. Thank you for being here as well. Good evening.

Cory Jacobson, 32423 Grand River Ave., Farmington, MI. We've been in Livonia now since 2009. Enjoying a pretty brisk business at the theater, and I think that Lisa was kind of unexpected, you know, kind of really sums it up in the sense that we are someone that wants to offer amenities for customers. Right now, you look at all the other major motion picture theaters in the market, and everyone is selling liquor, except us. I don't know how many customers we lose because of that, but I think it's a nice amenity to have. Also, we are a Michigan based company, based out of Farmington, and we have a theater in Wayne, we have a theater in Monroe, and we just opened a theater in Grand Rapids. Our Wayne theater and also our theater in Grand Rapids has alcohol, and we really want to add Livonia, as well as Monroe to that going forward. So, we also sell alcohol in Massachusetts and sell alcohol in Dubuque, Iowa. We haven't had any issues with our customers selling this for actually the last three years. So, that kind of convinced me that this was a good idea to introduce this throughout our businesses.

Mr. Wilshaw: Okay, excellent. Thank you. Mr. Jacobson. Is there any questions for our petitioner? Ms. Smiley?

Ms. Smiley: Sure. Good evening. What's your plan for checking the ID's and storage of liquor in a safe place?

Mr. Jacobson: This is Devin Cameron, and he is our supply chain analyst and also procures a lot of things for us, but is really familiar with where these guys want to store this year in Livonia. As far as checking ID's, we check all ID's of anybody who wants to purchase liquor in any of our businesses. And again, you know, having done this now for three years, three plus years. And for, you know, 10s of 1000s of…hundreds of 1000s of customers, we haven't had any issues. Dubuque was actually our first theater to have alcohol, then we did it in Massachusetts, and then we started to stick our toe in the water here in Michigan and it's really been something. That if anyone had any fears about this, I was one of them, and it's certainly proven that it hasn't been a problem for us, particularly if you're checking IDs and unlike really like a bar where someone can sit there for a long period of time and say they would like to have another you know. Right now, people are buying their beer or wine particularly and they walk into the auditorium and watch their film and you just don't see them again. So, there's very, very few repeat customers for alcohol in a movie theater. So, I think that's one really nice reason why this is a nice amenity, but we don't really see any real issues of what we would typically have in another type of an establishment that sells alcohol, but…

Devin Cameron 714 East 30 Mile Road, Royal Oak, MI. As far as addressing your specific questions, I know it's a little bit difficult to see because it's a huge building, but the red area is the service area, that's our concession stand. This blue area is a locked closet, permanently locked, which is where we will be storing all the alcohol. Just like we do at all of our other theaters, everyone's serving alcohol must be certified according to the MLCC. We always have somebody behind the concession stand at all times that's designated to bring the alcohol over and give to the person. So that's how we operate.

Ms. Smiley: Just curious if you're going to serve alcohol from nine o'clock in the morning on.

Mr. Cameron: We serve all of our concessions all day, every day. You don't really get anybody purchasing stuff, like at the time, but there's always somebody there and the whole menu is available all day.

Ms. Smiley: I didn't expect a lot of problem drinkers at the Phoenix but thank you.

Mr. Wilshaw: Okay. Any other questions for petitioner? No other questions for our petitioner. Is there anyone in our audience wishing to speak for against this. We have a gentleman that would like to come forward and speak so I'll give him an opportunity. Come up to one of our podiums.

Mr. Wilshaw: Thank you for being here, sir.

John Kleigsch, 37756 North Laurel Park Drive, Livonia, MI. I'm about a half a mile from where the proposed well from where their theaters are okay. I still go to work five days a week. So, I think I got most of my head together, but the fact the matter is I have a hearing loss. So sometimes I don't understand some of the things going on. Now. The gentleman here told us about how many liquor licenses there were in the area. I wish that would have been on the proposal. Okay, it wasn't. I think our neighbors, the residents should know how many there is within about a mile there. Okay, my feeling I'm sorry. If you want a drink you should go home and drink. Okay. Don't drink and drive is my big, big thing. Okay. I would like this to be rescheduled with the city giving the residents more information, particularly like in the liquor license that are within a mile there. Okay. It's…the residents need more information. Okay. I understand there's more revenue for the city if the liquor licenses is given. Okay. But I understand, does it make the city any better? That's a real question. Okay. So, I don't know. Now my question was answered again, by the people. They're going to serve liquor from nine o'clock in the morning, all day long. So, it's just another bar. If the liquor was going to be only done at the time the movie was showing, that's fine. In my opinion, okay. You know, how are people going to get home from thing they're going to drink and drive? Okay, I had a buddy of mine. Well, he still is a buddy of mine is 93 years old. He was an attorney. He bought and sold or was an attorney for buying and selling restaurants and liquor license, okay. And one of the days he was in, in the judge's office, and he says he can't believe it. He says, you know, I had a person here, and he was in jail. So, I know he was sober. And the guy said, you know, Your Honor, I was too drunk to. Walk, I had a drive. You

know? He says I could have hurt myself. What about hurting all the rest of the people? That's baloney. Now, I would like it postponed, more information given out and then have another meeting. Okay, I know that's taking up all your time, but I really feel it once I heard that it was gonna be open from nine o'clock in the morning. I almost flipped out on that one. Okay. Thank you.

Mr. Wilshaw: Thank you for your concerns. Mr. Kleigsch, thank you for coming. Is there anyone else in the audience wishing to speak for or against this? If not, we'll give our petitioner an opportunity to come forward again and give any parting comments if they wish.

Mr. Jacobson: I guess to really address the nine o'clock in the morning issue, we do, so you know, have movies that starting at 9am. So, we aren't just opening this to be a bar. Devin suggested that all of our concession items are sold, you know, from the minute we're open to the minute that we close. I don't want to really have a situation where we have, well, this part of the menu is good and this part of the menu is bad. And you know, just having the experience inside these theaters, for as long as we have selling alcoholic beverages, again, if I could cite a problem, I would, and I can't. It's just not a situation, like a bar where people again are sitting in for long periods of time in one spot where they can just sit back and call the bartender over and order another drink. I mean, this is something where someone buys beer, or they buy a glass of wine, and they walk down the hall in the auditorium, and they're gonna start enjoying their film. And, you know, we just don't see them again, either for concession refills for soda pop or for alcohol. So, I think that's something to keep in mind when considering this situation. So, I hope that helps.

Mr. Wilshaw: Mr. Mr. Jacobson, I think we discussed this a little bit at our study meeting, but the format of how alcohol is served is typically just a canned beer or Seltzer, or something along those lines. It's not, you're not having a bartender actually mixing drinks.

Mr. Jacobson: That's correct. And I think that sort of differentiates us from some of our competitors, you know, who do you know, have bartenders, and that is not something that we wish to do. I think, again, this is just an amenity that we want to offer people, you know, one of the nice things is that they do a really nice display with all the bottles of wine. And you know, people just want, you know, a pour of wine. And that's really what we're trying to get at

and, you know, have some craft beers and things. This is again, not a situation where we're seeing people and incidentally, our prices are too high for someone to get too drunk. So that that is also a consideration in any movie theater.

Mr. Wilshaw: Sure. Okay. Yeah, because that's definitely where a lot of your revenue comes from. Is there any other questions or comments for our petitioner while they're up here? If not, I think you've answered all our questions. Thank you for being here.

Mr. Wilshaw: I will close the public hearing and ask for a motion.

On a motion by Bongero, seconded by Smiley, and unanimously adopted, it was

#08-45-2022 ***RESOLVED***, That pursuant to a Public Hearing having been held by the City Planning Commission on August 9, 2022, on Petition 2022-07-02-17 submitted by Insight Management Consulting, L.L.C., requesting waiver use approval pursuant to Section 6.22 of the Livonia Vision 21 Zoning Ordinance, as amended, to utilize a Class C liquor license (sale of beer, wine and spirits for consumption on the premises) in connection with the operation of the existing movie theater (Phoenix Theatres) at 17310 Laurel Park Drive North, located within the Laurel Park Place shopping center on the northwest corner of Six Mile and Newburgh Roads in the Southeast ¼ of Section 7, the Planning Commission does hereby recommend to the City Council that Petition 2022-07-02-17 be approved subject to the following conditions:

1. City Council waiving the 1,000-foot separation requirement between this location and the other existing on-premises licensed establishments pursuant to Section 6.22(2)A), and

2. That a Class C liquor license at this location is strictly limited to the operation of a movie theater with the provision that the waiver may be extended to a new user only upon approval of City Council.

FURTHER RESOLVED, That notice of the above hearing was given in accordance with the provisions of Section 13.13 of Livonia Vision 21 Zoning Ordinance, as amended.

Mr. Wilshaw: Is there any discussion?

Mr. Wilshaw, Chairman, declared the motion is carried and the foregoing resolution adopted. It will go on to City Council with an approving resolution.

CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD SEPTEMBER 7, 2022

Meeting was called to order at 8:05 p.m. by Council Vice President Jim Jolly. Present: Vice President Laura Toy, Kathleen McIntyre, Scott Bahr, Rob Donovic, Scott Morgan. Absent: Brandon McCullough.

Elected and appointed officials present: Leo Neville, Assistant City Attorney, Lori Miller, Deputy Clerk Mark Taormina, Director of Planning and Economic Development, David Lear, Assistant City Engineer, Toni LaPorte, Library Director, LaShawn Thomas, Director of Governmental Affairs, Jeannine Laible, Human Resources Director.

Councilmember Kathleen McIntyre led the Pledge of Allegiance.

5. WAIVER PETITION: Planning Commission, re: Petition 2022-07-02-18 submitted by BBS Distilleries, L.L.C., requesting waiver use approval to expand the existing on-premises liquor license to include an outdoor seating area, and to amend Council Resolution #354-21 to expand the hours of operation in connection with the serving of alcohol at 27600 Schoolcraft Road, located on the north side of Schoolcraft Road between Inkster Road and Cardwell Avenue in the Southeast ¼ of Section 24.

   Jason Mitchell and Katie Nelson presented the request to Council. Council President Jim Jolly asked why type of food they offer. Jason replied they have pizza, briquette, sandwiches, all made on site.

   Council Vice President Laura Toy commended them on expanding their business and offered an approving resolution for the Consent agenda.

   Mark Taormina, Director of Planning and Economic Development added they would like to add enclosed outdoor seats as well as the extension of their business hours.

   Council President Jim Jolly asked what hour they want to stay open. Jason Mitchell replied 3 a.m. President Jolly asked if there is a market for people wanting food after 2 a.m., stating that he wants them to succeed, but expand the hours as they are needed. Jason Mitchell replied they hope to be less restricted with their time as they go on.

   Councilmember Rob Donovic asked if there were any established 24-hour restaurants in the city. Mark Taormina replied they used to, but only a handful now but are mostly drive-up operations. Councilmember Donovic noted that he is not comfortable going beyond 2 a.m. and asked for clarification on the hours of operation that were offered. Mark replied the resolution offered allows public entry limited to 7 a.m. to 2 a.m. Monday through Saturday and noon to 2 a.m. on Sundays.

   Councilmember Kathleen McIntyre asked that the resolution be placed on the Regular agenda, stating she was unaware of any bars in the city open after 2 a.m. which reflects the community, rather than staying open later.

   DIRECTION: APPROVING REGULAR

LETTER TO THE LIVONIA CITY COUNCIL

5.

Planning
August 25, 2022

MEETING DATE	PREPARED BY
S090722/R092622	Stephanie Reece, Program Supervisor,

AGENDA ITEM

WAIVER PETITION: Planning Commission, re: Petition 2022-07-02-18 submitted by BBS Distilleries, L.L.C., requesting waiver use approval to expand the existing on-premise liquor license to include an outdoor seating area, and to amend Council Resolution #354-21 to expand the hours of operation in connection with the serving of alcohol at 27600 Schoolcraft Road, located on the north side of Schoolcraft Road between Inkster Road and Cardwell Avenue in the Southeast ¼ of Section 24.

BACKGROUND

August 23, 2022

Honorable Members of the City Council
City of Livonia, Michigan

Re: Petition 2022-07-02-18 - BBS Distilleries, L.L.C.

Dear Council Members:

At the 1,191st Public Hearings and Regular Meeting held by the City Planning Commission on August 23, 2022, the following resolution was unanimously adopted:

RECOMMENDATION

#08-49-2022 RESOLVED, That pursuant to a Public Hearing having been held by the City Planning Commission on August 23, 2022, on Petition 2022-07-02-18 submitted by BBS Distilleries, L.L.C., requesting waiver use approval pursuant to Section 6.09 of the Livonia Vision 21 Zoning Ordinance, as amended, to expand the existing on-premise liquor license to include an outdoor seating area, and to amend Council Resolution #354-21 to expand the hours of operation in connection with the serving of alcohol at 27600 Schoolcraft Road, located on the north side of Schoolcraft Road between Inkster Road and Cardwell Avenue in the Southeast ¼ of Section 24, the Planning Commission does hereby recommend to the City Council that Petition 2022-07-02-18 be approved subject to the following conditions:

1. That the sidewalk in front of the patio maintain an unobstructed width of at least thirty-six (36”) as measured between the edge of the parking lot/drive aisle and the fence.

2. That the number of outdoor patio seats shall not exceed six (6).

3. That the outdoor patio area be fully enclosed with decorative fencing as shown on the submitted plans and be accessible directly from the distillery by a doorway within the patio enclosure.

4. That no advertising shall be permitted on any of the seating or table apparatus of the outdoor patio area.

5. That the hours of operation for public entry into the facility, including the tasting room, patio and any other retail operations, shall be limited from 7:00 a.m. to 2:00 a.m., Monday through Saturday, and from noon to 2:00 a.m. on Sundays, in accordance with the Michigan Liquor Control Commission (MLCC).

6. That this petition may be modified at a future date to include a bi-fold or similar hangar door for the front of the restaurant upon submission of plans and the approval by the Planning Commission.

7. That all other conditions imposed by Council Resolution #354-21, which granted approval to utilize a Small Distiller license in connection with the operation of a distillery and tasting room, shall remain in effect to the extent that they are not in conflict with the foregoing conditions, and

8. Pursuant to Section 13.13 of the Livonia Vision 21 Zoning Ordinance, this approval is valid for a period of one year only from the date of approval by City Council, and unless a building permit is obtained, this approval shall be null and void at the expiration of said period.

FURTHER RESOLVED, That notice of the above hearing was given in accordance with the provisions of Section 13.13 of Livonia Vision 21 Zoning Ordinance, as amended.

FISCAL CONSIDERATION

ATTACHMENTS

1. 2022-07-02-18_E-COUNCIL Pkt
2. R120121 Approval of Petition 2021-10-02-20 CR 354-21

APPROVED BY



Date: August 25, 2022

Mark Taormina, Planning and Economic Development Director



Date: August 25, 2022

Maureen Miller Brosnan, Mayor

Petition 2022-07-02-18 submitted by BBS Distilleries, L.L.C., requesting waiver use approval pursuant to Section 6.09 of the Livonia Vision 21 Zoning Ordinance, as amended, to expand the existing on-premise liquor license to include an outdoor seating area, and to amend Council Resolution #354-21 to expand the hours of operation in connection with the serving of alcohol at 27600 Schoolcraft Road, located on the north side of Schoolcraft Road between Inkster Road and Cardwell Avenue in the Southeast ¼ of Section 24.

CITY OF LIVONIA, MICHIGAN
APPLICATION FOR WAIVER USE APPROVAL

All applications must be presented in triplicate to the City Clerk, 33000 Civic Center Drive, Livonia, MI 48154-3097. Applications **must** include property owner's name, address and notarized signature.

For filing fee see below for computation

Date Filed: 7-22-2022 Petition 2022-07-02-18

Site Address: 27600 Schoolcraft Road Sidwell 096-02-0424-005 Zoning of Property _____

Requesting Approval To Extend hours of public operation and add outdoor patio area.

Applicant: Jason Mitchell Business/Company: BBS Distilleries, LLC

Applicant's Address: 27600 Schoolcraft Rd City: Livonia State: MI Zip Code: 48150

Applicant's Phone # (313) 394-9829 Applicant's Email Jason@bbsdistilleries.com

Contact Person: Jason Mitchell Business/Company: BBS Distilleries, LLC

Contact's Address: 27600 Schoolcraft Rd City: Livonia State: MI Zip Code: 48150

Contact's Phone # (313) 394-9829 Contact's Email Jason@bbsdistilleries.com

Please provide the following information:

1) **Site Plan** showing:
   - property dimensions, including road right-of-way & building setback lines
   - foot print of building(s), including dimensions & square footage
   - all easements, protective walls, sidewalks & existing trees
   - any significant topographic features (existing or proposed)
   - parking layout, including type of surface material, sizes of spaces & aisles
   - method used in calculating parking requirement
   - location of light standards servicing parking lot & cutout showing type & height
   - location of trash receptacle, including description of screening
   - location of signs
2) **Detailed Landscape Plan** including:
   - listing or labeling of all planted materials as to type and size
   - areas to be fully irrigated
   - percentage of landscaping provided (15% of total site required)
3) **Building Elevation Plan** depicting:
   - architectural quality
   - wall section & detail plan - exterior building materials must be labeled (i.e. brick, thin brick, E.F.I.S.)
   - all visible rooftop mechanical equipment and how they will be screened
4) **General Floor Plan** showing:
   - floor layout
   - entrances & exits
   - restaurants are required to illustrate seating arrangement & capacity
5) One (1) set of reduced plans (i.e. site, landscape, elevation, floor), a maximum 11" x 17" in size, or digital file in a .pdf format either on CD or emailed to planning@livonia.gov
6) **Legal Description** of the property to be considered (Clearly Printed)
7) Three (3) completed application forms & **three (3)** sets of full-size drawings

RECEIVED
JUL 25 2022
CITY OF LIVONIA
PLANNING COMMISSION

RECEIVED
CITY CLERK'S OFFICE
2022 JUL 22 P 1:52

You are invited and encouraged to review your proposal with the Planning Department staff. Only one set of preliminary drawings will be necessary for this analysis.

FEE COMPUTATION **$700.00 ($400 publication fee plus $300 base review fee) plus**

_____ sq. ft. of new construction x $20.00 per 1,000 sq. ft. plus $30 per lot or unit for residential construction.

(NOTE: Round off to nearest 1,000) + _____

Total Amount Due $ _____

Owner of Property: Buckingham Plaza Limited Partnership

Owner's Address: 31000 Northwestern Highway, Suite 200 City: Farmington Hills State: MI Zip Code: 48334

Owner's Phone # (248) 353-1111 Owner's Email rkattoo@keystonecres.com

Signature of Owner: Ryan Kattoo Print Name: Ryan Kattoo

Subscribed and sworn to before me, a Notary Public in and for the County of Oakland State of Michigan

on this 14th day of June 20 22.

Signature of Notary Crystal Dallo My Commission expires May 10, 2027.

Acting in the County of Oakland

Crystal Dallo
Notary Public of Michigan
Oakland County
Expires 05/10/2027
Acting in the County of Oakland

BBS Distilleries, LLC
27600 Schoolcraft Rd
Livonia MI 48150
734-237-8240

To: Whom it may concern

RE: Modification of Waiver Petition: 2021-10-02-20

We wish to modify our petition to better assist the community and respectfully request to operate during all hours allowed to us by the State of Michigan and not to have our hours specifically limited by the City of Livonia.

Being approached by Livonia entities and other patrons that have requested that we open earlier in the day, we realized the morning shift is not something to disregard. Some have asked us to open as early as 7am so that night shift workers, including first responders, can have access after work, a few non-profits would also like us to host breakfast fundraisers and other morning community events as well.

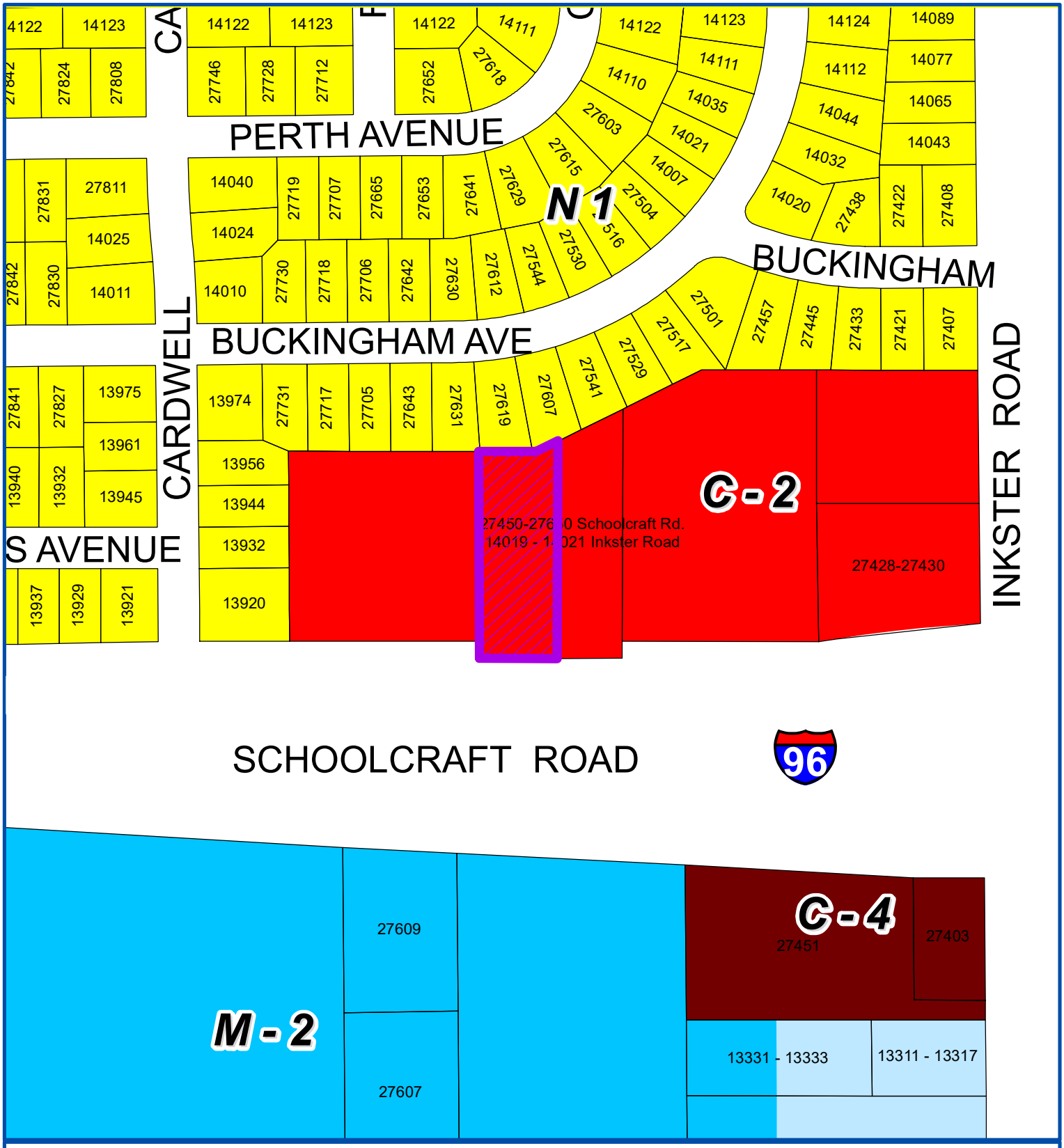
Adding Karaoke/Dance to our entertainment roster, later evenings would be immensely beneficial. Karaoke has been wildly popular addition, it's available all day long here along with a contest on Wednesday nights. During the day we have families and small groups come in to sing and enjoy what we have to offer.

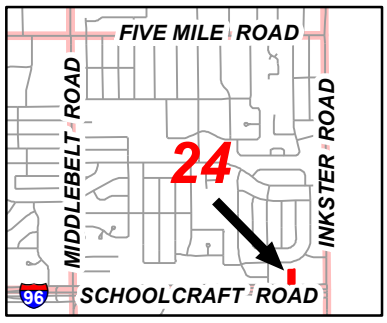
Many of our evening Karaoke customers visit our neighbor Snooker's first to play pool and partake of alcoholic drinks, from there they would have normally driven across Livonia with some impairment to visit Karaoke locations in Canton and Westland. With full evening hours we can help curtail that caravanning hazard along with giving groups an opportunity to separate during conflicts at our neighbor's venue. So far, this approach has been working well. We are also pursuing an ID scanning/tracking solution. We have it available at our location and currently working with Snooker's to get something implemented on their end.

With the extended hours and the capabilities to serve food during all hours of operation with our quick order kitchen (Pizza, Wings, Salads, Sandwiches, Fresh Fruit, and Air Fried Foods) we can give locals a place to find a quick healthy affordable meal late at night.

We request a waiver for an outdoor seating area. The MLCC has already approved and permitted the outdoor seating area. Application is attached

Thank You
Jason Mitchell





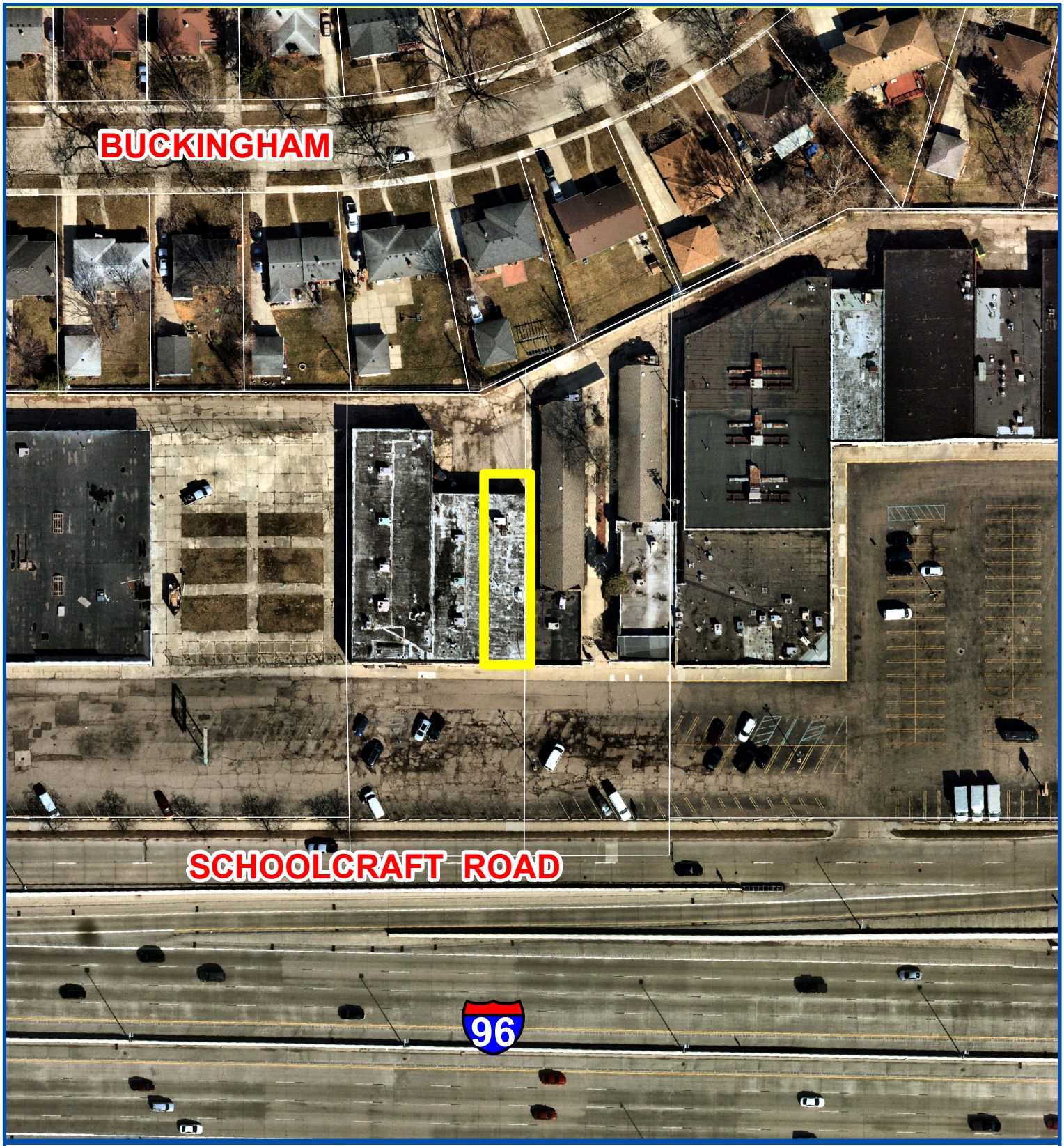
Address & Zoning Map

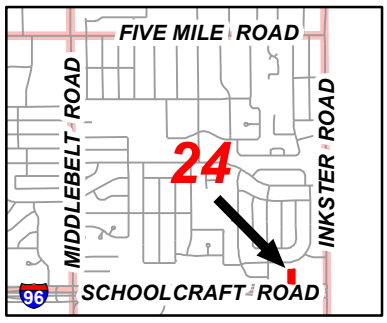
Petition 2022-07-02-18
BBS Distilleries
27600 Schoolcraft Road
to expand Small Distiller license

N

Not to Scale

City of Livonia
Planning Department





Aerial Map

Petition 2022-07-02-18
BBS Distilleries
27600 Schoolcraft Road
to expand Small Distiller license

N

Not to Scale

City of Livonia
Planning Department

PLANNING COMMISSION STAFF NOTES

PUBLIC HEARING

ITEM 1

Petition 2022-07-02-18 submitted by BBS Distilleries, L.L.C., requesting waiver use approval pursuant to Section 6.09 of the Livonia Vision 21 Zoning Ordinance, as amended, to expand the existing on-premise liquor license to include an outdoor seating area, and to amend Council Resolution #354-21 to expand the hours of operation in connection with the serving of alcohol at 27600 Schoolcraft Road, located on the north side of Schoolcraft Road between Inkster Road and Cardwell Avenue in the Southeast ¼ of Section 24.

August 16, 2022 Study Meeting:

On December 1st of last year, BBS Distilleries was granted waiver use approval to open a small distillery and tasting room in a unit at the Buckingham Village shopping center located at the northwest corner of Schoolcraft and Inkster Roads. The Petitioner is now requesting to expand the use of that license to include an outdoor seating area, as well as amend CR #354-21 to extend the operating hours.

Buckingham Village is divided into four (4) parcels under three (3) separate ownership groups. Altogether, the properties total 7.5 acres with approximately 488 feet of frontage on Schoolcraft Road. BBS Distilleries occupies a 2,800 square foot unit located near the west end of the plaza, adjacent to Snooker's Pool and Pub. Bordering the site to the north and west are residential homes that are part of the Buckingham Village No. 2 Subdivision, zoned N1, Neighborhood. Properties to the east, across Inkster Road, are part of Redford Township. Directly south of the shopping center is the I-96 Expressway.

BBS Distilleries was approved subject to a maximum of forty (40) customer seats inside the tasting room. The proposed outdoor seating area would be established on the existing sidewalk adjacent to the BBS storefront. In this area, the plans show the sidewalk being ten feet (10') wide. The patio would extend five feet (5') out from the wall of the storefront, leaving the remaining five feet (5') of sidewalk available for pedestrians. The outdoor patio area would accommodate seating for six (6), including three (3) small tables with chairs on either side. Inside the tasting room, the floor plan shows seating for thirty-two (32) with a note indicating a maximum seating of forty (40) consistent with the approved resolution.

The plans show the patio area enclosed with a four foot (4') high decorative fence and accessible via a separate doorway that would be installed inside the tasting room. Restricting access to outdoor dining patios from within the building versus a gate or opening from the outside is preferred by the Livonia Police Department. A self-latching, one-way emergency gate is also required.

Access and parking are shared between the multiple parcels and tenants that make up the overall shopping complex. Even though the proposed distillery would

have six (6) more customer seats, overall parking at the center should be adequate.

BBS is also seeking to extend its business hours. As set forth in CR #354-21, the hours of operation for public entry are currently limited from noon to 10:00 p.m., Sunday thru Thursday, and from noon to 11:00 p.m., Friday and Saturday. The owner is hereby requesting to extend the hours from 7:00 a.m. to 2:00 a.m., Monday through Saturday, and from noon to 2:00 a.m. on Sundays, in accordance with the Michigan Liquor Control Commission (MLCC).

The subject property is zoned C-2, General Business. A Small Distillery license requires the approval of a waiver use pursuant to Section 6.09 of the Livonia Vision 21 Zoning Ordinance, as amended. Pursuant to the rules of the Michigan MLCC, a Small Distiller license allows a licensee to do the following:

- Manufacture spirits, not to exceed 60,000 gallons annually of all brands combined.
- Offer free samples to consumers on the manufacturing premises.
- Sell spirits to consumers for consumption on the manufacturing premises.
- Sell spirits to consumers for off-premises consumption (take-out) for not less than the uniform price set by the Commission.

No other site changes or improvements, including to the elevations of the building or the site's landscaping, are proposed as part of this petition.

August 23, 2022 Public Hearing:

At the prehearing, the Petitioner indicated a desire to serve alcohol until 2:00 a.m., seven (7) days a week. It was also pointed out that customers oftentimes arrive late in the evening following closure of the adjacent business, Snookers, and want food. Thus, BBS intends to provide food service even after the distillery/tasting room is no longer allowed to sell alcohol.

For the patio, no real concerns came up, other than making sure neighbors are not affected by any music emanating from the tasting room or patio.

Approving Resolution: That the request to expand the existing on-premises liquor license to include an outdoor seating area, and to amend Council Resolution #354-21 to expand the hours of operation in connection with the serving of alcohol at 27600 Schoolcraft Road, is hereby approved, subject to City Council approval and the following conditions:

1. That the sidewalk in front of the patio maintain an unobstructed width of at least thirty-six (36") as measured between the edge of the parking lot/drive aisle and the fence.

2. That the number of outdoor patio seats shall not exceed six (6).

3. That the outdoor patio area be fully enclosed with decorative fencing as shown on the submitted plans and be accessible directly from the distillery by a doorway within the patio enclosure.

4. That no advertising shall be permitted on any of the seating or table apparatus of the outdoor patio area.

5. That the hours of operation for public entry into the facility, including the tasting room, patio and any other retail operations, shall be limited from 7:00 a.m. to 2:00 a.m., Monday through Saturday, and from noon to 2:00 a.m. on Sundays, in accordance with the Michigan Liquor Control Commission (MLCC).

6. That this petition may be modified at a future date to include a bi-fold or similar hangar door for the front of the restaurant upon submission of plans and the approval by the Planning Commission.

7. That all other conditions imposed by Council Resolution #354-21, which granted approval to utilize a Small Distiller license in connection with the operation of a distillery and tasting room, shall remain in effect to the extent that they are not in conflict with the foregoing conditions, and

8. Pursuant to Section 13.13 of the Livonia Vision 21 Zoning Ordinance, this approval is valid for a period of one year only from the date of approval by City Council, and unless a building permit is obtained, this approval shall be null and void at the expiration of said period.

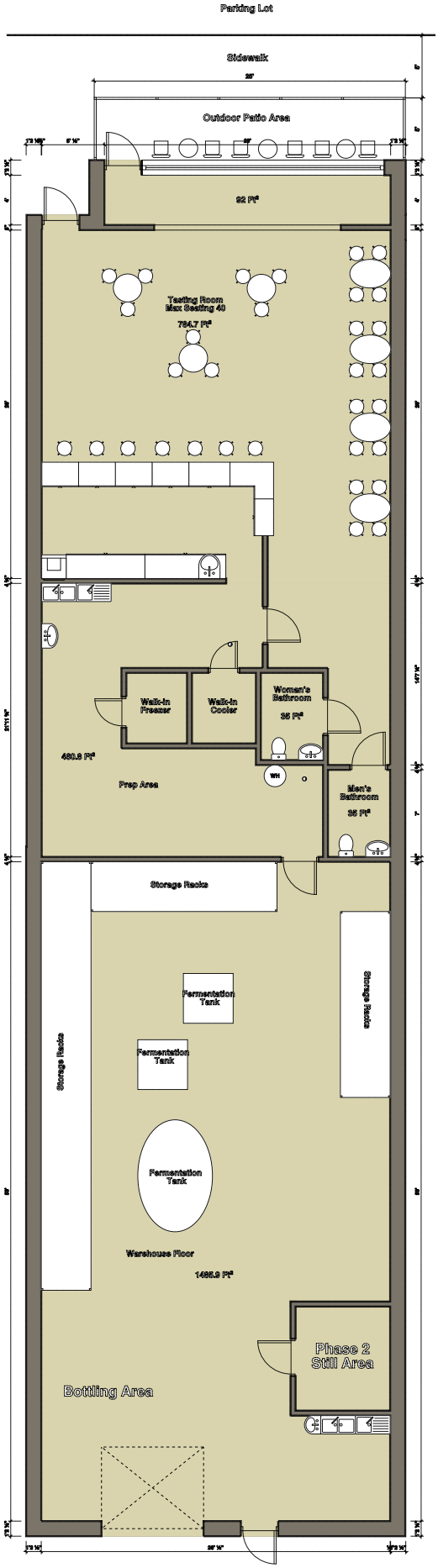
Denying Reasons: That the request to expand the existing on-premises liquor license to include an outdoor seating area, and to amend Council Resolution #354-21 to expand the hours of operation in connection with the serving of alcohol at 27600 Schoolcraft Road is hereby denied for the following reasons:

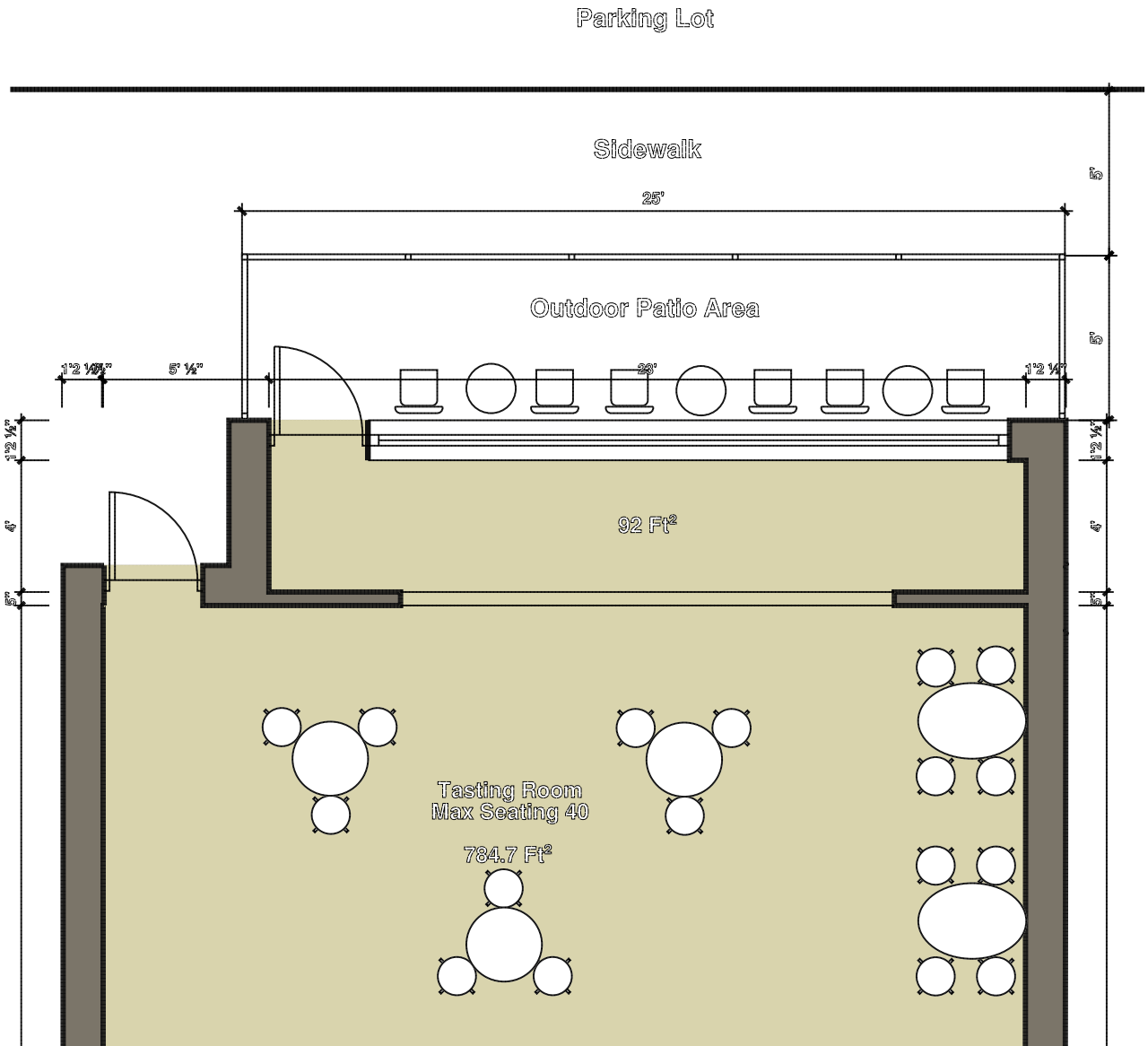
1. That the petitioner has failed to affirmatively show that the proposed use is in compliance with all of the general wavier use standards and requirements as set forth in Section 6.09 of the Livonia Vision 21 Zoning Ordinance.

2. That the petitioner has not sufficiently demonstrated that an outdoor patio in front of the unit would be safe and compatible to and in harmony with surrounding uses in the area.

3. That the petitioner has failed to demonstrate that the site has the capacity to accommodate an outdoor patio, and

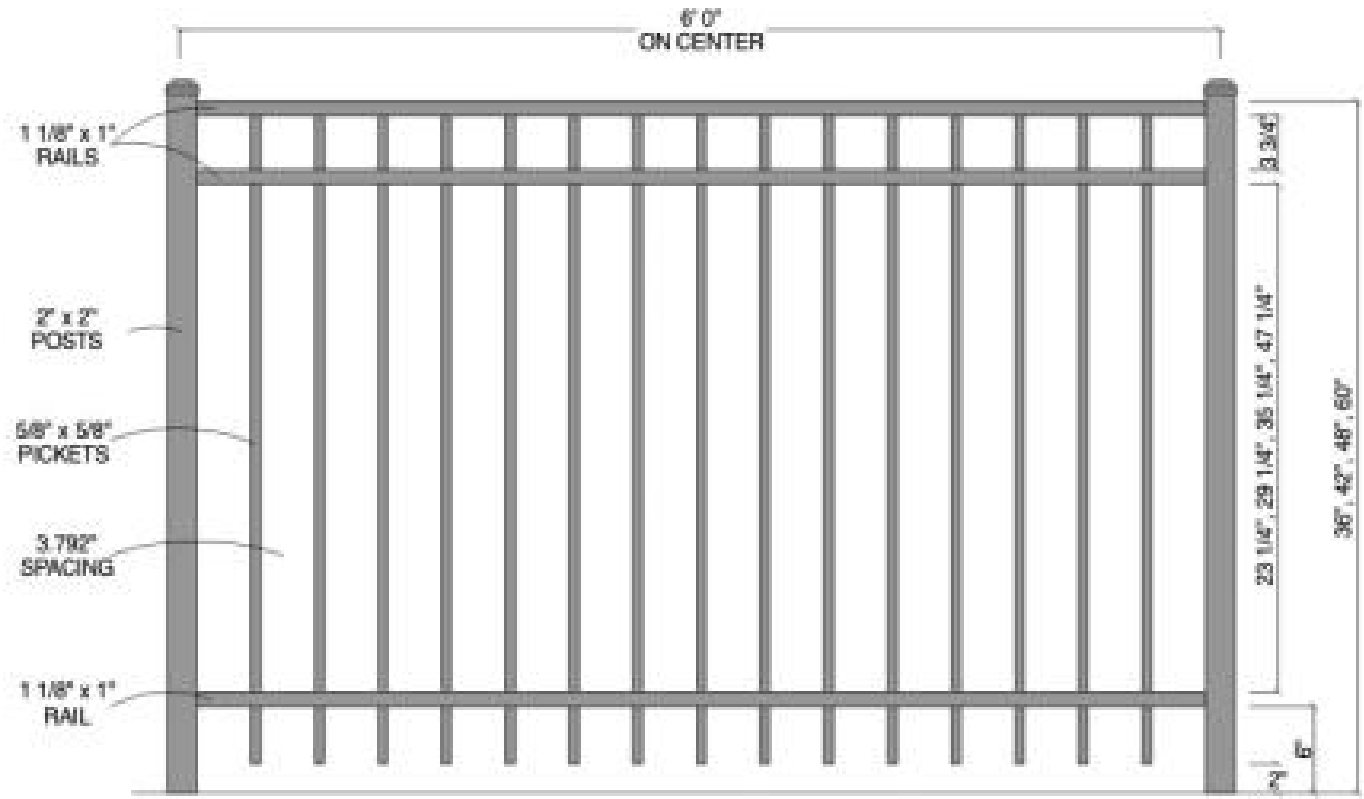
4. That the proposal fails to conclusively deal with all the concerns deemed necessary for the safety and welfare of the City and its residents.


Parking Lot
Sidewalk
Outdoor Patio Area
22 Ft²
Tasting Room
Max Seating 49
784.7 Ft²
Walk-In
Freezer
Walk-In
Cooler
Women's
Bathroom
35 Ft²
WH
Men's
Bathroom
35 Ft²
480.8 Ft²
Prep Area
Storage Racks
Fermentation
Tank
Fermentation
Tank
Storage Racks
Storage Racks
Fermentation
Tank
Warehouse Floor
1486.8 Ft²
Phase 2
Still Area
Bottling Area


Parking Lot
Sidewalk
25'
5'
Outdoor Patio Area
1'2 ½"
5' ½"
20'
1'2 ½"
1'2 ½"
92 Ft²
4'
5"
Tasting Room
Max Seating 40
784.7 Ft²


DISTILLERY
27600

3 Rail Flat Top Fence Panel



Post Size	
36" Tall	2" x 2" x 5 1/2"
42" Tall	2" x 2" x 6'
48" Tall	2" x 2" x 6 1/2"
60" Tall	2" x 2" x 7 1/2"

COURTYARD

CourtYard® Aluminum Fence		
Scale: 3/32" : 1"	Approved By: F.S.S.	Drawn By: J.D.S.
Date: 8/20/08		Revised:
0230 (3-Rail Flat Top)		
As Shown: 6' x 48" 0230		Drawing Number: 0230

photo courtesy of - Paramount Fence - www.paramountfenceco.com


photo courtesy of - Paramount Fence - www.paramountfenceco.com


photo courtesy of - Paramount Fence - www.paramountfenceco.com

RECEIVED
AUG 16 2022
CITY OF LIVONIA
PLANNING COMMISSION



2022-07-02-18

CORRESPONDENCE

DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

TODD J. ZILINCIK, P.E.
CITY ENGINEER

DAVID W. LEAR, P.E.
ASST. CITY ENGINEER

MAUREEN MILLER BROSNAN
MAYOR

DONALD R ROHRAFF
DIRECTOR OF PUBLIC WORKS

12973 FARMINGTON ROAD
LIVONIA, MICHIGAN 48150
(734) 466-2571
FAX: (734) 466-2195

August 16, 2022

Mr. Scott Miller
Planner IV
City of Livonia

Re: Petition 2022-07-02-18 – #27600 Schoolcraft Road

Dear Mr. Miller:

In accordance with your request, the Engineering Division has reviewed the above referenced petition. We have no objections to the proposed waiver use at this time. The subject parcel is assigned the address of **#27600 Schoolcraft Road** being assigned to the overall parcel.

The existing parcel is currently served by public water main, sanitary sewer and storm sewer, and no alterations to the existing services are planned, so we do not believe there will be any impacts to the existing systems.

Should you have any additional questions on this matter, please feel free to contact myself at (734) 466-2608 or the City Engineer, Mr. Todd Zilincik at (734) 466-2561. If you would prefer, you can e-mail either of us at dlear@livonia.gov or tzilincik@livonia.gov.

Sincerely,

David W. Lear, P.E.
Assistant City Engineer

cc: 2022 Petition File

DEPARTMENT OF PUBLIC SAFETY
LIVONIA FIRE & RESCUE

ROBERT JENNISON
FIRE CHIEF

MAUREEN MILLER BROSNAN
MAYOR

14910 FARMINGTON ROAD
LIVONIA, MICHIGAN 48154-5419
734-466-2444
734-466-2082 fax

DATE: August 16, 2022

TO: Scott O. Miller, Planner IV

FROM: Livonia Fire Prevention Division

SUBJECT: Petition 2022-07-02-18 27600 Schoolcraft BBS Distilleries

This office has reviewed the site plan submitted in connection with a request to construct a commercial building on property located at the above referenced address.

We have no objections to this proposal with the following stipulations:

-See attached Petition 2021-10-02-20 dated October 25, 2021. Stipulations shall apply.
-Patio gate needs to meet ADA requirements for egress.
-Single action to open for emergency egress.

A further detailed plan review will take place when this division receives an official plan set.

Sincerely,

Brian Kukla

Brian Kukla
Fire Marshal

DEPARTMENT OF PUBLIC SAFETY
LIVONIA FIRE & RESCUE

DAVE HEAVENER
FIRE CHIEF

MAUREEN MILLER BROSNAN
MAYOR

14910 FARMINGTON ROAD
LIVONIA, MICHIGAN 48154-5419
734-466-2444
734-466-2082 fax

DATE: October, 25th 2021

TO: Scott O. Miller, Planner IV

FROM: Livonia Fire Prevention Division

SUBJECT: **Petition 2021-10-02-20, 27600 Schoolcraft Road**

We have no objections to this proposal with the following stipulations:

Note: The Livonia Fire Department, Fire Prevention Division utilizes the 2015 versions of the International Fire Code (IFC), Michigan Building Code (MBC) and National Fire Protection Administration, Fire Code (NFPA) for all inspections, enforcements and project plan reviews.

When considering planning for this project, this location will be considered a “mixed-use” facility and will apply the appropriate codes (see above) during plan review and zoning compliance inspections.

Sincerely,

Greg Thomas

Greg Thomas
Fire Marshal

DEPARTMENT OF PUBLIC SAFETY
DIVISION OF POLICE

THOMAS GORALSKI
CHIEF OF POLICE

MAUREEN MILLER BROSNAN
MAYOR

15050 FARMINGTON ROAD
LIVONIA, MICHIGAN 48154-5499
(734) 466-2470
FAX: (734) 261-2265

RECEIVED
AUG 17 2022
CITY OF LIVONIA
PLANNING COMMISSION

August 15, 2022

Mr. Scott Miller
City of Livonia Planning Dept
33000 Civic Center Drive
Livonia, MI 48154

Re: Petitions 2022-07-02-18 - 27600 Schoolcraft Road

I have concerns with the safety of the public. I do not think that the fence offers an adequate barrier for the protection of patrons that may be seated so closely to the parking lot and vehicular traffic. Furthermore, the sidewalk would be impeded by the fence and not allow very much room for people to safely walk along the front of the business between the establishment and the parking lot.

FOR THE CHIEF OF POLICE,

Sgt. Scott Sczepanski #543

Scott Sczepanski, Sergeant
Traffic Bureau
(734) 466-2107

DEPARTMENT OF PUBLIC SAFETY
DIVISION OF POLICE

THOMAS GORALSKI
CHIEF OF POLICE

MAUREEN MILLER BROSNAN
MAYOR

15050 FARMINGTON ROAD
LIVONIA, MICHIGAN 48154-5499
(734) 466-2470
FAX: (734) 261-2265

August 23, 2022

Scott Miller, Planner IV
Planning Commission
33000 Civic Center Drive
Livonia, MI 48154

Re: Petition 2022-07-02-18 – 27600 Schoolcraft Road, BBS Distilleries

Dear Mr. Miller,

We have received the plans submitted by BBS Distilleries, LLC, requesting waiver use approval pursuant to Section 6.09 of the Livonia Vision 21 Zoning Ordinance, as amended, to expand the existing Small Distiller license (manufacturer of no more than 60,000 gallons of spirits per year) to include and outdoor seating area and amend Council #351-21 to expand the hours of operation in connection with the operation of a distillery and tasting room at 27600 Schoolcraft Road, located on the north side of Schoolcraft Road between Inkster Road and Cardwell Avenue in the Southeast quarter of Section 24.

After conferring with the Chief of Police, we have identified the following issues for consideration. We have concerns with the close proximity to the residential environment directly west and north of the proposed site. Also, concerning expanding the hours of operation, Snooker's Pool & Pub directly next door at 27630 Schoolcraft operates Sunday to Thursday, 11:00 AM to 12:00 AM, Friday & Saturday 11:00 AM to 2:00 AM, and Sunday 12:00 PM to 12:00 AM. We ask that City Council give significant consideration for approval or denial of this waiver use request.

Sincerely,

FOR THE CHIEF OF POLICE,

Jeffrey Ronayne
Special Service Bureau

Recycled Paper

INSPECTION DEPARTMENT

BUILDING
HEATING
PLUMBING
ELECTRICAL
ZONING
ENVIRONMENTAL PROTECTION
ORDINANCE ENFORCEMENT

MAUREEN MILLER BROSNAN
MAYOR

JEROME A. HANNA
DIRECTOR

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2580
FAX: (734) 466-2095

Date: August 15, 2022

To: Scott O. Miller

From: Jerome Hanna

RE: Petition 2022-07-02-18 – 27600 Schoolcraft Road

Pursuant to your request, the above referenced Petition has been reviewed.

1. An accessible route must be maintained between the proposed fencing and the parking lot. A clear width of 36" must be maintained on the sidewalk.
2. The additional front door that is proposed must meet current Michigan Barrier Free requirements if installed. This would be a minimum depth of 54" out from the door and 24" free of any obstructions on the latch side of the door.

This Department has no further objections to this Petition.

I trust this provides the requested information.

Jerome Hanna
Jerome Hanna
Director of Inspection

DEPARTMENT OF FINANCE

Michael T. Slater
DIRECTOR OF FINANCE

Connie Kumpula
CHIEF ACCOUNTANT

MAUREEN MILLER BROSNAN
MAYOR

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2260
FAX: (734) 421-1807

August 15, 2022

Mr. Scott O. Miller
Planning Commission
33000 Civic Center Drive
Livonia, MI 48154

Petition 2022-07-02-18 - 27600 Schoolcraft Road

Dear Mr. Miller,

I have reviewed the address connected with the above noted petition. As there are no outstanding amounts receivable (general or water and sewer), I have no objections to the proposal.

Please contact me if you have any further questions.

Very truly yours,

Connie Kumpula
Chief Accountant

CK: jw

OFFICE OF THE TREASURER

LYNDA L. SCHEEL
CITY TREASURER

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3060
(734) 466-2245
FAX: (734) 421-7230

August 15, 2022

Mr. Scott Miller – Planner IV
Planning Commission
City of Livonia

Re: Petition 2022-07-02-18 27600 Schoolcraft Road
BBS Distilleries, LLC

Dear Mr. Miller,

In accordance with your request, the Treasurer's Office has reviewed the name and addresses connected with the above noted petition. At this time there are no taxes due, therefore I have no objections to the proposal.

Sincerely,

Lynda L. Scheel

Lynda L. Scheel
Treasurer, City of Livonia

OTHER ITEMS RELATED TO THE PETITION

ADOPTED BY THE LIVONIA CITY COUNCIL AT THE REGULAR MEETING OF December 1, 2021

Petition 2021-10-02-20

#354-21 RESOLVED, that having considered a communication from the City Planning Commission, dated November 12, 2021, approved for submission by the Mayor, which transmits its resolution #11-61-2021, adopted on November 9, 2021, with regard to Petition 2021-10-02-20 submitted by BBS Distilleries, L.L.C., requesting to utilize a Small Distiller license (manufacturer of no more than 60,000 gallons of spirits per year) in connection with the operation of a distillery and tasting room at 27600 Schoolcraft Road, located on the north side of Schoolcraft Road between Inkster Road and Cardwell Avenue in the Southeast ¼ of Section 24, the Council does hereby concur in the recommendation made by the City Planning Commission and Petition 2021-10-02-20 is hereby approved and granted, subject to the following conditions:

1. That the use of a Small Distiller license at this location shall be permitted only under the circumstances that the Zoning Ordinance standard set forth in Section 6.09(2)(A) requiring that there be at least one thousand feet (1,000') separation between any other licensed establishments is waived by the City Council;

2. That the aerial site plan submitted on October 12, 2021, is hereby approved and shall be adhered to;

3. That the maximum customer seating count for the tasting room shall not exceed a total of forty (40) seats;

4. That the hours of operation for public entry into the facility, including the tasting room and any other retail operations, shall be limited from noon to 10:00 p.m. Sunday thru Thursday, and from noon to 11:00 p.m. Friday and Saturday;

5. That the facility shall adhere to the International Fire Code (IFC), Michigan Building Code (MBC) and National Fire Protection Administration, Fire Code (NFPA) for all inspections, enforcements and project plan reviews;

6. That only conforming signage is approved with this petition, and any additional signage shall be separately submitted for review and approval by the Zoning Board of Appeals;

7. That no LED light band or exposed neon shall be permitted on the site including, but not limited to, the building or around the windows;

8. That the specific plan referenced in this approving resolution shall be submitted to the Inspection Department at the time the building permits are applied for; and

9. Pursuant to Section 13.13 of Livonia Vision 21 Zoning Ordinance of the City of Livonia, this approval is valid for a period of one year only from the date of approval by City Council, and unless a building permit is obtained, this approval shall be null and void at the expiration of said period.

#355-21 RESOLVED, that having considered a communication from the City Planning Commission, dated November 12, 2021, approved for submission by the Mayor, which transmits its resolution #11-61-2021, adopted on November 9, 2021, with regard to Petition 2021-10-02-20 submitted by BBS Distilleries, L.L.C., requesting to utilize a Small Distiller license (manufacturer of no more than 60,000 gallons of spirits per year) in connection with the operation of a distillery and tasting room at 27600 Schoolcraft Road, located on the north side of Schoolcraft Road between Inkster Road and Cardwell Avenue in the Southeast ¼ of Section 24, the Council does hereby waive the 1,000-foot separation requirement as set forth in Section 6.09(2)(a) of the Livonia Vision 21 Zoning Ordinance.

SUSAN M. NASH
CITY CLERK

LORI L. MILLER
DEPUTY CLERK

OFFICE OF THE CITY CLERK

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2230
FAX: (734) 421-1147

August 8, 2022

RECEIVED
AUG 08 2022
CITY OF LIVONIA
PLANNING COMMISSION

BBS Distilleries, LLC
Attn: Jason Mitchell
27600 Schoolcraft Road
Livonia, MI 48150

Dear Mr. Mitchell:

The check number 2125 you submitted in the amount of $700.00 dated July 21, 2022, as payment for the waiver use petition submitted for BBS Distilleries, LLC was returned for non-sufficient funds (copy enclosed).

At their meeting held on December 17, 2003, pursuant to Council Resolution #661-03, the Livonia City Council established a City-wide fee of $25.00 for items returned due to non-sufficient funds.

Please either submit a money order payable to the City of Livonia in the amount of **$725.00** to the address shown above, or you can make a cash payment at the City Clerk's office between the hours of 8:30 a.m. and 5:00 p.m., Monday through Friday.

Thank you for your attention to this matter.

Susan M. Nash

Susan M. Nash, City Clerk

SMN/llm
Enc: Copy of NSF draft/copy of check number 2125

Xc: Law
Planning

COMERICA
PO BOX 75000 DETROIT MI 48275-7542
Date: 07/29/2022 Advice: Advice D-100137

#7946)

Acct: **********0021

Waiver
use
7/25/22

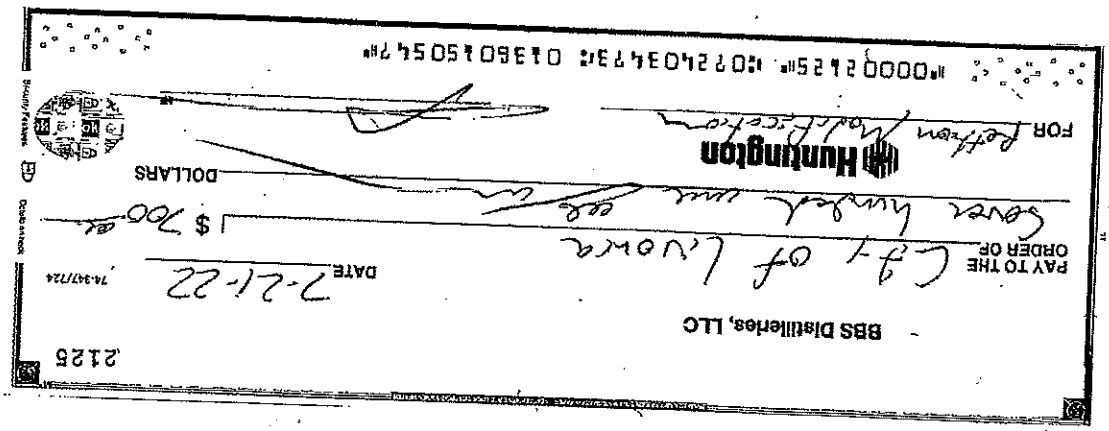
REASON	SEQ #	AMOUNT
NSF Not Sufficient Funds	50000476	$700.00

CITY OF LIVONIA
DEPOSITORY ACCOUNT
ATTN CHIEF ACCOUNTANT
33000 CIVIC CENTER DR
LIVONIA, MI 48154

Total Chargebacks: 1 Item(s) $700.00
Totals: 1 Item(s) $700.00

*** Indicates re-presented items.**

"0000070000" "0000252" t:072140347 3:0136015054 7"



RETURN REASON-A
NOT SUFFICIENT FUNDS

This is a LEGAL COPY of your check. You can use it the same way you would use the original check.

072000096
07/29/2022
50000476

NSF

D 072000096 07/29/2022

CITY of LIVONIA
OFFICE OF THE CITY CLERK

33000 CIVIC CENTER DRIVE, LIVONIA, MICHIGAN 48154
TELEPHONE (734) 466-2230

Received From: BBS Distilleries
Address
City _____ Zip _____ Date 8/9/22

CERTIFICATES

Dollar Amount

BIRTHS [ ] LF# ____ CC ____ PARCHMENT ____

DEATHS [ ] LF# ____ CC

PAID
AUG 09 2022
CITY OF LIVONIA

GENERAL

[ ]	Maps, Books	
[ ]	F.O.I.A. Copies	
[ ]	Signs	
[ ]	Grading Bond	
[Y]	Petition, Waiver	700 00
[ ]	Election Fees	
[Y]	Other NSF Fee (Chk #2125) 27600 Schoolcraft	25 00
		725 00

CASH [Y] CK# Total Amt. >

BY. NB

No. 79668

CITIZEN'S COPY

UNAPPROVED MINUTES

MINUTES OF THE 1,191st PUBLIC HEARINGS AND REGULAR MEETING HELD BY THE CITY PLANNING COMMISSION OF THE CITY OF LIVONIA

On Tuesday, August 23, 2022, the City Planning Commission of the City of Livonia held its 1,191st Public Hearing and Regular Meetings in the Livonia City Hall, 33000 Civic Center Drive, Livonia, Michigan.

Mr. Ian Wilshaw, Chairman, called the meeting to order at 7 p.m.

Members present:	David Bongero	Sam Caramagno	Glen Long
	Carol Smiley	Peter Ventura	Wafa Dinaro
	Ian Wilshaw		

Members absent: None

Mr. Mark Taormina, Planning Director, and Stephanie Reece, Program Supervisor, were also present.

Chairman Wilshaw informed the audience that if a petition on tonight's agenda involves a rezoning request, this Commission makes a recommendation to the City Council who, in turn, will hold its own public hearing and make the final determination as to whether a petition is approved or denied. The Planning Commission holds the only public hearing on a request for preliminary plat and/or vacating petition. The Commission's recommendation is forwarded to the City Council for the final determination as to whether a plat is accepted or rejected. If a petition requesting a waiver of use or site plan approval is denied tonight, the petitioner has ten days in which to appeal the decision, in writing, to the City Council. Resolutions adopted by the City Planning Commission become effective seven (7) days after the date of adoption. The Planning Commission and the professional staff have reviewed each of these petitions upon their filing. The staff has furnished the Commission with both approving and denying resolutions, which the Commission may, or may not, use depending on the outcome of the proceedings tonight.

ITEM #1 PETITION 2022-07-02-18 BBS Distillery

Mr. Caramagno, Secretary, announced the next item is Petition 2022-07-02-18 submitted by BBS Distilleries, L.L.C., requesting waiver use approval pursuant to Section 6.09 of the Livonia Vision 21 Zoning Ordinance, as amended, to expand the existing on-premise liquor license to include an outdoor seating area, and to amend Council Resolution #354-21 to expand the hours of operation in connection with the serving of alcohol at 27600 Schoolcraft Road, located on the north side of Schoolcraft Road

between Inkster Road and Cardwell Avenue in the Southeast ¼ of Section 24.

Mr. Taormina: Thank you. This is a request by BBS Distilleries to expand an existing on-premises liquor license to include an outdoor seating area and to amend Council Resolution # 354-21 in order to expand the hours of operation for the tasting room. BBS occupies a unit located in the Buckingham Village Shopping Center which is at the northwest corner of Inkster and Schoolcraft. Roads. The unit is roughly 2,800 square feet in size. It was on December 1 of last year that BBS was granted a waiver-use to open a small distillery and tasting room. BBS was approved subject to a maximum of 40 customer seats inside the tasting room. The proposed outdoor seating area would be established adjacent to the BBS storefront along the existing sidewalk. The patio would extend roughly five feet out from the storefront, leaving the remaining four or five feet of sidewalk available for pedestrians. As you can see from this drawing, the outdoor patio area would accommodate seating for approximately six people. It shows three small tables, as well as chairs on either side of those tables. The patio would be enclosed with a four-foot-high decorative fence. A separate doorway that would be installed inside the tasting room would provide customer access to the patio. A requirement the City has for outdoor dining patio where alcoholic beverages are served is for access be limited to within the interior of the restaurant, and hence the reason a new door would be added to the BBS storefront. Access and parking are shared between the multiple parcels and tenants that make up the overall shopping complex. The overall parking at the center is adequate to accommodate the additional six customer seats. Also requested as part of this petition is an extension of BBS's business hours. As set forth in the Council Resolution, the hours for public entry are currently limited from noon to 10pm on Sundays through Thursdays and from noon to 11pm on Fridays and Saturdays. The change would extend the hours from 7am to 2am, Monday through Saturday, and from noon to 2am on Sundays. No other changes or improvements including the elevations of the building, or the landscaping are proposed with this petition. With that, Mr. Chairman, I can read out the departmental correspondence.

Mr. Wilshaw: Yes, please.

Mr. Taormina: The first item is from the Engineering Division, dated August 16, 2022, which reads as follows: *"In accordance with your request, the Engineering Division has reviewed the above referenced petition. We have no objections to the proposed waiver use at this time. The subject parcel is assigned the address of #27600 Schoolcraft Road being assigned to the overall parcel. The*

existing parcel is currently served by public water main, sanitary sewer and storm sewer, and no alterations to the existing services are planned, so we do not believe there will be any impacts to the existing systems." The letter is signed by David W. Lear, P.E., Assistant City Engineer. The next letter is from the Livonia Fire & Rescue Division, dated August 16, 2022, which reads as follows: "*This office has reviewed the site plan submitted in connection with a request to construct a commercial building on property located at the above referenced address. We have no objections to this proposal with the following stipulations: -See attached Petition 2021-10-02-20 dated October 25, 2021. Stipulations shall apply. -Patio gate needs to meet ADA requirements for egress. -Single action to open for emergency egress. A further detailed plan review will take place when this division receives an official plan set."* The letter is signed by Brian Kukla, Fire Marshal. The next letter is from the Division of Police, dated August 15, 2022, which reads as follows: "I have concerns with the safety of the public. I do not think that the fence offers an adequate barrier for the protection of patrons that may be seated so closely to the parking lot and vehicular traffic. Furthermore, the sidewalk would be impeded by the fence and not allow very much room for people to safely walk along the front of the business between the establishment and the parking lot*."* The letter is signed by Scott Sczepanski, Sergeant, Traffic Bureau. The next letter is from the Inspection Department, dated August 15, 2022, which reads as follows: "*Pursuant to your request, the above referenced Petition has been reviewed. 1. An accessible route must be maintained between the proposed fencing and the parking lot. A clear width of 36" must be maintained on the sidewalk. 2.The additional front door that is proposed must meet current Michigan Barrier Free requirements if installed. This would be a minimum depth of 54" out from the door and 24" free of any obstructions on the latch side of the door. This Department has no further objections to this Petition."* The letter is signed by Jerome Hanna, Director of Inspection. The next letter is from the Finance Department, dated August 15, 2022, which reads as follows: *"I have reviewed the addresses connected with the above noted petition. As there are no outstanding amounts receivable, general or water and sewer, I have no objections to the proposal."* The letter is signed by Connie Kumpula, Chief Accountant. The next letter is from the Treasurer's Department, dated August 15, 2022, which reads as follows: *"In accordance with your request, the Treasurer's Office has reviewed the address connected with the above noted petition. At this time, there are no outstanding amounts*

receivable for taxes. Therefore, I have no objections to the proposal." The letter is signed by Lynda Scheel, Treasurer. Lastly, we have a letter from the Division of Police, dated August 23, 2022, and it reads: *"We have received the plans submitted by BBS Distilleries, LLC, requesting waiver use approval pursuant to Section 6.09 of the Livonia Vision 21 Zoning Ordinance, as amended, to expand the existing Small Distiller license (manufacturer of no more than 60,000 gallons of spirits per year) to include and outdoor seating area and amend Council #351 -21 to expand the hours of operation in connection with the operation of a distillery and tasting room at 27600 Schoolcraft Road, located on the north side of Schoolcraft Road between Inkster Road and Cardwell Avenue in the Southeast quarter of Section 24. After conferring with the Chi ef of Police , we have identified the following issues for consideration. We have concerns with the close proximity to the residential environment directly west and north of the proposed site. Also, concerning expanding the hours of operation, Snooker's Pool & Pub directly next door at 27630 Schoolcraft operates Sunday to Thursday, 11:00 AM to 12:00 AM, Friday & Saturday 11:00 AM to 2:00 AM, and Sunday 12:00 PM to 12:00 AM. We ask that City Council give significant consideration for approval or denial of this waiver use request."* That letter is signed by Jeffrey Ronayne, Special Service Bureau.

Mr. Wilshaw: Are there any questions of the Planning Director?

Mr. Caramagno: Mark, I've seen one of the comments were regarding protection bollards from the parking lot. Is that needed or not needed for this type of patio or outdoor seating?

Mr. Taormina: The need for bollards is somewhat discretionary and to my knowledge, is not something that is required by code. What is required is to maintain at least 36 inches of travel distance on the sidewalk between the fence and the traveled portion of the parking lot. This remaining sidewalk width must be at least 36 inches as reported by the Inspection Department.

Mr. Caramagno: Now, we talked last week about these not just being bolted to the ground. This fence posts not being bolted to the ground but actually cemented into the ground for to have some level of strength.

Mr. Taormina: I recall that was brought up at the study session. The petitioner indicated that there would be some permanent attachment to the cement. How that was going to occur though, I don't think

we don't have those details. So, we don't know if its bolts driven into the sidewalk or whether or not there's some deeper penetration of the post into the cement.

Mr. Caramagno: Maybe we get that answer from the petitioner. Okay. Thank you.

Mr. Wilshaw: Thank you, Mr. Caramagno. Any other questions for the petitioner or excuse me for staff? Mr. Bongero.

Mr. Bongero: For Mark. Mark, on the floor plan he is showing five feet from the new gate fence to the edge of the sidewalk, and I think they're referencing three feet in there.

Mr. Taormina: The Director of Inspection visually inspected the area, and while he may not have taken an actual measurement, he indicated that the distance is slightly less than ten feet. The submitted plan shows that there is ten feet between the storefront and the parking lot. If it's slightly less than that, then there is a couple of feet to play with since the requirement is 36 inches, or three feet. Thus, as long as the existing sidewalk is not less than eight feet, he could still have the five-foot wide patio with three or more feet of sidewalk.

Mr. Bongero: He’s showing he has ten feet to work with. Right?

Mr. Taormina: So, we don't we believe it's something less than that. Probably closer to eight or nine feet.

Mr. Bongero: Okay. Okay, thank you.

Mr. Wilshaw: Thank you, Mr. Bongero. Any other questions for planning staff?

Mr. Long: Mark, can you clarify Mr. Ronayne’s letter? Is he asking or is he suggesting that we approve hours that are similar to Snookers? Is that what the gist of that was?

Mr. Taormina: I spoke with Investigator Ronayne about this. Part of the concern is the late hours of both establishments and the interaction between them. I think we heard from the petitioner last week a desire to stay open even later than 2am to be able to serve food. So, while the Michigan Liquor Control Commission may require that there be certain precautions after 2a by having the alcohol locked, there's nothing that would necessarily prevent him from staying open, unless it’s a condition of the waiver use.

Mr. Wilshaw: Thank you. Thank you, Mr. Long. Any other questions for planning staff? Mark, one question about the fencing. There was a letter from the Fire Department indicating a need for a gate, and I believe we talked at the study meeting that a gate is not necessary in this situation?

Mr. Taormina: According the Inspection Department, due to the capacity, it's not required to have that emergency gate.

Mr. Wilshaw: Okay, so those comments wouldn't necessarily apply.

Mr. Taormina: That is correct.

Mr. Wilshaw: Okay. Great. Just wanted to make sure that we clarify that. Thank you. If there's no other questions for our planning staff, our petitioner is in the audience. Good evening, sir. We ask that you to start with your name and address for our record and we'll have some questions for you.

Jason Mitchell, 9919, Merriman Road, Livonia, MI, 48150.

Mr. Wilshaw: Thank you, Mr. Mitchell. Anything that you'd like to start with before we start asking questions. Any information you want to provide?

Mr. Mitchell: We pretty much provided everything. I know on the fencing they are with Paramount. Their plans are to core down and put concrete in, not to just, you know, anchor to the concrete. I have done that as a contractor over the years, and it's fine for like a little hand thing, but something like this, someone's going to end up pushing it over and leaning on it, and it's going to fall and someone's going to get hurt. So, we're going to go coring no matter what.

Mr. Wilshaw: Okay, good. Thank you for addressing that. And that was one of our questions for you right away. So, is there any questions from any of our commissioners, for our petitioner? Ms. Smiley.

Ms. Smiley: I guess I'm still confused. Is there 36 inches from the edge of your…?

Mr. Mitchell: Yeah, we went back and measured, it's like, it's just over nine feet. I thought it was ten…I thought it was a standard five-foot thing, but it's just shy of ten there, but we do have enough to have that three foot. We have plenty.

Ms. Smiley: And the people are primarily…you're talking smokers, mostly that are going out there.

Mr. Mitchell: Yeah.

Ms. Smiley: Instead of being out in front of the place smoking, you want them behind the gate smoking. Is that basically…

Mr. Mitchell: Yeah, that way they can be behind there, they can, you know, they want to take the drinks out, because that's one of the problems that we have is policing people, so they don't leave with drinks. So, we want to make sure that we can facilitate that. And then on top of that, when you have a group of people standing outside your doors, smoking, it doesn't look as nice as having a group enjoying their time in front of your storefront.

Ms. Smiley: Thank you, Mr. Chair.

Mr. Wilshaw: Thank you, Ms. Smiley. Any other questions for our petitioner?

Mr. Wilshaw: Covered everything pretty well, I guess. Ms. Smiley, go ahead

Ms. Smiley: About your hours of operation, you want to talk about them a little bit. Why you want to expand so much, or what your plan is with the expansion of hours?

Mr. Mitchell: We've just had a lot of people in the community come to us wanting expanded hours. You know, with the factories being here, there's a lot of shift workers that get off at night. They don't have anything to go to. They go to McDonald's to eat, and you know, where they've come in for us on lunch and stuff, they'd like to come back in the evening and grab food, not necessarily stay, but at least grab it and go. That's kind of what we're looking at, it's kind of like going more of a to go food after closing time, so to speak. People that are there, of course, can finish up, whatever, and if they're still doing the karaoke or, you know, eating, then they can finish then move along. And then the morning, again, we can work more people pushing for that. With the food, we've been pretty successful with it. We changed up a lot of our menu. Now we're offering better things like, we've got brisket, corned beef, you know, smoked chicken, higher end stuff. People are really liking that now. So, we'd like to keep offering it. Then for the hours extending past 10-11 o'clock at night, what we're running into is like we have events that go on, and most people by the time they get home, and everything, it's about eight o'clock is the time that you can get out to relax and

do things. That gives us two hours to do an event. Like if we're doing a quiz show or something like that, two hours is like the bare minimum. So, we end up always worried about extending past our times. And you know, we have extended past, but we really haven't had any problems with people. And actually, the area seems to be getting a little nicer where we're able to get a lot of professionals coming in the area now. And Snookers has also been kind of going a little better too. So, we're happy and we'd like to kind of help keep it going.

Ms. Smiley: I understand the police department has not had any problems with your facility. Is that correct?

Mr. Mitchell: Correct. Yeah, we had one incident with a guy. He was walking by. We had to call EMS. He had some issues or something that they took him to St. Mary's. He's fine. He's actually one of our cooks now. Yeah, it just happened that, you know, we saved his life and it worked out that, you know, he's happy and getting moving forward in his life

Ms. Smiley: Now, he wasn't one of your clients, but you said he's walking by…

Mr. Mitchell: Yeah, he was resident at one of the hotels locally there, and he was walking by, and he wasn't doing so well and stuff. So, we sat him down, we actually brought him in, sat him down and got the EMS there and everything. Got him assistance. He was being nonresponsive.

Ms. Smiley: You were also telling us about some community outreach you're doing?

Mr. Mitchell: Yes. We're trying to do a lot of community outreach, actually, because we feel that we need to be a part of the community. We're here for the community. Right now, we're working with Last Day Dog Rescue. We are producing a Vodka for them. It's going to be Last Day Vodka. A portion of the sales goes towards them for their donations. For the release party, we are doing an event at Ford Field here in Livonia. It's going to be October 15, at which they'll have a tasting event, and then there'll be some music, food, stuff like that, entertainment, and also a chance for the people to see some of the dogs that are available for adoption and allows the adoption place…it'll bring more people in and get them because right now, after COVID and everything, they're having a hard time finding homes for all these and

they're trying to save the ones that are being put into pounds and no one wants them, so they're getting euthanized for no reason. And that's their priority is saving those ones.

Ms. Smiley: So, it's going to be called Last Day Vodka?

Mr. Mitchell: Yep. Because their last day dog rescue.

Ms. Smiley: I don't know it sounds like your last, I don't know. This is your last day, have some vodka. At any rate. Thank you very much. I appreciate that. And I appreciate what you're doing.

Mr. Mitchell: I'm trying.

Mr. Wilshaw: Thank you, Miss Smiley. Any other questions for petitioner?

Mr. Ventura: Mr. Mitchell, so you started out as a distillery as I recall, and that was really going to be your main line, and so now you've kind of segued into having food. At the end of the day, if we go along with these hours that you're asking for, what do you anticipate the percentage of sales will be between liquor and food?

Mr. Mitchell: Honestly? With the tasting room, we're probably going to see the food sales surpass the liquor. I mean, the overall distillery of course, is liquor is going to be the main sale overall. But the food would be, you know, the tasting room, in that particular setting, the food's probably going to be the more prevalent.

Mr. Ventura: So, you're saying that liquor will be the greater seller, but that's packaged liquor to go.

Mr. Mitchell: Yeah, the packaged liquor that's going to the retail locations.

Mr. Ventura: On site, you're going to sell more food than…

Mr. Mitchell: Yes. Again, you know, it's more of a tasting room. It's not like we want people to, you know, become inebriated. We're not looking for that, because what's the point in drinking a good product if you're just going to that point.

Mr. Ventura: Thank you.

Mr. Wilshaw: Thank you. Mr. Ventura. Any other questions for our petitioner?

Mr. Caramagno: I've got some questions about your karaoke and your entertainment. How often? What kind of hours for that? How long does that go?

Mr. Mitchell: Right now, we are set up with the karaoke. We are kind of turned into a karaoke box type thing where the, you know, the surround can be…it's all immersive. There's eight mics. That we pretty much do all day long. Whenever people come in, they want to do it, we can just turn it on and let it run and, you know, be there. In the evenings, we get more of that, of course, we actually have a DJ that comes in about five days a week now, that can handle that way. We handle the rest of stuff. And then on top of that, we do quiz nights, we actually just started open mic night, on Friday, and we've been getting a lot of local talent come in, that's looking for things and it's actually helping us because at the Ford Field fundraiser with Last Day, we're looking for entertainment, and those people are now helping out with that too. And it's a lot of the local community that's been coming out to us. We actually had a guy in there playing bongos last Friday, from the backside of us there. He was an elderly gentleman.

Mr. Caramagno: So how late does that go typically during the operating hours?

Mr. Mitchell: I mean, how long will it go? I guess I mean, we'd like to go as long, you know, as people want to be there, I guess. You know, usually like one o'clock two o'clock time you know, it starts…people are going home for work and stuff on the weekdays but on the weekend of course it's probably going to run longer.

Mr. Caramagno: You know the reason I'm asking them questions, I think it's good that you have some activity entertainment, but you know, as you move potentially further down the road with this hangar door and the door potentially open, I'd have to think that that noise, entertainment, would have to stop by eleven o'clock at night, because you can't have…we can't envision someone singing and carrying on with neighbors not terribly far away.

Mr. Mitchell: Right, that would be inside. But the door would be closed in the evenings, yeah, we wouldn't be…

Mr. Caramagno: There would have to be restrictions.

Mr. Mitchell: I think eleven is the noise here, so that would be probably eleven that we could close down.

Mr. Caramagno: And then the last question I've got for you is, you told us at the study session, that you're going to make some changes inside in the back and do some educational?

Mr. Mitchell: Yeah, the training and everything back there?

Mr. Caramagno: Yeah, tell us about that real fast.

Mr. Mitchell: Well, that the whole idea about the sessions with the training would be a, you know, it's still kind of in the prototype phase here, but there'd be like three sessions. You would come in, learn all the basics, learn all the safety, before you do anything. Kind of get an idea of what you want to do. Then you would come back in to do your mash and your fermentation. At that point, you would pick one of our recipes that we are allowed to produce. Ferment it and then we will watch it over the next few days. You will come back at another time and we have like many stills that we can get, and you would actually distill on a mini still to get your own product, and then be able to take those bottles home with you at the end of the class.

Mr. Caramagno: That's good. I got to say I, you know, from your initial distilling project, to what this is starting to become has got four or five, six phases to it. I got to say I kind of like it.

Mr. Mitchell: Yeah, we're trying to do a lot more. And honestly, with the way that the people have been coming to us and liking what we're doing, they'd like more of it. And honestly, I'd like to get something larger going in the future with more entertainment. We're actually to the point now, we've got people coming in from other states, Kentucky. We have had two couples come in from Thailand to try our stuff. And the state is looking at making us a tourist attraction listing as one as well.

Mr. Caramagno: Good for you. Thank you.

Mr. Wilshaw: Any other questions for our petitioner? If there's no other questions. I do have one that I want to ask you, Mr. Mitchell. This is a maybe a little bit of a tricky question. But in regard to using the patio for smoking, my understanding of the Michigan law is that for restaurants and bars, those types of operations, the patio area is generally not allowed to have people smoking in those areas. Are you aware of the actual details of the law?

Mr. Mitchell: Yes, that is excellent and absolutely true. As long as we are serving food to those areas, if we are no longer doing food service to those areas, we are allowed to have patrons smoke there. Okay, so a person can go out and use…

Mr. Mitchell: They can take their food and drink and go out there, but we can't go out and serve them. They would have to come back in to refresh their drink or anything like that. We don't want people actually sitting out there all day long.

Mr. Wilshaw: Okay, good. I just didn't want you to run afoul of the state law in regard to…

Mr. Mitchell: We're trying to follow it all. There's a lot. We're learning a lot. It's like, everywhere at once right now. It's like, yeah, I didn't expect to expand and get this type of group to push along.

Mr. Wilshaw: Well, I do want to say I do appreciate your entrepreneurial spirit, and you certainly are one of the more unique petitioners we've had in a long time, and you have a pretty creative business and I appreciate that. I did also want to mention that, as we talked about the hangar door concept, which is not part of your petition for tonight's agenda, what we try to do in terms of accommodating your request that you don't have to pay the whole start a whole process over again, is we're going to try to incorporate that into the resolution tonight. So, that will be a callback and if you want to do that in the future, you'll be able to come back and not have to start the whole process over again for another modification. So, we're trying to accommodate that and make it a little bit easier for you. So, just want you to be aware of that. Because sometimes these procedural things get lost in the weeds. So, with that, if there's no other questions for our Petitioner from the Commission, I will ask if there's anyone in our audience wishing to speak for or against. I don't see anybody else in their audience who wishes to speak for against this item, but it is a public hearing. So, we need to make sure we do that. For you, Mr. Mitchell, you'll have the last word. Is there anything else you'd like to say before we make a decision?

Mr. Mitchell: I'm just ecstatic to be here and happy that you guys embraced us and the community is embracing us and we just want to do something good to anchor that area.

Mr. Wilshaw: Alright, well thank you for coming this evening and I'm going to go to my colleagues on the commission and look for a motion.

On a motion by Caramagno, seconded by Bongero, and unanimously adopted, it was

#08-49-2022 ***RESOLVED***, That pursuant to a Public Hearing having been held by the City Planning Commission on August 23, 2022, on Petition 2022-07-02-18 submitted by BBS Distilleries, L.L.C., requesting waiver use approval pursuant to Section 6.09 of the Livonia Vision 21 Zoning Ordinance, as amended, to expand the existing on-premise liquor license to include an outdoor seating area, and to amend Council Resolution #354-21 to expand the hours of operation in connection with the serving of alcohol at 27600 Schoolcraft Road, located on the north side of Schoolcraft Road between Inkster Road and Cardwell Avenue in the Southeast ¼ of Section 24, the Planning Commission does hereby recommend to the City Council that Petition 2022-07-02-18 be approved subject to the following conditions:

1. That the sidewalk in front of the patio maintain an unobstructed width of at least thirty-six (36”) as measured between the edge of the parking lot/drive aisle and the fence.

2. That the number of outdoor patio seats shall not exceed six (6).

3. That the outdoor patio area be fully enclosed with decorative fencing as shown on the submitted plans and be accessible directly from the distillery by a doorway within the patio enclosure.

4. That no advertising shall be permitted on any of the seating or table apparatus of the outdoor patio area.

5. That the hours of operation for public entry into the facility, including the tasting room, patio and any other retail operations, shall be limited from 7:00 a.m. to 2:00 a.m., Monday through Saturday, and from noon to 2:00 a.m. on Sundays, in accordance with the Michigan Liquor Control Commission (MLCC).

6. That this petition may be modified at a future date to include a bi-fold or similar hangar door for the front of the restaurant upon submission of plans and the approval by the Planning Commission.

7. That all other conditions imposed by Council Resolution #354-21, which granted approval to utilize a Small Distiller license in connection with the operation of a distillery and tasting room, shall remain in effect to the extent that they are not in conflict with the foregoing conditions, and

8. Pursuant to Section 13.13 of the Livonia Vision 21 Zoning Ordinance, this approval is valid for a period of one year only from the date of approval by City Council, and unless a building permit is obtained, this approval shall be null and void at the expiration of said period.

***FURTHER RESOLVED*,** That notice of the above hearing was given in accordance with the provisions of Section 13.13 of Livonia Vision 21 Zoning Ordinance, as amended.

Mr. Wilshaw: Is there any discussion?

Mr. Wilshaw, Chairman, declared the motion is carried and the foregoing resolution adopted. It will go on to City Council with an approving resolution.

On a motion by White, supported by Toy, it was:

#354-21 RESOLVED, that having considered a communication from the City Planning Commission, dated November 12, 2021, approved for submission by the Mayor, which transmits its resolution #11-61-2021, adopted on November 9, 2021, with regard to Petition 2021-10-02-20 submitted by BBS Distilleries, L.L.C., requesting to utilize a Small Distiller license (manufacturer of no more than 60,000 gallons of spirits per year) in connection with the operation of a distillery and tasting room at 27600 Schoolcraft Road, located on the north side of Schoolcraft Road between Inkster Road and Cardwell Avenue in the Southeast ¼ of Section 24, the Council does hereby concur in the recommendation made by the City Planning Commission and Petition 2021-10-02-20 is hereby approved and granted, subject to the following conditions:

1. That the use of a Small Distiller license at this location shall be permitted only under the circumstances that the Zoning Ordinance standard set forth in Section 6.09(2)(A) requiring that there be at least one thousand feet (1,000') separation between any other licensed establishments is waived by the City Council;

2. That the aerial site plan submitted on October 12, 2021, is hereby approved and shall be adhered to;

3. That the maximum customer seating count for the tasting room shall not exceed a total of forty (40) seats;

4. That the hours of operation for public entry into the facility, including the tasting room and any other retail operations, shall be limited from noon to 10:00 p.m. Sunday thru Thursday, and from noon to 11:00 p.m. Friday and Saturday;

5. That the facility shall adhere to the International Fire Code (IFC), Michigan Building Code (MBC) and National Fire Protection Administration, Fire Code (NFPA) for all inspections, enforcements and project plan reviews;

6. That only conforming signage is approved with this petition, and any additional signage shall be separately submitted for review and approval by the Zoning Board of Appeals;

7. That no LED light band or exposed neon shall be permitted on the site including, but not limited to, the building or around the windows;

8. That the specific plan referenced in this approving resolution shall be submitted to the Inspection Department at the time the building permits are applied for; and

9. Pursuant to Section 13.13 of Livonia Vision 21 Zoning Ordinance of the City of Livonia, this approval is valid for a period of one year only from the date of

approval by City Council, and unless a building permit is obtained, this approval shall be null and void at the expiration of said period.

CONSENT ITEM 7 (Regular Meeting of December 1, 2021)

Motion by:	**White**
Seconded by:	**Toy**
ROLL CALL:	
Ayes:	**McCullough, Donovic, Jolly, Toy, Bahr, White, McIntyre**
Nays:	**None**
Absent:	**None**

INFORMATION PROVIDED FOR PUBLIC HEARING OF SEPTEMBER 12, 2022, ITEM 2

From: Scheel, Lynda L.
To: Jolly, Jim; Toy, Laura; McIntyre, Kathleen; Bahr, Scott; McCullough, Brandon; Morgan, Scott; Donovic, Rob
Cc: Bernier, Paul A.; Taormina, Mark; Kasprowicz, Sara; Dolmetsch, Sharon; Scheel, Lynda L.
Subject: RE: Public Hearing Tonight - Stark Road Holdings LLC - 14255 Stark Road
Date: Monday, September 12, 2022 2:14:51 PM
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png

Correction to dollar amount highlighted below.

Lynda L. Scheel, CPFA, CPFIM, MiCPT
City Treasurer
City of Livonia | Treasurer's Office
(734) 466-2244
lscheel@livonia.gov

From: Scheel, Lynda L. <lscheel@livonia.gov>
Sent: Monday, September 12, 2022 2:01 PM
To: Jolly, Jim <jjolly@livonia.gov>; Toy, Laura <ltoy@livonia.gov>; McIntyre, Kathleen <kmcintyre@livonia.gov>; Bahr, Scott <sbahr@livonia.gov>; McCullough, Brandon <bmccullough@livonia.gov>; Morgan, Scott <smorgan@livonia.gov>; Donovic, Rob <rdonovic@livonia.gov>
Cc: Scheel, Lynda L. <lscheel@livonia.gov>; Bernier, Paul A. <pbernier@livonia.gov>; Taormina, Mark <mtaormina@livonia.gov>; Kasprowicz, Sara <skasprowicz@livonia.gov>; Dolmetsch, Sharon <SDolmetsch@livonia.gov>
Subject: Public Hearing Tonight - Stark Road Holdings LLC - 14255 Stark Road

Hello everyone,
Please see email trail below for back up information.

1. As of today, Stark Road Holdings LLC still owes Wayne County for the 2021 Livonia Winter tax bill, total now at ~~$54,320.26~~ $54,814.08 (see 1st attachment).

2. As of today, Stark Road Holdings LLC has not paid their 2022 Summer tax bill, $46,070.69, which is due this Wednesday, September 14. (see 2nd attachment)

3. The treasurer's office did receive a check in the mail for $4,938.21 (see 3rd attachment) from Stark Road Holdings LLC, the end of last week with no tax bill, no parcel #, but it did have my name on it. I sent an email to Jonathan H. to follow up and placed a call to the LAD Office to inquire what the check was for. Mr. Todd McIntyre did return the call and stated that this was for the 2021 winter tax due. Since that payment would not come to us, as I stated in the email I sent in February and is stated on our tax bill, we sent the check back to his attention per his request.

I hope this helps with any questions you may have.

Thank you,
Lynda

Lynda L. Scheel, CPFA, CPFIM, MiCPT
City Treasurer
City of Livonia | Treasurer's Office
(734) 466-2244
lscheel@livonia.gov

From: Scheel, Lynda L. <lscheel@livonia.gov>
Sent: Thursday, July 7, 2022 11:17 AM
To: Miller, Scott <smiller@livonia.gov>
Cc: Reece, Stephanie <SReece@livonia.gov>; Taormina, Mark <mtaormina@livonia.gov>
Subject: FW: Petition 2022-06-02-14 - 14255 Stark Road

Hi Scott,
I just checked the Wayne County Tax Site, and the delinquent real property taxes are still not paid. Do you know if they plan on paying them prior to Tuesday?

Thank you, Lynda

From: Scheel, Lynda L. <lscheel@livonia.gov>
Sent: Monday, June 20, 2022 3:06 PM
To: Miller, Scott <smiller@livonia.gov>
Cc: Reece, Stephanie <SReece@livonia.gov>; Planning <Planning@Livonia.gov>
Subject: RE: Petition 2022-06-02-14 - 14255 Stark Road

Please see my letters and delinquent tax statement for real property taxes due attached.

Thank you, Lynda

From: Miller, Scott <smiller@livonia.gov>
Sent: Monday, June 20, 2022 12:09 PM
To: Gosselin, Linda <LGosselin@livonia.gov>; Siterlet, Kathie <ksiterlet@livonia.gov>; Scheel, Lynda L. <lscheel@livonia.gov>; Kumpula, Connie <ckumpula@livonia.gov>
Cc: Reece, Stephanie <SReece@livonia.gov>
Subject: Petition 2022-06-02-14 - 14255 Stark Road

SUBJECT: Petition 2022-06-02-14 - 14255 Stark Road

Attached are plans submitted by Stark Road Holdings L.L.C. requesting Special Waiver Use approval for a Planned Development under Sections 3.04 and 5.02 of the Livonia Vision 21 Zoning Ordinance, as amended, to utilize a Class C liquor license (sale of beer, wine and spirits for consumption on the premises) in connection with the operation of a multi-purpose recreational facility (Livonia Athletic District) at 14255 Stark Road, located on the west side of Stark Road between Schoolcraft Road and Lyndon Avenue in the Southeast ¼ of Section 21.

If you have any observations or concerns, we would appreciate receiving your comments by **July 12, 2022**. Please transmit an **electronic copy** (PDF format please) to planning@livonia.gov

Scott Miller
Planner IV
City of Livonia | Planning Department
(734) 466-2296
smiller@livonia.gov

****

From: Scheel, Lynda L. <lscheel@livonia.gov>
Sent: Friday, February 4, 2022 2:15 PM
To: Jonathan Hartzell <jon@detroitrisingdevelopment.com>
Subject: FW: 14255 Stark Rd

Hi Jonathan,
As a follow-up to my below email, I thought I would mention that you could check with our local Livonia Chamber of Commerce to see if there are any property tax assistance programs available for businesses that you may quality for. Their contact number is 734-427-2122.

Thank you,
Lynda

Lynda L. Scheel, CPFA, CPFIM, MiCPT

City Treasurer
City of Livonia | Treasurer's Office
(734) 466-2244
lscheel@livonia.gov
www.livonia.gov

From: Scheel, Lynda L. <lscheel@livonia.gov>
Sent: Friday, February 4, 2022 2:02 PM
To: Jonathan Hartzell <jon@detroitrisingdevelopment.com>
Subject: RE: 14255 Stark Rd

Hi Jonathan,
Currently the property is not delinquent on their real property taxes. If you have anything to schedule with our Building Inspection Department, please do not hesitate to do so. The winter taxes in the amount of $49,382.00 can only be paid to the City of Livonia through Monday, February 28. We can accept partial payments at any time throughout the period taxes are due, and we do hope that you are able to pay them in full by this date. However, beginning Tuesday, March 1, all payments still owing on real property must be made to the Wayne County Treasurer's Office, as I do not have the option to collect taxes past the February 28 deadline on real property taxes.

In the past, the Wayne County Treasurer's Office has set up payment plans, but the concern will be if you have any remaining issues with our building inspection department or items to come before City Council. Along with this, please keep in mind the next bill will be coming out on July 1, due September 14.

Please do not hesitate to let me know if you have any questions regarding the above.

Thank you, Lynda

Lynda L. Scheel, CPFA, CPFIM, MiCPT
City Treasurer
City of Livonia | Treasurer's Office
(734) 466-2244
lscheel@livonia.gov
www.livonia.gov

From: Jonathan Hartzell <jon@detroitrisingdevelopment.com>
Sent: Thursday, February 3, 2022 3:40 PM
To: Scheel, Lynda L. <lscheel@livonia.gov>
Subject: Re: 14255 Stark Rd

Thank you.

On Thu, Feb 3, 2022, 3:33 PM Scheel, Lynda L. <lscheel@livonia.gov> wrote:
Hi Jonathan,
Just wanted to let you know that I received your email. I am checking into a few things and will respond back tomorrow.
Thank you, Lynda

Lynda L. Scheel, CPFA, CPFIM, MiCPT
City Treasurer
City of Livonia | Treasurer's Office
(734) 466-2244
lscheel@livonia.gov
www.livonia.gov

This message is intended only for the use of the individual or entity to which it is addressed, and may contain information that is privileged, confidential, and/or exempt from disclosure under applicable laws. If the reader of the message is not the intended recipient, or the employee or agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately by telephone and/or reply to this e-mail message. Thank you.

From: Jonathan Hartzell <jon@detroitrisingdevelopment.com>
Sent: Thursday, February 3, 2022 2:06 PM

To: Scheel, Lynda L. <lscheel@livonia.gov>
Subject: 14255 Stark Rd

Lynda,

I received your contact information from Mark Taormina. Im the operational partner at the Livonia Athletic District, 14255 Stark Rd. We have a feb tax bill of around $49,000.00. We are wondering if we can set up a payment plan, as we have just launch our business and are still unoccupied in most of the building. We are currently finishing our work to get full building CoO, so we want to make sure if we do set up a payment plan that we would still be considered current with taxes, as the building dept wont inspect if we are not current.

Please let me know your thoughts or if we can schedule a call.

thank you for your time

--

Jonathan Hartzell
Detroit Rising Development
Director of Development
248-854-8005

STARK ROAD HOLDINGS LLC
14255 STARK RD.
LIVONIA, MI 48154

74-843/724

1112

DATE 8.29.22 PMP

PAY TO THE ORDER OF City of Livonia - Lynda Scheel $ 4938.21

Four Thousand, Nine Hundred, Thirty Eight, & Thirty one DOLLARS

Heat Reactive Ink

choiceone BANK
888-775-6687 choiceone.com

MEMO Payment - LAD

MP

⑆072408436⑆ 1000267540⑈ 1112

LOOK FOR FRAUD-DETERRING FEATURES INCLUDING THE SECURITY SQUARE AND HEAT-REACTIVE INK. DETAILS ON BACK.

© DELUXE deluxe.com/checks SPECIALTY BLUE HIGH SECURITY

Returned check to Livonia Athletic Dist. ATTN: Todd McIntyre (new general manager)

313-597-2109



Treasurer > Make A Payment

Font Size: + − S

Pay Taxes Online

Property & Tax Information

Definitions

Municipality	Parcel ID	Property Type
46	46084990003000	REAL

Property Address

14255 STARK, LIVONIA MI 48154

Taxpayer(s)

STARK ROAD HOLDINGS LLC

Tax Year	Tax	Interest & Fees	Amount Due	Status
2021	$49,382.06	$5,432.02	$54,814.08	DELINQUENT

TAX AMOUNT DUE if paid on or before 09/30/2022 : $54,814.08

ADDITIONAL TAXES OR ADJUSTMENTS MAY BE DUE FOR THE CURRENT YEAR.

PROPERTY TAX INFORMATION IS VALID AS OF BUSINESS DAY 09/09/2022.

Per our records there are **no other** outstanding delinquent taxes for this parcel. certified funds required for forfeiture years.



Treasurer > Make A Payment

Font Size: + − S

Pay Taxes Online

Property & Tax Information

Definitions

Municipality	Parcel ID	Property Type
46	46084990003000	REAL

Property Address

14255 STARK, LIVONIA MI 48154

Taxpayer(s)

STARK ROAD HOLDINGS LLC

Tax Year	Tax	Interest & Fees	Amount Due	Status
2021	$49,382.06	$4,938.20	$54,320.26	DELINQUENT

TAX AMOUNT DUE if paid on or before 08/31/2022 : $54,320.26

ADDITIONAL TAXES OR ADJUSTMENTS MAY BE DUE FOR THE CURRENT YEAR.

PROPERTY TAX INFORMATION IS VALID AS OF BUSINESS DAY 08/19/2022.

Per our records there are **no other** outstanding delinquent taxes for this parcel. certified funds required for forfeiture years.

STARK ROAD HOLDINGS LLC | CITY OF LIVONIA | 2022 Summer | 084 99 0003 000

MESSAGE TO TAXPAYER

VISIT WWW.LIVONIATAX.ORG FOR TAX AND PAYMENT INFORMATION. THIS INFORMATION MAY BE PRINTED DIRECTLY FROM THE WEBSITE. WE RESERVE THE RIGHT TO CHARGE FOR DUPLICATES. WHEN PAYING BY CHECK, INCLUDE YOUR PHONE NUMBER AND PARCEL NUMBER. PLEASE USE ONLY THE 33000 CIVIC CENTER DRIVE, LIVONIA, MI 48154-3060 ADDRESS FOR MAILING CHECK PAYMENTS FOR TAXES.

PAYMENT INFORMATION

This tax is due by: **09/14/2022**

Pay by mail to: CITY OF LIVONIA
TREASURER'S OFFICE
33000 CIVIC CENTER DRIVE
LIVONIA, MI 48154-3060

Do not combine tax payments with other payments due to the City of Livonia. Payment for taxes must be on a separate check.

Important information on reverse side

PROPERTY INFORMATION

Property Assessed To:
STARK ROAD HOLDINGS LLC
14255 STARK
LIVONIA, MI 48154

Prop #: 084 99 0003 000 School: LIVONIA PUBLIC
Prop Addr: 14255 STARK

Legal Description:
21U2B1 V2A THAT PART OF THE SE 1/4 OF SEC 21 T1S R9E DES AS BEG AT A POINT DISTANT N 0D 49M 15SEC W ALONG THE N AND S 1/4 LINE 1308.82 FT AND S 89D 04M 15SEC E 86 FT FROM THE S 1/4 COR OF SEC 21 AND PROCEEDING TH N 0D 08M 54SEC W 350 FT. TH S 89D 04M 15SEC E 1233.02 FT. TH S 0D 08M 54SEC E 350 FT. TH N 89D 04M 15SEC W 1233.02 FT TO THE POB EXC THE E 43 FT THEREOF 9.56 ACRES

BALANCE OF DESCRIPTION ON FILE

TAX DETAIL

Taxable Value: 1,479,200 COMMERCIAL-I
State Equalized Value: 1,479,200 Class: 201
PRE/MBT %: 0.0000

Sent to: PROPERTY OWNER

DESCRIPTION	MILLAGE	AMOUNT
SCHOOLCRAFT CC	2.27000	3,357.78
WAYNE CNTY OPER	5.60990	8,298.16
SCHOOL DEBT	2.05000	3,032.36
CNTY ISD SPEC ED	3.34430	4,946.88
STATE EDUCATION	6.00000	8,875.20
SCH SINKING FUND	0.78830	1,166.05
SCHOOL OPERATING	9.00000	13,312.80
CNTY ISD OPER	0.09560	141.41
WCRESA ENHANCE	1.98760	2,940.05
Total Tax	31.14570	46,070.69
Administration Fee		0.00
TOTAL AMOUNT DUE		46,070.69

OPERATING FISCAL YEARS

The taxes on bill will be used for governmental operations for the following fiscal year(s):

County: OCTOBER 01 - SEPTEMBER 30
Twn/Cty: DECEMBER 01 - NOVEMBER 30
School: JULY 01 - JUNE 30
State: OCTOBER 01 - SEPTEMBER 30

Does NOT affect when the tax is due or its amount

RETAIN THIS PORTION FOR YOUR RECORDS.

On March 1st unpaid taxes from 2021 were transferred to Wayne County for collection. As of 06/03/22 they were not fully paid. Contact the County Treasurer at: 313-224-5990 or taxinfo@waynecounty.com

The below original stub required for payment processing. Please detach along perforation. Keep the top portion for your records.

Sent to: **PROPERTY OWNER**

Pay this tax to:
CITY OF LIVONIA
TREASURER'S OFFICE
33000 CIVIC CENTER DRIVE
LIVONIA, MI 48154-3060

PLEASE RETURN THIS PORTION WITH PAYMENT OR ENTIRE BILL WITH SASE FOR A "STAMPED PAID" RECEIPT

This tax is due by: **09/14/2022**
After 09/14/2022 additional interest and fees apply

2022 Summer Tax for Prop #: **084 99 0003 000**

TAXPAYER NOTE: Are your name & mailing address correct? If not, please contact the Assessor's Office. Thank You.
Property Addr: 14255 STARK

(Partial payments are accepted)
Make Check Payable To: **CITY OF LIVONIA**

TOTAL AMOUNT DUE: **46,070.69**

To: STARK ROAD HOLDINGS LLC
1515 W LAFAYETTE BLVD STE 201
DETROIT MI 48216

Amount Remitted: _____

Check# _____

Cash _____

CITY OF LIVONIA
PUBLIC HEARING

Minutes of Meeting Held on Monday, September 12, 2022

A Public Hearing of the Council of the City of Livonia was held at the Livonia City Hall Auditorium on **September 12, 2022.**

MEMBERS PRESENT: Jim Jolly, President
Laura Toy, Vice President
Scott Bahr
Rob Donovic
Kathleen McIntyre
Scott Morgan

MEMBERS ABSENT: Brandon McCullough

OTHERS PRESENT: Paul Bernier, Assistant City Attorney
Mark Taormina, Planning and Economic Development Director
Sara Kasprowicz, Recording Secretary

The Public Hearing was called to order at 7:13 p.m. with President Jim Jolly presiding. This item is regarding an appeal of the denial of the Planning Commission for Petition 2022-06-02-14 submitted by Stark Road Holdings L.L.C. requesting Special Waiver Use approval for a Planned Development under Sections 3.04 and 5.02 of the Livonia Vision 21 Zoning Ordinance, as amended, to utilize a Class C liquor license (sale of beer, wine and spirits for consumption on the premises) in connection with the operation of a multi-purpose recreational facility (Livonia Athletic District) at 14255 Stark Road, located on the west side of Stark Road between Schoolcraft Road and Lyndon Avenue in the Southeast ı of Section 21.This item will move to the Regular Meeting of **September 26, 2022.**

The Public Hearing is now open. There were 2 persons in the audience.

Jolly: Mr. Taormina, can you give us some initial details?

Taormina: Thank you again it's a request for a waiver use approval to operate in a Class C liquor license. This is the site of the former YMCA which is now the Livonia Athletic District, a privately owned, multipurpose health and fitness athletic facility. The zoning of the property is N-2, Neighborhood District and utilization of the class C license is possible under Section 2.502, which provides special labor use standards for plan developments that allow modifications of the ordinance for uses that are not permitted in the N-2 District. So, as a special waiver use, this will require a two thirds majority vote of City Council, in order to approve the non-residential use within the N-2 District. The subject property is about 9.6 acres in size. It has 350 feet of frontage on the west side of Stark Road. The buildings are predominantly located in the southeast half of the property. The westerly portion of the site is wooded and undeveloped.

Surrounding land uses include Frost Middle School to the south, John Stymelski Veteran's Park to the north, Ford Field and single-family homes to the east, and then Parkville Memorial Cemetery, as well as some more single-family homes to the west. LAD would restrict the sale and consumption of alcoholic beverages to specific areas of the building. I won't go into detail and allow the petitioner to describe how that operation would occur, but in general, these would be the Caf®LAD which is the front part of the building. They also have the arcade room, as well as the lounge area or the Observation Lounge, which overlooks the former tennis courts, which is now the soccer fields. There are I think two or three points of sale locations within the building that are proposed. A couple of special requirements as they apply to any on premise licenses. One is that it must be at least 1000 feet from another established Class C licensed business, there are no class C licensed businesses within 1000 feet so that that condition is just complied with. The other one is a 400-foot separation requirement from any church or schools. In this case, measured to the closest point between the buildings LED is 447 feet, roughly from Fall frost Middle School and approximately 956 feet from Christ Our Savior Lutheran Church, as well as The Early Childhood Center. So that too, is being complied with. Planning Commission, as you know, this is an Appeal of the Denial, and with that, Mr. Chairman, I'll be happy to answer any questions you have.

Jolly: Thank you, sir. Gentlemen, if whoever is going to be speaking come to the podium, please introduce yourself. If there are initial comments you'd like to make, please provide them now.

Hartzell: Yeah, hi. My name is John Heartsong. I am one of the owners of the Livonia Athletic District. I provided Mark with the presentation, I also emailed to all of you. Made a few adjustments, just adding some comments in the call Iôve had with people, so if you want, I could go through that real quick. And again, just trying to give an overview of what our goal planning is here. Go the next page please. So again, this is just kind of a recap of our phase one. Itôs a phased attack on what weôre proposing. Phase One was buying the YMCA and we're converting it to our current use, which is, you know, a sports facility that has an indoor turf, batting cages, pickleball courts, office space with third party tenants, and an Olympic sized pool. We have some traditional leases inside Sailfish Swim Cub, Play-On Sports, Health Quest Physical Therapy, Happy Life Hospitality, which is a restaurant group hospitality, which is mine, Madonna University has leased space from us for training. And we sell programs and spaces, batting tunnels, pickleball courts and indoor soccer turf. Programming, so it's a big question of trying to understand our programming, and who's in the building and when. The office crew are really here 8:00 a.m. to 5:00 p.m. Athletic fields and pools really are working adults, come and work out 5:00 a.m. to 8:00 a.m., or some toddler programming from 8:00 a.m. to 10:00 p.m., to youth programs after school to about 7:00 p.m. to 8:00 p.m., and then adult games programs from 7:00 p.m. until 11:00 p.m. And then typical weekends, we had a weekend youth camps, sports tournaments for youth and adults, and special events. And our Phase Two, what we are posing here, is the plan of a special waiver for liquor license for

special interior areas. Specific interiors continue to transform the Livonia Athletic District as a community space for families, friends and teammates to gather together, play, eat and drink. Our alcoholic service specifically within the main lobby Caf® pickup area. We have two proposed spaces in the basement. There's a sauna, a spa and there's a golf simulator and clubhouse in the former racquetball area. And then we show kind of we're programming in a caf®, which extends throughout the lobby, Observation Lounge an arcade, the pickleball concession area and then the golf simulator space. Other spaces are either turf in areas that we wouldn't have allowed beverages on, food or beverage, or the private rented space in the basement which is opposed selling on health club area. Part of their potential lease, if they wanted the rights to be able to have the liquor license extend down there for their tenants, or their clients. The programming where we are, is we're family friendly entertainment space or community center. We're not adults only. We're not loud and disruptive and we're not a private member only club. There are a lot of the groups have come through our building. Some like buildings to what we are proposing is Detroit Athletic Club which has sports, dining, entertainment, DCFC Fieldhouse, which is a converted hockey rink into soccer indoor and outdoor, indoor spaces with a restaurant in the locker rooms that host youth and adult sports. Open Yard Athletics in Waterford, which hosts a plethora of sports, camps and activities with liquor license and full food. Ultimate Soccer in Pontiac, which is now, United Wholesale Mortgage, has a sports center and has a bar, an observation deck over there, multiple sports doing youth and adult sports. And then one of the calls, someone was just interested in kind of my work experience. This just shows some that, I've owned and run businesses for the last 25 years, starting in college. Started a painting company, construction company, and then I launched Detroitôs Food Hall, which is a shipping company, a food hall, 20 lunch containers, six restaurants, three bars, live music, and its family friendly as well. And then recently launched (unknown) Hospitality Group that manages several liquor establishments. We have other partners that are qualified for this too. We also have extensive history, but theyôre not here. The direct business relation of operating section and the liquor space and with a lot of different large venue moving parts, it's a Detroit Shipping Company, and again, I mentioned has multiple pieces to it. Also has outdoor sand volleyball, live music, art galleries, separate lines of retail. And this is kind of very similar to what we'll find in Livonia, in the sense that we have multiple points of sale, and we control that through our management company. And then someone else asked about what our Phase Three was, which essentially is the full back yard redevelopment. We're not here today to present that, but just so you understand where we're going with this. We did it in a phase sense because some of the tenant space, they predicate their annual lease on getting the liquor license with your group. But the full plan is in the phase three. We build up the back yard. It's leaving the existing woodlands intact, just clean that up. But there's a lot of abandoned tennis courts back there that were left throughout 10 years by the former tenant owners. Weôre converting that into outdoor pickleball, beer garden/sports space, turfing one of the areas for kids play, and that would be really a bigger dynamic backyard. They both come back to you for another approval on that.

And a third phase, I just kind of show like the layout of that, which also shows the bottom corner that existing for indoor pickleball courts. And then you can see where the abandoned tennis courts are out there, how we convert different spaces to different uses.

Jolly: Thank you. So, I'm gonna provide my comments right off the bat. I told you on the phone, I think this is, it's an exciting project. It's the most creative use we could have for this building going forward. I've been to the Detroit Shipping Company. I mentioned that on our call. It's an impressive location. It's kind of a cool, for lack of a better way of saying. It's a really hip kind of thing, right? I think if we look around us, in regard to the use of, so first of all, I like what you're doing in general, right. In regard to requesting a liquor license, I think you probably left off the most important like scenario, which is really, The Hawk in Farmington Hills. That's their recreation center and they have a bar set up as well. And you can get drinks and carry them throughout the facility, at least to some extent. It's also like the Soccer Dome on Five mile and Plymouth. That's something very similar as well. In regards to being able to get a drink and use the driving range and use those kind of facilities like that. We talk a lot with residents, in regard to their not being really new, fresh, hip things kind of going on here. In this, in my time on Council, has been the most, right opportunity, we have to kind of do something that's different, right? And I think what you're doing with the building itself is great. I'm mostly excited about what's going on, in regard to Phase Three, and what that might add to the community. So with that being said, I'll hand it off to Mr. Donovic.

Donovic: Thank you, Mr. President. My first question to Mr. Taormina. I know we're not talking about Phase Three, but bear with me for a second. If we were to approve this usage for liquor license, would that be only limited to indoors, then petitioner have to come back before us in the future for any outdoor alcoholic beverage usage, or how network, or is that up to Council's discretion?

Taormina: That's up to Council's discretion. So, I would suggest that you in fact limit the license at this point to just what you've been presented with and that's the indoor activities. It would not preclude them from coming back. That's Phase Three is developed and appears before you for site plan approval for the expansion of liquor licenses. That's what I would recommend.

Donovic: Thank you, Mr. Taormina, thank you to the petitioner. Thanks for being here tonight. Thanks for the hard work. I'd like to echo some of my comments from President Jolly. I think this is very creative. I think it's state of the art. I think it's one of the cooler things we're doing in our community right now. Especially talking about attracting young people. I'm a sports fan myself. I like to play sports. I may not be very good at them, but I still like to go out with friends and hang out and as young adults and even parents that like to enjoy maybe a cold beer while they're playing soccer in their soccer league or where they're at a number of events that you, that this place offers. I think it's very modern looking and I think this isn't a bar atmosphere. I prefer to keep the alcoholic beverages limited to indoors only and then if you so choose after Phase

Three, you want to come back out and ask for alcoholic beverages outside. That's a different subject, but I'm okay indoors because again, typically speaking, with activity, you're out, you're hanging out with a friend, your club, organization, whatever different sporting organizations are out there, and you have a beer, you have a bag of chips, you have some food, whatever you're offering. But my biggest concern is, again, if you can fill in the blanks for me, is this. I don't know what's happening with the property taxes. We just got another email today from our Treasurer. Those are some really big numbers. I understand, and please, if you can fill in those blanks. I understand opening up a new business has a lot of costs, but when you're opening a new business, your property taxes, your obligation to be to the community should be worked into your financing. So, that's what's concerning to me as those numbers I've read, I don't know if they've been paid since. I know that a few months ago, this was a topic with the with the Commission, and the email I got today at 2:14 says these are outstanding. So, I'd like, if you could provide some content there, some context there, and go from there. Thank you, Mr. President.

Hartzell: Thank you. We're working on a payment plan because it's not over a year old and only a couple months old. Wayne County doesn't create payment plans. So, we just started paying 10% each month against it until we get to the winter months here. We were just kind of programming that. There were some cost overruns a bit on the, construction of the building was a little farther behind than we thought, and so, as we got into the summer months where we didn't have programming quite set up yet, there was a shortfall and we're working internally in our group to solve funding on that. We have multiple partners, and it kind of created a little bit of a bottleneck on us. So, we as an operational team had the ability to use our operational budget to start just knocking that off 10% of the time. So, it'll be done before we get to a point where it's the next issue.

Donovic: Mr. President.

Jolly: Yes sir.

Donovic: Thank you. Thank you for your explanation. For me, this is a great project and I'm not trying to hold you back when we're talking about, if I understand correctly, almost $100,000, $54,000 due to the county for 2021 Winter tax bill and then 2022 Summer tax bill $46,000. And I know that's due on 14th, I believe in Livonia. So, I'm going to need more clarification on that. Those are just some really big numbers. I understand overrides and understand change orders. I want to work with you, but to get my vote, you know, those are some really large numbers that I find really concerning, that I need to see, you know, knocked down a lot more before we move forward on my end, as one Councilmember, but thank you to the petitioners, and thanks for what you are doing.

Jolly: Ms. Toy.

Toy: Thank you. Sir, in all due respect, I do agree with my colleague that just spoke. As a former Treasurer of the City, I'm very sensitive to the fact that taxes need to be paid on time, and they need to be collected. I think you're doing a wonderful project, but I think it's got to be paid for as you're doing it. And it just speaks of good community involvement when you pay your taxes. Before you get my vote, this has got to be straightened out, most definitely. I cannot, in good conscience, tell the taxpayers of this community that I'm voting for an establishment, even though it's a beautiful one, you're doing a fabulous job. You've got to get those taxes in line and paid on time. Thank you.

Jolly: Mr. Bahr.

Bahr: Question for Mark. Along the same vein of what Rob and Laura were just saying, when I reviewed the Planning Commission minutes, and they obviously denied this, but it appeared that the primary hang-up for them was this tax issue. Not so much the proposal itself, right? Is that your recollection?

Taormina: It is.

Bahr: Okay, I just that's what I was reading, but I just wanted to fill that in with something, thank you.

Jolly: Anybody else? Does anybody have a motion at this time they would like to offer? Mr. Donovic.

Donovic: Mr. President, I have a point of clarification. Are we able to, at public hearings, offer the committee option?

Jolly: So, you can offer the kitchen sink at this point, it doesn't really matter. There will be no votes tonight because it's a public hearing, it just kind of gives us a direction of things that are likely to be considered. It's not uncommon for there to be an approving, a denying and a committee the whole offered at such a meeting.

Donovic: Mr. President, I'd like to offer Committee and my intention is to give the petitioner ample opportunity to really put a dent in this. And a serious dent, not 10%. Again, this is for me personally, what I like to offer a committee option. Thank you, Mr. President.

Jolly: Thank you very much, anybody else? I see no more comments from the Council. I'd note that there is nobody here from the public, I think there's only people affiliated with the petition. So at this time, we have our direction. This will be on the agenda on September 26, as well, and thank you for coming out and we'll see you then.

Hartzell: Appreciate it, thank you.

As there were no further questions or comments, the Public Hearing was declared closed at 7:30 p.m.

LETTER TO THE LIVONIA CITY COUNCIL

12.

Planning
September 1, 2022

MEETING DATE	PREPARED BY
PH091222/R092622	Sara Kasprowicz, Council Office Manager,

AGENDA ITEM

WAIVER PETITION: Planning Commission, re: Appeal of the denial of the Planning Commission for Petition 2022-06-02-14 submitted by Stark Road Holdings L.L.C. requesting to utilize a Class C liquor license (sale of beer, wine and spirits for consumption on the premises) in connection with the operation of a multi-purpose recreational facility (Livonia Athletic District) at 14255 Stark Road, located on the west side of Stark Road between Schoolcraft Road and Lyndon Avenue in the Southeast ¼ of Section 21.
Public Hearing held on September 12, 2022

BACKGROUND

RECOMMENDATION

August 1, 2022

Honorable Members of the City Council
City of Livonia, Michigan

Re: Petition 2022-06-02-14 – Livonia Athletic District

Dear Council Members:

At the 1,189th Public Hearings and Regular Meeting held by the City Planning Commission on July 19, 2022, the following resolution was unanimously adopted:

#07-41-2022 RESOLVED, That pursuant to a Public Hearing having been held by the City Planning Commission on July 19, 2022, on Petition 2022-06-02-14 submitted by Stark Road Holdings L.L.C. requesting Special Waiver Use approval for a Planned Development under Sections 3.04 and 5.02 of the Livonia Vision 21 Zoning Ordinance, as amended, to utilize a Class C liquor license (sale of beer, wine and spirits for consumption on the premises) in connection with the operation of a multi-purpose recreational facility (Livonia Athletic District) at 14255 Stark Road, located on the west side of Stark Road between Schoolcraft Road and Lyndon Avenue in the Southeast ¼ of Section 21, the Planning Commission does hereby recommend to the City Council that Petition 2022-06-02-14 be denied for the following reasons:

1. That the petitioner has failed to affirmatively show that the proposed utilization of a Class C liquor license at this location would comply with all the general waiver use standards and

requirements as set forth in Sections 3.04 and 5.02 of the Livonia Vision 21 Zoning Ordinance, as amended.

2. That the petitioner has not sufficiently demonstrated that the proposed utilization of a Class C liquor license at this location would be compatible to and in harmony with surrounding residential neighborhoods in the area.

3. That it has not been demonstrated that the utilization of a Class C liquor license at this location is needed for this facility to flourish.

4. That the petitioner has failed to adequately demonstrate that the facility has the capacity to accommodate the proposed Class C liquor license, and

5. That the utilization of a Class C liquor license at this location is contrary to the goals and objectives of the Zoning Ordinance which, among other things, are intended to ensure suitability and appropriateness of uses.

FURTHER RESOLVED, That notice of the above hearing was given in accordance with the provisions of Section 13.13 of Livonia Vision 21 Zoning Ordinance, as amended.

FISCAL CONSIDERATION

ATTACHMENTS

1. 2022-06-02-14_E-COUNCIL Pkt

APPROVED BY

Petition 2022-06-02-14 submitted by Stark Road Holdings L.L.C. requesting Special Waiver Use approval for a Planned Development under Sections 3.04 and 5.02 of the Livonia Vision 21 Zoning Ordinance, as amended, to utilize a Class C liquor license (sale of beer, wine and spirits for consumption on the premises) in connection with the operation of a multi-purpose recreational facility (Livonia Athletic District) at 14255 Stark Road, located on the west side of Stark Road between Schoolcraft Road and Lyndon Avenue in the Southeast ¼ of Section 21.

Livonia Athletic District
12455 Stark Road
Livonia, MI 48154

July 28, 2022

RECEIVED
JUL 29 2022
CITY OF LIVONIA
PLANNING COMMISSION

Planning Commission
Sam Caramagno
33000 Civic Center Drive
Livonia, MI 48154

Petition 2022-06-02-14 – Livonia Athletic District

Dear Mr. Caramagno

RE: #7-41-2022

At the 1,189th Public Hearing and Regular Meeting held by the City Planning Commission on July 19, 2022, in the Livonia City Hall, the following resolution was unanimously adopted and denied our request for a special waiver use under Section 3.04 and 5.02 of the Livonia Vision 21 Zoning Ordinance, as amended, to utilize a Class C Liquor Licenses at 14255 Stark Road.

Stark Road Holdings, LLC would like to appeal the Planning Commissions' decision. We would also like to discuss the commission's concerns regarding the Class C Liquor License. We ask that a date be set to resolve and affirm our reasoning for requiring a Class C Liquor License at Livonia Athletic District.

Best Regards,
Stark Road Holdings, LLC

Jonathan Hartzell

PLANNING COMMISSION

IAN WILSHAW, Chairman
GLEN W. LONG, JR., Vice Chairman
SAM CARAMAGNO, Secretary
DAVID BONGERO
ELIZABETH McCUE
CAROL A. SMILEY
PETER H. VENTURA

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2290 Fax (734) 466-2108

MAUREEN MILLER BROSNAN
MAYOR

MARK TAORMINA
PLANNING & ECONOMIC
DEVELOPMENT DIRECTOR

JACOB UHAZIE
PLANNING & ECONOMIC DEVELOPMENT
COORDINATOR

SCOTT O. MILLER
PLANNER IV

RECEIVED
JUL 29 PM 2:52
PLANNING DEPARTMENT

July 20, 2022

RECEIVED
AUG 01 2022
CITY OF LIVONIA
PLANNING COMMISSION

Stark Road Holdings, L.L.C.
Jonathan Hartzell
14255 Stark Road
Livonia, MI 48154

Re: Petition 2022-06-02-14 – Livonia Athletic District

Dear Mr. Hartzell:

At the 1,189th Public Hearing and Regular Meeting held by the City Planning Commission on July 19, 2022, in the Livonia City Hall, the following resolution was unanimously adopted:

#07-41-2022 ***RESOLVED***, That pursuant to a Public Hearing having been held by the City Planning Commission on July 19, 2022, on Petition 2022-06-02-14 submitted by Stark Road Holdings L.L.C. requesting Special Waiver Use approval for a Planned Development under Sections 3.04 and 5.02 of the Livonia Vision 21 Zoning Ordinance, as amended, to utilize a Class C liquor license (sale of beer, wine and spirits for consumption on the premises) in connection with the operation of a multi-purpose recreational facility (Livonia Athletic District) at 14255 Stark Road, located on the west side of Stark Road between Schoolcraft Road and Lyndon Avenue in the Southeast ¼ of Section 21, the Planning Commission does hereby recommend to the City Council that Petition 2022-06-02-14 be denied for the following reasons:

1. That the petitioner has failed to affirmatively show that the proposed utilization of a Class C liquor license at this location would comply with all the general waiver use standards and requirements as set forth in Sections 3.04 and 5.02 of the Livonia Vision 21 Zoning Ordinance, as amended.

2. That the petitioner has not sufficiently demonstrated that the proposed utilization of a Class C liquor license at this location would be compatible to and in harmony with surrounding residential nieghborhoods in the area.

3. That it has not been demonstrated that the utilization of a Class C liquor license at this location is needed for this facility to flourish.

4. That the petitioner has failed to adequately demonstrate that the facility has the capacity to accommodate the proposed Class C liquor license, and

5. That the utilization of a Class C liquor license at this location is contrary to the goals and objectives of the Zoning Ordinance which, among other things, are intended to ensure suitability and appropriateness of uses.

FURTHER RESOLVED, That notice of the above hearing was given in accordance with the provisions of Section 13.13 of Livonia Vision 21 Zoning Ordinance, as amended.

Please be advised that the petitioner has 10 business days to appeal the decision in writing to the Livonia City Council, pursuant to Section 13.13(10)of the Livonia Vision 21 Zoning Ordinance, as amended. The fee for an appeal is $400.00.

Very truly yours,

CITY PLANNING COMMISSION

Sam Caramagno, Secretary

CITY OF LIVONIA, MICHIGAN
APPLICATION FOR WAIVER USE APPROVAL

All applications must be presented in triplicate to the City Clerk, 33000 Civic Center Drive, Livonia, MI 48154-3097. Applications **must** include property owner's name, address and notarized signature.

For filing fee see below for computation

Date Filed: 06/17/2022 Petition 2022-06-02-14

Site Address: 14255 STARK ROAD Sidwell 46-084-99-0003-000 Zoning of Property N-2

Requesting Approval To PLANNED GENERAL DEVELOPMENT - SPECIAL WAIVER

Applicant: Jonathan Hartell Business/Company: Stark Road Holdings LLC

Applicant's Address: 14255 Stark D City: Livonia State: MI Zip Code: 48154

Applicant's Phone # (248) 854-8005 Applicant's Email Jon@DetroitRisingDevelopment.com

Contact Person: Jon Hartell Business/Company: SAME

Contact's Address: SAME City: " State: " Zip Code: "

Contact's Phone # ( ) SAME Contact's Email SAME

RECEIVED
2022 MAY -8 PM 4:21
OFFICE OF THE CITY CLERK

RECEIVED
JUN 17 2022
CITY OF LIVONIA
PLANNING COMMISSION

Please provide the following information:

1) **Site Plan** showing:
   - property dimensions, including road right-of-way & building setback lines
   - foot print of building(s), including dimensions & square footage
   - all easements, protective walls, sidewalks & existing trees
   - any significant topographic features (existing or proposed)
   - parking layout, including type of surface material, sizes of spaces & aisles
   - method used in calculating parking requirement
   - location of light standards servicing parking lot & cutout showing type & height
   - location of trash receptacle, including description of screening
   - location of signs
2) **Detailed Landscape Plan** including:
   - listing or labeling of all planted materials as to type and size
   - areas to be fully irrigated
   - percentage of landscaping provided (15% of total site required)
3) **Building Elevation Plan** depicting:
   - architectural quality
   - wall section & detail plan - exterior building materials must be labeled (i.e. brick, thin brick, E.F.I.S.)
   - all visible rooftop mechanical equipment and how they will be screened
4) **General Floor Plan** showing:
   - floor layout
   - entrances & exits
   - restaurants are required to illustrate seating arrangement & capacity
5) **One (1) set of reduced plans (i.e. site, landscape, elevation, floor), a maximum 11" x 17" in size, or digital file in a .pdf format either on CD or emailed to** planning@livonia.gov
6) **Legal Description** of the property to be considered (Clearly Printed)
7) Three (3) completed application forms & **three (3)** sets of full-size drawings

You are invited and encouraged to review your proposal with the Planning Department staff. Only one set of preliminary drawings will be necessary for this analysis.

FEE COMPUTATION **$700.00 ($400 publication fee plus $300 base review fee) plus**

_____ sq. ft. of new construction x $20.00 per 1,000 sq. ft. plus $30 per lot or unit for residential construction. (**NOTE**: Round off to nearest 1,000) +

Total Amount Due $ 700.00

Owner of Property: Stark Road Holdings LLC

Owner's Address: 14255 Stark RD City: Livonia State: MI Zip Code: 48154

Owner's Phone # (248) 854 8005 Owner's Email Jon@DetroitRisingDevelopment.com

Signature of Owner: _____ Print Name: Jonathan Hartell

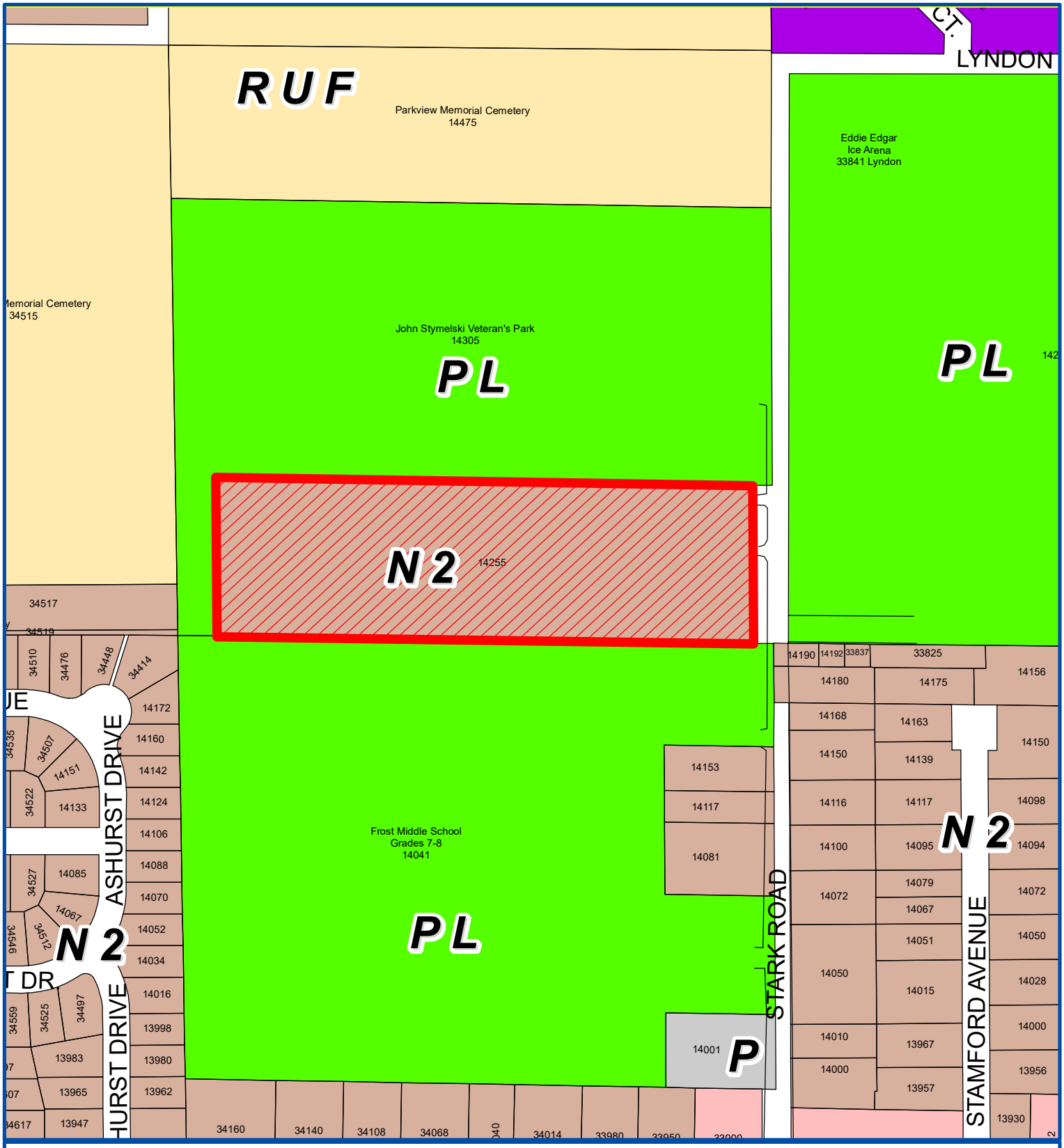
NORA BROCK
NOTARY PUBLIC, STATE OF MI
COUNTY OF LIVINGSTON
MY COMMISSION EXPIRES Sep 1, 2028
ACTING IN COUNTY OF WAYNE

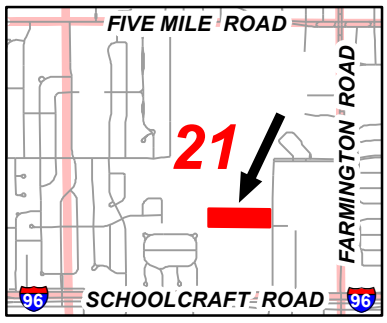
Subscribed and sworn to before me, a Notary Public in and for the County of LIVINGSTON State of MICHIGAN

on this 17th day of JUNE 20 22.

Signature of Notary Nora Brock My commission expires 9/1/2028

Acting in the County of WAYNE.





Address & Zoning Map

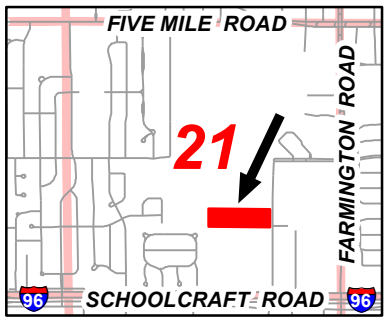
Petition 2022-06-02-14
Liviona Athletic District
14255 Stark Road
Class C License

N

Not to Scale

City of Livonia
Planning Department





Aerial Map

Petition 2022-06-02-14
Liviona Athletic District
14255 Stark Road
Class C License

N

Not to Scale

City of Livonia
Planning Department

PLANNING COMMISSION STAFF NOTES

PUBLIC HEARING

ITEM 3

Petition 2022-06-02-14 submitted by Stark Road Holdings L.L.C. requesting Special Waiver Use approval for a Planned Development under Sections 3.04 and 5.02 of the Livonia Vision 21 Zoning Ordinance, as amended, to utilize a Class C liquor license (sale of beer, wine and spirits for consumption on the premises) in connection with the operation of a multi-purpose recreational facility (Livonia Athletic District) at 14255 Stark Road, located on the west side of Stark Road between Schoolcraft Road and Lyndon Avenue in the Southeast ¼ of Section 21.

July 12, 2022: Study Meeting:

This item involves a request to utilize a Class C liquor license (sale of beer, wine and spirits for consumption on the premises) in connection with the operation of a proposed Planned General Development called the Livonia Athletic District (LAD). The proposed development would operate the liquor license in specific interior areas of the existing building. Alcohol would be permitted in shared spaces including Café LAD, the arcade, soccer observation lounge, putting green & golf lounge, the eastern observation area of the pickle ball courts and connecting hallways. Proposed Point of Sales are located in the Café LAD and the dogleg golf observation area. Alcohol would not be permitted on any of the playing surfaces.

The subject property is zoned N-2, Neighborhood District, which does not permit or allow liquor licenses per se. However, Section 5.02 of the Livonia Vision 21 Zoning Ordinance provides special standards for Planned Developments that allow modifications of the ordinance for uses not permitted in the N-2 District. Uses not permitted may be allowed when they are related to an overall concept of a Planned Development.

Class C liquor licenses are regulated under Section 6.22 of The Livonia Vision 21 Zoning Ordinance. One special requirement specifies that no Class C licensed establishments shall be located within 1,000 feet of any other such licensed establishment as measured from the actual premises being used or proposed for use of the respective properties; provided, however, that with respect to those licensed establishments which are utilized primarily as restaurants or for dining facilities, the foregoing 1,000-foot requirement may be waived by the City Council. There are no such licensed establishment within 1,000 feet of the proposed Planned Development.

Another special requirement of Section 6.22 specifies that a proposed Class C-licensed establishment shall be located at least 400 feet distant away from any church or school building as measured from the nearest point on the building proposed to be licensed to the existing church or school building. No such

establishments are within 400 feet of the Planned Development. Measured at the closest points between buildings, LAD is 447 feet from Frost Middle School and 956 feet from Christ Our Savior Luthern Church/Early Childhood center.

July 19, 2022: Public Hearing:

Approving Resolution: That the request to utilize a Class C liquor license in connection with the operation of a multi-purpose recreational facility (Livonia Athletic District) at 14255 Stark Road is hereby approved, subject to the following conditions and for the following reasons:

1. All unpaid taxes shall either paid in full prior to final action of the City Council or be paid in full according to a specific payment schedule as approved by City Council and the City Treasurer.

2. The serving and consumption of alcohol in connection with a Class C license at this location shall be limited to the interior of the existing building, and there shall be no serving or consumption of alcohol on the property outside of the building.

3. The serving and consumption of alcohol shall be limited to the areas shown on the Enlarged Floor Plans, Sheets A/4.01 thru A/4.07 dated June 16, 2022 as prepared by Five Eighths.

4. That the operation of a Class C liquor license at this location complies with all of the general waiver use standards and requirements as set forth in Sections 3.04 and 5.02 of the Livonia Vision 21 Zoning Ordinance, as amended.

5. That the subject site has the capacity to accommodate the proposed use.

6. That providing alcohol beverages at this location is an amenity that customers of the facility have requested and will allow LAD to retain and increase membership to become more economically viable.

Denying Resolution: That the request to utilize a Class C liquor license in connection with the operation of a multi-purpose recreational facility (Livonia Athletic District) at 14255 Stark Road, is hereby denied for the following reasons:

1. That the petitioner has failed to affirmatively show that the proposed utilization of a Class C liquor license at this location would comply with all the general waiver use standards and requirements as set forth in Sections 3.04 and 5.02 of the Livonia Vision 21 Zoning Ordinance, as amended.

2. That the petitioner has not sufficiently demonstrated that the proposed utilization of a Class C liquor license at this location would be compatible to and in harmony with surrounding residential nieghborhoods in the area..

3. That it has not been demonstrated that the utilization of a Class C liquor license at this location is needed for this facility to flourish.

4. That the petitioner has failed to adequately demonstrate that the facility has the capacity to accommodate the proposed Class C liquor license, and

5. That the utilization of a Class C liquor license at this location is contrary to the goals and objectives of the Zoning Ordinance which, among other things, are intended to ensure suitability and appropriateness of uses.

LIVONIA ATHLETIC DISTRICT

14255 STARK ROAD - LIVONIA - MICHIGAN - 48154

PLANNED GENERAL DEVELOPMENT - SPECIAL WAIVER USE APPLICATION (PHASE 2)

PROJECT TITLE | 3

ARCHITECT:

FIVE - EIGHTHS
2321 WOLCOTT STREET
FERNDALE - MICHIGAN - 48220

CONTACT - GRANT JEFFRIES
248 - 981 - 8744
GRANT@FIVE-EIGHTHS.COM

CLIENT / BUILDING OWNER:

DETROIT RISING DEVELOPMENT
14255 STARK ROAD
LIVONIA - MICHIGAN - 48154

CONTACT - JON HARTZELL
248-854-8005
JON@DETROITRISINGDEVELOPMENT.COM

GENERAL CONTRACTOR:

DETROIT RISING DEVELOPMENT
14255 STARK ROAD
LIVONIA - MICHIGAN - 48154

CONTACT - RICK STANZA
586 - 879 - 8163
RSTANZA@DETROITRISINGDEVELOPMENT.COM

PROJECT DIRECTORY | 11

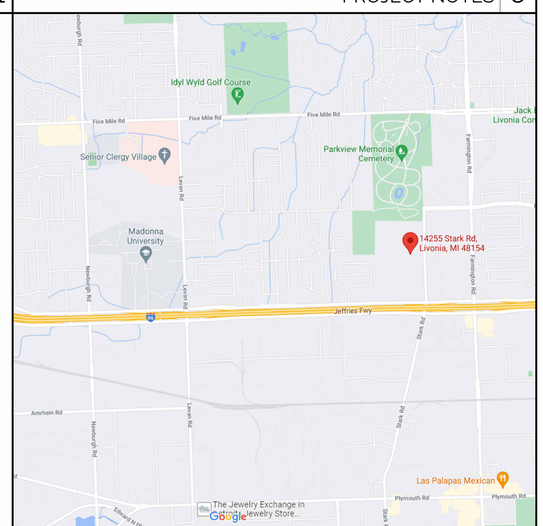
1. DO NOT SCALE DRAWINGS. CONSULT OWNER IF DIMENSIONAL QUESTION ARISES.
2. CONTRACTOR SHALL PROVIDE ALL ITEMS, ARTICLES, MATERIALS, AND OPERATIONS SCHEDULED INCLUDING ALL LABOR, MATERIALS, AND INCIDENTALS REQUIRED FOR COMPLETION.
3. ALL CONSTRUCTION SHALL CONFORM TO ALL APPLICABLE LOCAL, STATE, AND FEDERAL CODES/LAWS. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL APPLICABLE BUILDING AND OTHER PERMITS REQUIRED FOR THE COMPLETION OF THE WORK.
4. ALL DIMENSIONAL LUMBER, PLYWOOD, PARTICLE BOARD, FITTING, AND BLOCKING SHALL BE PRESSURE TREATED/UL CERTIFIED NON-COMBUSTIBLE.
5. CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS SHOWN ON THE DRAWINGS AT THE JOB SITE.
6. NOTIFY THE ARCHITECT OR OWNER PRIOR TO COMMENDING WORK OF ANY DISCREPANCIES, CONFLICTS, OR OMISSIONS IN THE CONSTRUCTION DOCUMENTS AND FIELD CONDITIONS. AN ADDENDUM WILL BE ISSUED AS NECESSARY AND WILL BECOME A PART OF THE CONTRACT DOCUMENTS. FOR THOSE DISCREPANCIES NOT BROUGHT TO THE ATTENTION OF THE OWNER, IT WILL BE ASSUMED THAT THE CONTRACTOR HAS BID THE MORE EXPENSIVE METHOD OF CONSTRUCTION.
7. COORDINATE ALL WORK BEFORE AND DURING CONSTRUCTION WITH ALL OTHER AFFECTED TRADES.
8. WHERE INTERFACES DEVELOP, NOTIFY OWNER FOR RESOLUTION OF CONFLICT.

PROJECT NOTES | 8

PROPERTY INFORMATION:

PIN:	46-084-99-0003-000
ZONING:	N-2 NEIGHBORHOOD
TYPE OF CONSTRUCTION:	3B
LOT AREA:	9.56 ACRES
YEAR BUILT:	1968
NUMBER OF BUILDINGS:	2
NUMBER OF STORIES:	2 (INCLUDING BASEMENT)
BUILDING AREA:	95,531 SF (INCLUDING BASEMENT)
HEIGHT:	22'-4"
PARKING SPACES:	96
SPRINKLERED:	NO

PROJECT INFORMATION | 10



VICINITY MAP | 7
NOT TO SCALE
"SCALE"

THIS PHASE OF THE PROJECT, PLANNED GENERAL DEVELOPMENT - SPECIAL WAIVER USE APPLICATION (PHASE 2), IS TO OBTAIN A LIQUOR LICENSE FOR PORTIONS OF THE LIVONIA ATHLETIC DISTRICT. THIS APPLICATION COVERS INTERIOR AREAS ONLY AND ANY EXTERIOR USES THAT REQUIRE A WAIVER WILL BE IN A FUTURE PHASE.

INTERIOR MODIFICATIONS INCLUDE THE ADDITION OF BATHROOMS, BARS, AND KITCHEN PREP SPACES.

THERE ARE NO PROPOSED EXTERIOR MODIFICATIONS IN THIS PHASE.

NO STRUCTURAL MODIFICATIONS ARE BEING PROPOSED FOR THIS PHASE.

HVAC MODIFICATIONS WILL BE LIMITED TO SOME DUCTWORK MODIFICATIONS BASED ON NEW CEILINGS/LAYOUTS.

ELECTRICAL MODIFICATIONS INCLUDE NEW INTERIOR/EXTERIOR LIGHTING IN THE COMMON AREAS AND SOME OUTLETS/SWITCHES IN THE NEW INTERIOR DEMISING WALLS.

FUTURE PROJECT PHASES WILL BE PERMITTED SEPARATELY. INTENDED AND COMPLETED PHASES ARE AS FOLLOWS:

PREVIOUS PHASES:

PHASE 1 - LIVONIA ATHLETIC DISTRICT
PURPOSE: ORIGINAL BUILD-OUT AND EXTERIOR SIGN PERMIT
STATUS: COMPLETE

CURRENT PHASE:

PHASE 2 - PLANNED GENERAL DEVELOPMENT SPECIAL WAIVER USE
PURPOSE: TO OBTAIN WAIVER FOR LIQUOR LICENSE FOR SPECIFIC INTERIOR AREAS
STATUS: CURRENT

FUTURE PHASES:

PHASE 3 - INDIVIDUAL BUILDING PERMITS FOR PERMITS FOR "DOGLEG" GOLF SIMULATORS, CAFE LAD, & LOWER LEVEL TENANT
PURPOSE: TENANT BUILDOUTS
STATUS: FUTURE

PHASE 4 - PLANNED GENERAL DEVELOPMENT SPECIAL WAIVER USE
PURPOSE: TO OBTAIN WAIVER FOR LIQUOR LICENSE FOR EXTERIOR AREAS
STATUS: FUTURE

PHASE 5 - INDIVIDUAL BUILDING PERMITS FOR BACKYARD AND "BIG PICKLE" PICKLEBALL COURTS
PURPOSE: TENANT BUILDOUTS
STATUS: FUTURE

PROJECT DESCRIPTION | 4

G/ 0.01	TITLE SHEET
G/ 0.02	GENERAL NOTES
G/ 0.03	CODE REVIEW
C/ 1.00	SITE PLAN / AREA PLAN
C/ 1.01	SURVEY
A/ 1.00	FLOOR PLAN / LOWER LEVEL
A/ 1.01	FLOOR PLAN / FIRST FLOOR
A/ 2.01	ELEVATIONS / EXTERIOR
A/ 4.01	ENLARGED PLANS / CAFE L.A.D.
A/ 4.02	ENLARGED FLOOR PLANS / OBSERVATION
A/ 4.03	ENLARGED PLANS / "DOGLEG"
A/ 4.04	ENLARGED PLANS / "BIG PICKLE"
A/ 4.05	ENLARGED PLANS / BATHROOMS
A/ 4.06	ENLARGED PLANS / BATHROOMS
A/ 4.07	ENLARGED PLANS / BATHROOMS

SHEET LIST | 1

FIVE - EIGHTHS
2321 WOLCOTT STREET
FERNDALE - MI - 48220
313 - 936 - 0835
INFO@FIVE-EIGHTHS.COM

LIVONIA ATHLETIC DISTRICT
14255 STARK RD - LIVONIA - MICHIGAN - 48154

TITLE SHEET
PLANNED GENERAL DEVELOPMENT WAIVER APPLICATION
SHEET 1 OF 15

STATE OF MICHIGAN
GRANT A. JEFFRIES
ARCHITECT
No. 1301062494
LICENSED ARCHITECT

PROJECT ISSUE DATE:
06/16/2022

G/
0.01

CENTER POST
SECTION 21
T-1S, R-9E
CITY OF LIVONIA
WAYNE COUNTY,
MICHIGAN

LEGEND – EXISTING

SECTION LINE	SAN. MH	GAS METER	MISC. TOPO. FEATURE
E/ PAVEMENT	SAN. CLEAN OUT	GAS RISER	SURVEY CONTROL POINT
CURB	SAN. RISER	GAS VALVE	FOUND IRON
E/ GRAVEL	SAN. PUMP STATION	GAS MH	FOUND NAIL
CL ROAD	COMB. MH	TELE. RISER	F. CUT CROSS
E/ WALK	GATE VALVE	TELE. MH	SECTION COR.
RAILROAD	HYDRANT	TELE. CROSS BOX	FENCE POST
E/ BRICK	WATER VALVE	CABLE RISER	BENCHMARK
MISC. LINE	WATER METER	PAY PHONE	FOUND PIPE
FENCE	POST INDICATOR VALVE		FOUND MON.
GUARD RAIL	WELL HEAD	MANHOLE	ASPH. ASPHALT
WALL	FDC CONNECTION	SIGN	CONC. CONCRETE
BLDG. LINE	IRRIGATION CONTROL BOX	FROT. POST/GUARD POST	A.C. AIR CONDITIONER
OVERHEAD WIRES	STORM MH	GUY	G.P. GUARD POST
RAILING	CATCH BASIN	DECIDUOUS TREE	C.L.F. CHAIN-LINK FENCE
OVERHANG LINE	BEEHIVE CB	CONIFEROUS TREE	D.L. DOOR LEDGE
T/ BANK	CULVERT E.S.	DEAD TREE	F.F. FINISHED FLOOR
B/ BANK	ROOF/DOWN SPOUT	UTILITY FLAG	O.H. OVERHANG
CL DITCH/STREAM	OVERFLOW/OUTLET STRUCTURE	BLDG. CORNER (FIELD LOCATED)	F.I. FOUND IRON
SHRUB LINE	STORM CLEAN OUT	HANDICAP PARKING	S.I. SET IRON
TREE LINE	ROUND CB	WETLAND FLAG	F.I.P. FOUND IRON PIPE
WATER EDGE	LIGHT POLE	BUSH/SHRUB	(M) MEASURED
WETLAND LINE	UTILITY POLE	PARKING METER	(R) RECORD
STORM LINE	ELEC. TRANS.	RESIDENTIAL MAILBOX	F.M. FOUND MONUMENT
SAN. LINE	AIR CONDITIONER	U.S. MAILBOX	S.N. SET NAIL
WATER LINE	ELEC. MH	000.00+ EXISTING ELEVATION	CMP CORRUGATED METAL PIPE
GAS LINE	ELEC. METER		RCP REINFORCED CONCRETE PIPE
UG ELEC. LINE	ELEC. RISER	SOIL BORING	G.L. GROUND LIGHT
UG TELE. LINE	TRAFFIC CONTROL BOX	MONITORING WELL	RECORD STM MH. (NOT FIELD LOCATED)
UG CABLE TV LINE	STEAM MH	LAWN IRRIG. HEAD	
PAINT STRIPE	PUBLIC LIGHTING MH	CENTERLINE R.R. TRACK	
COMBINED SEWER			
PLD LINE			
STEAM LINE			
ELECTRIC OVERHEAD			
TELEPHONE OVERHEAD			

NOTES:

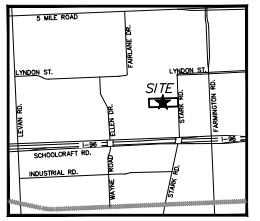
- SURVEY IN ACCORDANCE WITH TITLE COMMITMENT NO. NCS-1038988-MICH, PREPARED BY FIRST AMERICAN TITLE INSURANCE COMPANY, DATED SEPTEMBER 23, 2020)
- THIS PARCEL IS LOCATED WITHIN A FEDERALLY DESIGNATED FLOOD HAZARD AREA ZONE "X" (AREA DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN) IN ACCORDANCE WITH THE FEDERAL INSURANCE RATE MAP, PANEL NUMBER 44 OF 575, MAP NUMBER 26163C0044E, EFFECTIVE DATE FEBRUARY 2, 2012.
- THE BASIS OF BEARING FOR THE PROPERTY DESCRIPTION OVERALL PARCEL AS FIELD SURVEYED IS BASED ON RECORD DESCRIPTION.
- THE DISTANCE TO THE NEAREST INTERSECTING STREET IS 950'+/- TO LYNDON ROAD.
- WITH REGARD TO TABLE A, ITEM 6, NO ZONING REPORT LETTER HAS BEEN PROVIDED TO THE SURVEYOR BY THE CLIENT. THEREFORE SETBACK INFORMATION IS NOT SHOWN ON THIS DRAWING.
- THERE IS NO EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS OBSERVED IN THE PROCESS OF CONDUCTING FIELD WORK.
- THERE IS NO EVIDENCE OF PROPOSED CHANGES IN STREET RIGHT OF WAY LINES.
- THERE IS NO EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS OBSERVED IN THE PROCESS OF CONDUCTING FIELDWORK, UNLESS OTHERWISE NOTED.

TABLE OF ENCROACHMENTS

A	BUILDING ENCROACHMENT INTO THE DRAINAGE EASEMENT

UNDERGROUND UTILITY LOCATIONS:
- NO UNDERGROUND UTILITIES FLAGGED OR MARKED BY UTILITY COMPANIES AND NO UNDERGROUND UTILITY MAPS PROVIDED BY THE CLIENT. UNDERGROUND UTILITY CONNECTIONS AS SHOWN ON THE SURVEY ARE FROM RECORD DRAWING PROVIDED BY CITY OF LIVONIA AND MISS DIG.

NOTE TO THE CLIENT, INSURER, AND LENDER :
WITH REGARD TO TABLE A, ITEM 11, INFORMATION FROM THE SOURCES CHECKED (SEE UNDERGROUND UTILITY LOCATION NOTE) ABOVE WILL BE COMBINED WITH OBSERVED EVIDENCE OF UTILITIES PURSUANT TO SECTION 5.E.iv. TO DEVELOP A VIEW OF THE UNDERGROUND UTILITIES. HOWEVER, LACKING EXCAVATION, THE EXACT LOCATION OF UNDERGROUND FEATURES CANNOT BE ACCURATELY, COMPLETELY, AND RELIABLY DEPICTED.



LOCATION MAP
(NOT TO SCALE)

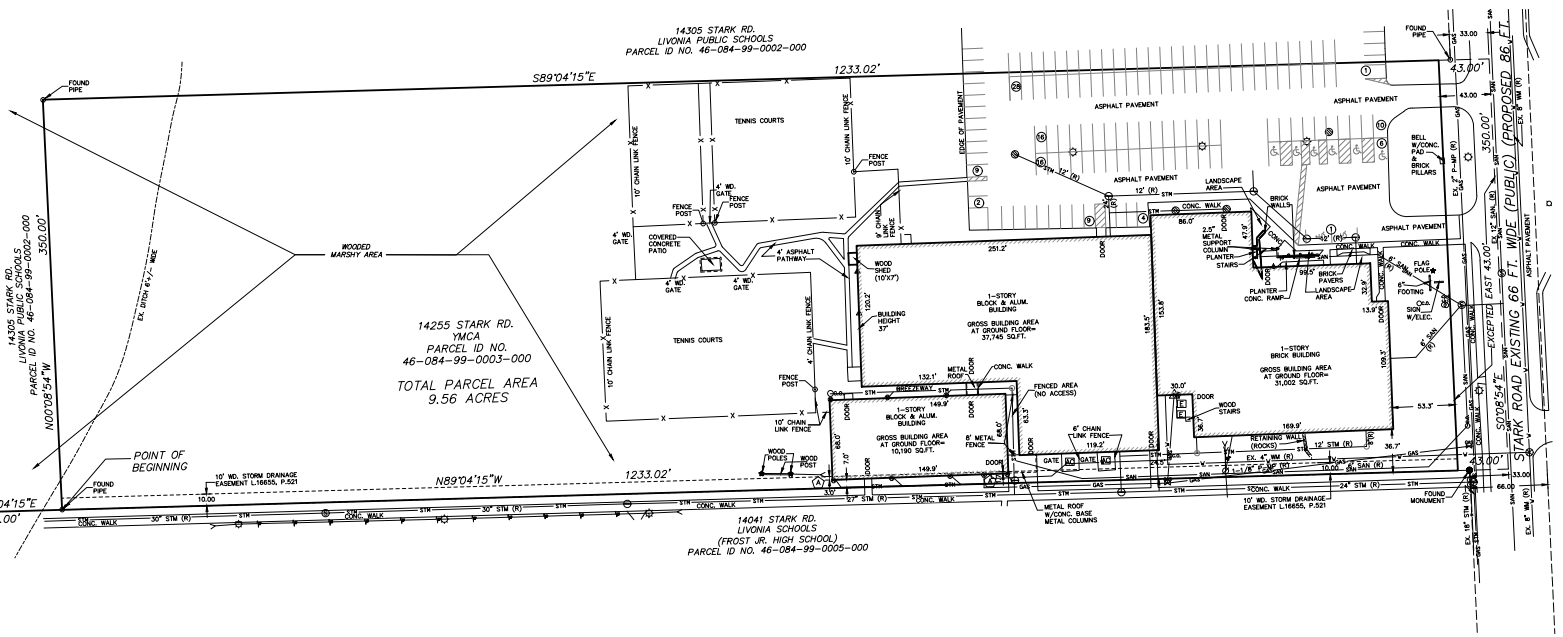
ZONING INFORMATION

ZONED R-2 (ONE FAMILY RESIDENTIAL)

ABOVE INFORMATION TAKEN FROM CITY OF LIVONIA ZONING MAP.
https://livoniacity.maps.arcgis.com

PARKING INFORMATION

REGULAR SPACES =	95
HANDICAPPED SPACES =	8
TOTAL =	103



LOT 32
STONELEIGH VILLAGE SUB. L.97, PAGES 22, 23, & 24

E. WD. PUBLIC WALKWAY

NORTH-SOUTH 1/4 LINE
N00°49'15"W 1308.82'

POINT OF COMMENCEMENT
SOUTH 1/4 CORNER
SECTION 21
T-1S, R-9E
CITY OF LIVONIA
WAYNE COUNTY, MICHIGAN

PROPERTY DESCRIPTION

(PER TITLE COMMITMENT NO. NCS-1038988-MICH, PREPARED BY FIRST AMERICAN TITLE INSURANCE COMPANY, DATED SEPTEMBER 23, 2020)

LAND IN THE CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN, DESCRIBED AS FOLLOWS:

THAT PART OF THE SOUTHEAST 1/4 OF SECTION 21, TOWN 1 SOUTH, RANGE 9 EAST, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN, DESCRIBED AS: BEGINNING AT A POINT ON THE NORTH AND SOUTH 1/4 LINE OF SAID SECTION 21 DISTANT NORTH 0 DEGREES 49 MINUTES 15 SECONDS WEST, 1308.82 FEET ALONG THE NORTH AND SOUTH 1/4 LINE OF SECTION 21 AND SOUTH 89 DEGREES 04 MINUTES 15 SECONDS EAST, 86.00 FEET FROM THE SOUTH 1/4 CORNER OF SECTION 21; PROCEEDING THENCE NORTH 0 DEGREES 08 MINUTES 54 SECONDS WEST, 350.00 FEET; THENCE SOUTH 89 DEGREES 04 MINUTES 15 SECONDS EAST, 1233.02 FEET; THENCE SOUTH 0 DEGREES 08 MINUTES 54 SECONDS EAST ALONG THE CENTER LINE OF STARK ROAD (66.00 FEET IN WIDTH), 350.00 FEET; THENCE NORTH 89 DEGREES 04 MINUTES 15 SECONDS WEST, 1233.02 FEET TO THE POINT OF BEGINNING, EXCEPT THE EAST 43.00 FEET.

SCHEDULE B – II. EXCEPTIONS:

(PER TITLE COMMITMENT NO. NCS-1038988-MICH, PREPARED BY FIRST AMERICAN TITLE INSURANCE COMPANY, DATED SEPTEMBER 23, 2020)

7. SUBJECT TO THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "RESOLUTION FOR MASTER SCHOOL AND PARK PLAN" RECORDED AS LIBER 16117, PAGE 600 OF OFFICIAL RECORDS.
– NO PLOTTABLE EASEMENT.

8. SUBJECT TO THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "MASTER SCHOOL AND PARK PLAN" RECORDED AS LIBER 16192, PAGE 256 OF OFFICIAL RECORDS.
– YMCA PARCEL IS A PART OF THE DESCRIBED PARCELS (d) IN SECTION NO. 21 UNDER PARKS.

9. SUBJECT TO THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED "GRANT OF EASEMENT" RECORDED AS LIBER 16655, PAGE 521 OF OFFICIAL RECORDS.
– 10' WD. STORM DRAINAGE EASEMENT SHOWN ON SURVEY.

CERTIFICATION

TO:
- FIRST AMERICAN TITLE INSURANCE COMPANY
- STARK ROAD HOLDINGS, LLC, A MICHIGAN LIMITED LIABILITY COMPANY
- YOUNG MEN'S CHRISTIAN ASSOCIATION OF METROPOLITAN DETROIT, A MICH. NON-PROFIT CORPORATION

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 6(a), 6(b), 7(a), 7(b)(1), 8, 9, 10, 11(a), 11(b), 13, 16, 17, 18, 19 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON MAY 26, 2021.

DATE OF PLAT OR MAP: MAY 27, 2021

JOHN NICHOLAS REDASH, MICHIGAN P.S. NO. 4001037281
jredash@giffelswebster.com

STATE OF MICHIGAN
JOHN NICHOLAS REDASH
PROFESSIONAL SURVEYOR
No. 4001037281

giffels webster
Engineers
Surveyors
Planners
Landscape Architects
28 West Adams Road
Suite 1200
Detroit, MI 48226
p (313) 962-4442
f (313) 962-5068
www.giffelswebster.com

Executive:	JNR
Manager:	LDA
Designer:	LDA
Quality Control:	JNR
Section:	21
	T-1-S R-9-E

Professional Seal

Know what's below. Call before you dig.

DATE:	ISSUE:
Date	Issue

ALTA/NSPS LAND TITLE SURVEY

14255 STARK RD.
YMCA

City of Livonia
Wayne County
MICHIGAN

Date:	05.27.21
Scale:	1"=50'
Sheet:	1 of 1
Project:	20043.00

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N:\20\20043\20043.00 YMCA Livonia\Drawings\ALTA\20043.00 YMCA ALTA Survey.dwg

2015 MICHIGAN PLUMBING CODE (MPC)

NOTE: THE FIGURES BELOW ARE CALCULATIONS FOR THE USE 'A-3' PORTIONS OF THE FIRST FLOOR AND FIELD HOUSE THAT WILL REQUIRE ACCESS TO THE THE FIRST FLOOR BATHROOMS AND FIELD HOUSE BATHROOMS, INCLUDING SPACES SERVING ALCOHOL. FOR THE REST OF THE BUILDING, THE USE IS NOT CHANGING. TENANT SPACES IN THE BUILDING HAVE THEIR OWN DEDICATED BATHROOMS.

USE A-3:

ONE TOILET PER 125 FOR MEN
ONE TOILET PER 65 FOR WOMEN
ONE SINK PER 200 OCCUPANTS
ONE DRINKING FOUNTAIN PER 500 OCCUPANTS

PLUMBING FIXTURE CALCULATIONS

FIRST FLOOR OCCUPANT LOAD: 1,112 OCCUPANTS

(1,112/2/125)=	4.44 WATER CLOSETS FOR MEN
(1,112/2/65)=	8.63 WATER CLOSETS FOR WOMEN
(1,112/2/200)=	2.78 LAVATORIES FOR MEN
(1,112/2/200)=	2.78 LAVATORIES FOR WOMEN
(1,112/500)=	2.22 DRINKING FOUNTAINS

ACTUAL NUMBER OF PLUMBING FIXTURES (EXCLUDING PHASE 5 BATHROOMS)*:

WATER CLOSETS (MEN):	9	**(COMPLIES)**
WATER CLOSETS (WOMEN):	9	**(COMPLIES)**
UNISEX ADA BATHROOM:	2	**(COMPLIES)**
LAVATORIES (MEN):	5	**(COMPLIES)**
LAVATORIES (WOMEN):	5	**(COMPLIES)**
SERVICE SINK:	1	**(COMPLIES)**
DRINKING FOUNTAIN:	3	**(COMPLIES)**

***NOTE:** REFER TO SHEET A/4.05 FOR THE EXISTING LAYOUT OF THE "BIG PICKLE" PICKLEBALL COURTS BATHROOMS WHICH WILL BE UTILIZED FOR PHASES 2-4 AND ARE INCLUDED IN THE CALCULATION ABOVE.

CODE REVIEW / PLUMBING FACILITIES - LAD | 12

2015 MICHIGAN BUILDING CODE (MBC)

MAXIMUM FLOOR AREA ALLOWANCES PER OCCUPANT PER TABLE 1004.1.2:

USE B:

1 OCCUPANT PER 100 GROSS SF FOR BUSINESS AREAS

USE A-2:

1 OCCUPANT PER 200 GROSS FOR COMMERICAL KITCHENS
1 OCCUPANT PER FIXED SEATING

USE A-3:

1 OCCUPANT PER 50 GROSS SF FOR LOCKER ROOMS
1 OCCUPANT PER 50 GROSS SF FOR EXERCISE ROOMS
1 OCCUPANT PER 50 GROSS SF FOR POOL
1 OCCUPANT PER 15 GROSS SF FOR POOL DECK
1 OCCUPANT PER 300 GROSS SF FOR STORAGE/MECHANICAL AREAS

BASED ON THE ABOVE FIGURES, REFER OT THE OCCUPANCY PLAN BELOW FOR OCCUPANT LOADS OF EACH OF THE MAIN AREAS.

OCCUPANT LOAD OF USE 'B' SPACES:	78
OCCUPANT LOAD OF THREE FIELD HOUSES:	852
OCCUPANT LOAD OF USE REST OF FIRST FLOOR:	504
TOTAL OCCUPANT LOAD OF FIRST FLOOR:	**1,434 OCCUPANTS**

CODE REVIEW / OCCUPANT LOAD - LAD | 9

2015 MICHIGAN BUILDING CODE (MBC)

USE AND OCCUPANCY CLASSIFICATIONS PER CHAPTER 3:

303.3 ASSEMBLY GROUP A-2. GROUP A-2 OCCUPANCY INLUCDES ASSEMBLY USES INTENDED FOR FOOD AND/OR DRINK CONSUMPTION INCLUDING, BUT NOT LIMITED TO:

- RESTAURANTS, CAFETERIAS & SIMILAR DINING FACILITIES (INCLUDING ASSOCIATED COMMERICAL KITCHENS)
- TAVERNS & BARS

303.4 ASSEMBLY GROUP A-3. GROUP A-3 OCCUPANCY INCLUDES ASSEMBLY USES INTENDED FOR WORSHIP, RECREATION OR AMUSEMENT AND OTHER ASSEMBLY USES NOT CLASSIFIED ELSEWHERE IN GROUP A INCLUDING, BUT NOT LIMITED TO:

- GYMNASIUMS (WITHOUT SPECTATOR SEATING)
- INDOOR SWIMMING POOLS (WITHOUT SPECTATOR SEATING)
- INDOOR SPORTS COURTS (WITHOUT SPECTATOR SEATING)

304.1 BUSINESS GROUP B. BUSINESS GROUP B OCCUPANCY INCLUDES, AMONG OTHERS, THE USE OF A BUILDING OR STRUCTURE, OR A PORTION THEREOF, FOR OFFICE, PROFESSIONAL OR SERVICE-TYPE TRANSACTIONS, INCLUDING STORAGE OF RECORDS AND ACCOUNTS. BUSINESS OCCUPANCIES SHALL INCLUDE, BUT NOT BE LIMITED TO, THE FOLLWING.

-PROFESSIONAL SERVICES SUCH AS DENTISTS AND PHYSICIANS

CALCULATIONS:
USE A-3:

TOTAL SF	76,977 SF (0.1) = 7,687 SF
CAFE AND LOUNGE	1930 SF /76,977 = 0.2 = 2% **(COMPLIES)**

THE USE A-2 SPACES (CAFE AND LOUNGE) ARE LESS THAN 10% OF THE BUILDING AREA AND WILL BE AN CLASSIFIED AS AN ACCESSORY USE

THEREFORE, MOST OF THE BUILDING IS DESIGNATED AS USE A-3 AND THE TWO TENANT SUITES IN THE SOUTHWEST CORNER OF THE FIRST FLOOR WILL BE DESIGNATED AS USE B.

CODE REVIEW / USE CLASSIFICATION | 6

2015 MICHIGAN REHABILITATION CODE, MRCEB 2015

2015 MICHIGAN MECHANICAL CODE, MMC 2015

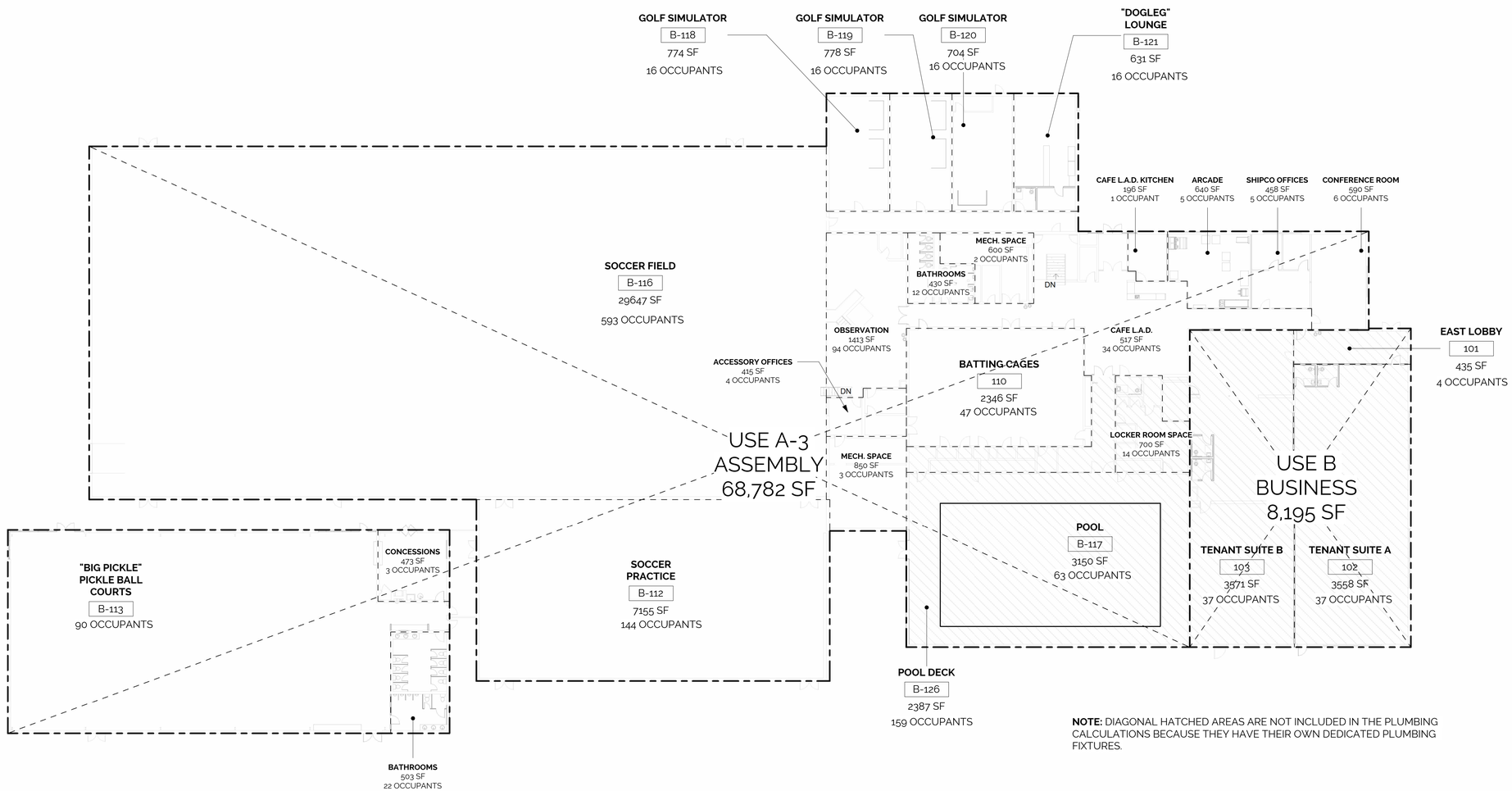
2015 MICHIGAN PLUMBING CODE, MPC 2015

2017 NATIONAL ELECTRIC CODE W/ STATE AMENDMENTS, NEC 2014

ASHRAE 90.1 (2013) STANDARD

ACCESSIBILITY: MICHIGAN BARRIER FREE DESIGN LAW, P.A. 1966 AS AMENDED AND THE ICC / ANSI A117.1-2009 STANDARD AS REFERENCED FROM CHAPTER 11 OF THE 2015 MBC.

APPLICABLE CODES | 3



NOTE: DIAGONAL HATCHED AREAS ARE NOT INCLUDED IN THE PLUMBING CALCULATIONS BECAUSE THEY HAVE THEIR OWN DEDICATED PLUMBING FIXTURES.

OCCUPANCY PLAN / FIRST FLOOR | 1
1" = 20'-0"

FIVE - EIGHTHS
2321 WOLCOTT STREET
FERNDALE - MI - 48220
313 - 936 - 0835
INFO@FIVE-EIGHTHS.COM

LIVONIA ATHLETIC DISTRICT
14255 STARK RD - LIVONIA - MICHIGAN - 48154

CODE REVIEW
PLANNED GENERAL DEVELOPMENT WAIVER APPLICATION
SHEET 3 OF 15

STATE OF MICHIGAN
GRANT A. JEFFRIES
ARCHITECT
No. 1301062494
LICENSED ARCHITECT

PROJECT ISSUE DATE:
06/16/2022

G/
0.03

CITY OF LIVONIA ZONING ORDINANCE

PER SECTION 3.03 - PERMITTED USES BY DISTRICT:

CURRENT ZONING DISTRICT N-2 NEIGHBORHOOD

N-2 PERMITTED USES:
- *PARKS AND OUTDOOR RECREATIONAL USES*
- *EDUCATIONAL USES*

N-2 WAIVER USES:
- *PRIVATELY OWNED AND OPERATED RECREATIONAL USES*

USES NOT ALLOWED IN N-2:
- *ESTABLISHMENTS HAVING LIQUOR LICENSES SUCH AS CLASS C, TAVERN, AND CLUB **

PER SECTION 5.01 - SPECIAL WAIVER USE STANDARDS FOR PLANNED GENERAL DEVELOPMENT:

(C) USES NOT PERMITTED IN THE ZONING ORDINANCE DISTRICT WITHIN THE PLANNED DEVELOPMENT IS LOCATED MAY BE PERMITTED WHEN SUCH USES ARE PRIMARILY DESIGNED AND INTENDED TO SERVICE RESIDENTS OF ANY PLANNED RESIDENTIAL

THEREFORE, WE ARE APPLYING FOR A PLANNED GENERAL DEVELOPMENT IN ORDER TO OBTAIN A LIQUOR LICENSE FOR CERTAIN PORTIONS OF THE INTERIOR OF THE LIVONIA ATHLETIC DISTRICT.

PER SECTION 6.22 - ESTABLISHMENTS HAVING LIQUOR LICENSES SUCH AS CLASS C, TAVERN, AND CLUB:

(A) ESTABLISHMENTS HAVING LIQUOR LICENSES SUCH AS CLASS C, TAVERN, CLUB, AND SMALL DISTILLER SHALL NOT BE LOCATED WITHIN 1,000' - 0" OF ANY OTHER SUCH LICENSED ESTABLISHMENT AS MEASURED FROM THE ACTUAL PREMISES BEING USED OR PROPOSED FOR USE OF THE RESPECTIVE PROPERTIES

(B) SUCH PROPOSED LICENSED ESTABLISHMENT SHALL BE LOCATED AT LEAST 400' - 0" DISTANT FROM ANY CHURCH OR SCHOOL BUILDING, EITHER PUBLIC OR PAROCHIAL, AS MEASURED FROM THE NEAREST POINT ON THE BUILDING PROPOSED TO BE LICENSED TO THE EXISTING CHURCH OR SCHOOL BUILDING

THE FROST MIDDLE SCHOOL IS APPROXIMATELY 457' - 0" FROM THE LIVONIA ATHLETIC DISTRICT **(COMPLIES).**

CODE REVIEW / PLANNED GENERAL DEVELOPMENT | 11

CITY OF LIVONIA ZONING ORDINANCE

PER SECTION 9.05 - MINIMUM NUMBER OF PARKING SPACES REQUIRED

- *PRIVATELY OWNED AND OPERATED RECREATIONAL USES - OFF-STREET PARKING FACILITIES SHALL BE PROVIDED ON THE PREMISES TO ACCOMMODATE 1/3 OF THE TOTAL MEMBER FAMILIES AND/OR INDIVIDUAL MEMBERS OF THE ORGANIZATION*
- *INDOOR RECREATIONAL USES - ONE PARKING SPACE FOR EACH 200SF OF FLOOR AREAS*

TOTAL SF FOR LAD

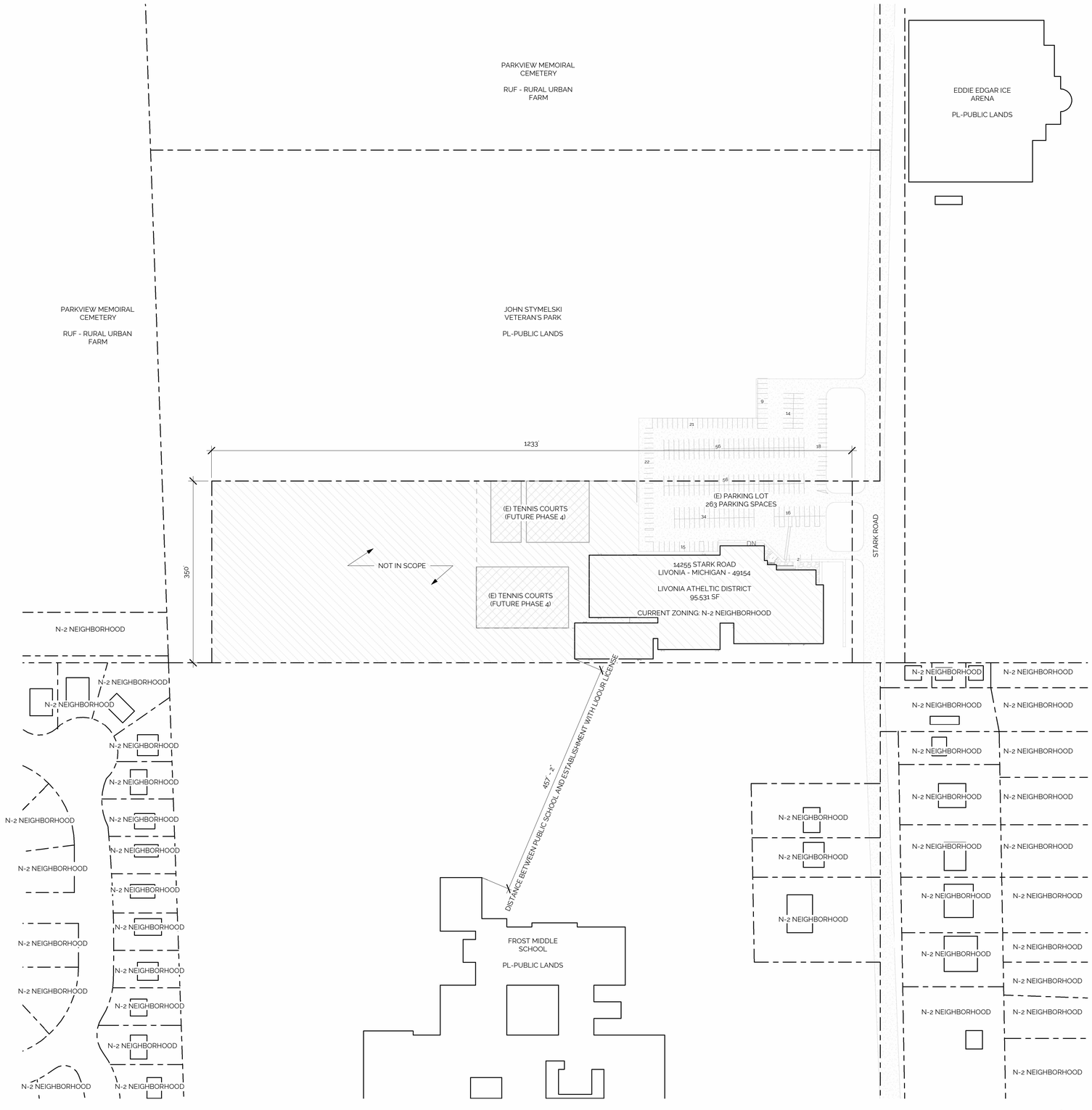
FIRST FLOOR	76,997 SF
LOWER LEVEL	16,620 SF
TOTAL:	93,597 SF

(93,597/200) - 467.98 PARKING SPACES FOR THE LIQUOR LICENSE AREAS

ACTUAL NUMBER OF PARKING SPACES: 263 SPACES **(EXISTING NONCOMPLIANT)***

***NOTE:** WHILE THE EXISTING PARKING LOT IS NOT SUFFICIENT FOR THE UPDATED ZONING ORDINANCE'S PARKING REQUIREMENTS, LAD DOES NOT ANTICIPATE USING THE ENTIRE EXISTING PARKING LOT FOR THE FOLLOWING REASONS:
- THE DIFFERENT ACTIVITIES OFFERED AT LAD ARE SEASONAL. THE FUTURE OUTDOOR SPACE WILL NOT BE UTILIZED IN THE WINTER MONTHS, AND THE INTERIOR SPACES WILL NOT BE AS BUSY IN THE SUMMER MONTHS.
- MANY USERS CARPOOL TO AND FROM ACTIVITIES, SUCH AS PRACTICE.
- THE FACILITY HOSTS MANY EVENTS FOR CHILDREN WHO ARE CARPOOL, GET DROPPED OFF, ETC.
- THERE ARE OVERLAPPING OCCUPANCIES. THE PURPOSE OF THE CAFE AND LOUNGE SPACES ARE SO THAT CHILDREN'S PARENTS/GUARDIANS CAN HAVE A SPACE TO ENJOY DURING GAMES/PRACTICE. NO ONE WILL COME TO THE BUILDING FOR THE SOLE PURPOSE OF PURCHASING FOOD/DRINKS.

CODE REVIEW / PARKING | 10



AREA PLAN
1" = 100'-0" | 1

FIVE - EIGHTHS
2321 WOLCOTT STREET
FERNDALE - MI - 48220
313 - 936 - 0835
INFO@FIVE-EIGHTHS.COM

LIVONIA ATHLETIC DISTRICT
14255 STARK RD - LIVONIA - MICHIGAN - 48154

SITE PLAN / AREA PLAN
PLANNED GENERAL DEVELOPMENT WAIVER APPLICATION
SHEET 4 OF 15

STATE OF MICHIGAN
GRANT A. JEFFRIES
ARCHITECT
No. 1301062491
LICENSED ARCHITECT

PROJECT ISSUE DATE:
06/16/2022

C/
1.00

PREVIOUS PHASES:

PHASE 1 - LIVONIA ATHLETIC DISTRICT
PURPOSE: ORIGINAL BUILD-OUT AND EXTERIOR SIGN PERMIT
STATUS: COMPLETE

CURRENT PHASE:

PHASE 2 - PLANNED GENERAL DEVELOPMENT SPECIAL WAIVER USE
PURPOSE: TO OBTAIN WAIVER FOR LIQUOR LICENSE FOR SPECIFIC INTERIOR AREAS, INCLUDING LOWER LEVEL
NOTES:
- THE LOWER LEVEL INTERIOR SHALL BE INCLUDED IN THE WAIVER APPLICATION FOR A LIQUOR LICENSE. MORE DETAILS WILL BE PROVIDED FOR THE INDIVIDUAL TENANT BUILDING PERMIT AS THE TENANTS LEASE IS ASSUMING THE ABILITY TO SERVE ALCOHOLIC BEVERAGES.
- ALCOHOL WILL BE PROHIBITED IN ALL EQUIPMENT AND MECHANICAL ROOMS BECAUSE THEY ARE TO REMAIN AS IS.

STATUS: CURRENT

FUTURE PHASES:

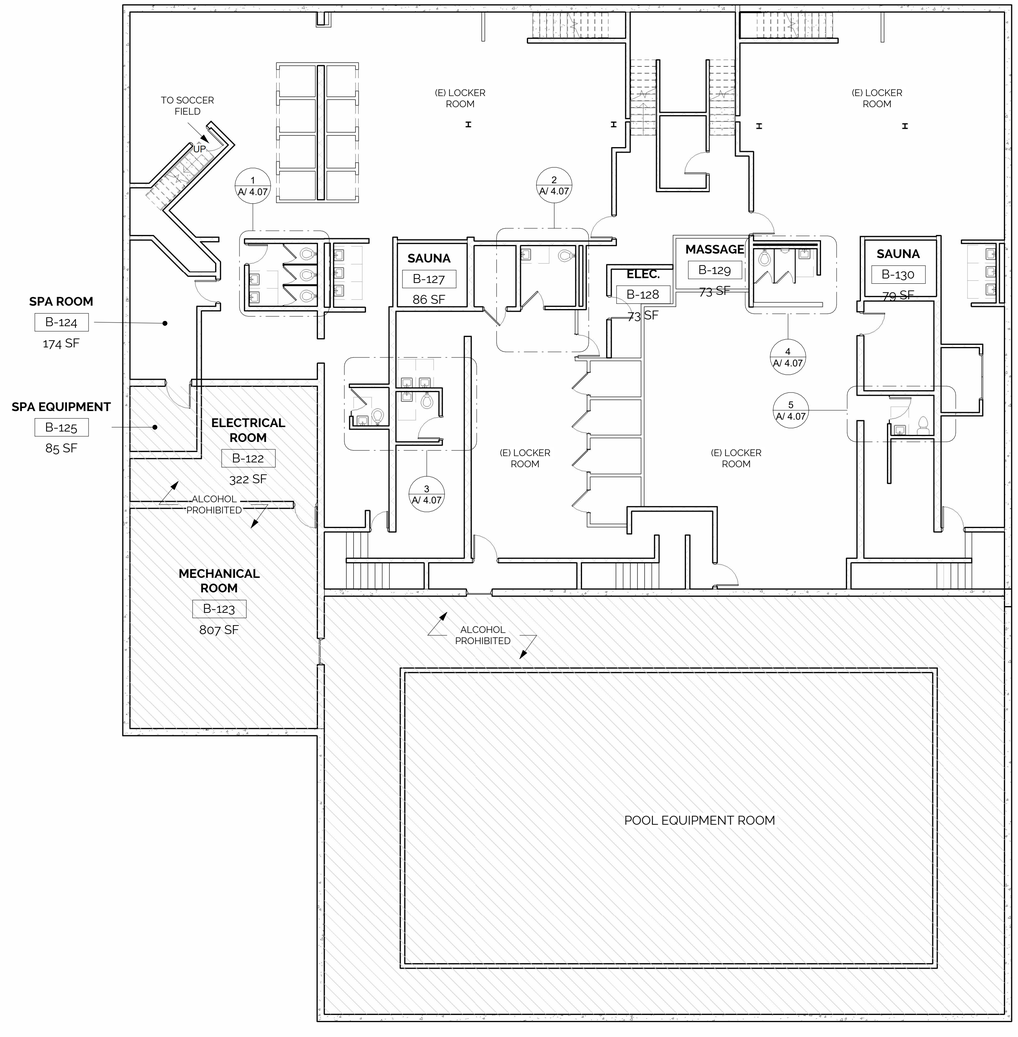
PHASE 3- INDIVIDUAL BUILDING PERMITS FOR PERMIT FOR LOWER LEVEL TENANT
PURPOSE: INTERIOR TENANT BUILDOUT.
NOTES:
- LOWER LEVEL BATHROOMS TO BE UTILIZED FOR FIRST FLOOR PLUMBING REQUIREMENTS UNTIL PHASE 5 BATHROOMS ARE BUILT
- LOWER LEVEL TENANT TO PROVIDE SEPARATE BUILDING PERMIT WITH REQUIRED INFORMATION REGARDING A LIQUOR LICENSE

STATUS: FUTURE

PHASE 5 - INDIVIDUAL BUILDING PERMITS FOR BACKYARD AND BIG PICKLE
NOTES:
- FIRST FLOOR OCCUPANTS MAY USE NEW BATHROOMS IN "BIG PICKLE" AT THE COMPLETION OF THIS PHASE.

STATUS: FUTURE

PROJECT PHASING PLAN / LOWER LEVEL TENANT
1/2" = 1'-0" | 2



NOTE: THE LOWER LEVEL INTERIOR SHALL BE INCLUDED IN THE WAIVER APPLICATION FOR A LIQUOR LICENSE AND MORE DETAILS WILL BE PROVIDED FOR THE INDIVIDUAL TENANT BUILDING PERMIT AS THE TENANTS LEASE IS ASSUMING THE ABILITY TO SERVE ALCOHOLIC BEVERAGES

ALCOHOL WILL BE PROHIBITED IN THE OUTLINED AREAS AS ALL EQUIPMENT AND MECHANICAL ROOMS ARE TO REMAIN AS IS.

PLAN / LOWER LEVEL
1" = 10'-0" | 1

FIVE - EIGHTHS
2321 WOLCOTT STREET
FERNDALE - MI - 48220
313 - 936 - 0835
INFO@FIVE-EIGHTHS.COM

LIVONIA ATHLETIC DISTRICT
14255 STARK RD - LIVONIA - MICHIGAN - 48154

FLOOR PLAN / LOWER LEVEL
PLANNED GENERAL DEVELOPMENT WAIVER APPLICATION
SHEET 6 OF 15

STATE OF MICHIGAN
GRANT A. JEFFRIES
ARCHITECT
No. 1301062494
LICENSED ARCHITECT

PROJECT ISSUE DATE:
06/16/2022

A/
1.00

PREVIOUS PHASES:

PHASE 1 - LIVONIA ATHLETIC DISTRICT
PURPOSE: ORIGINAL BUILD-OUT AND EXTERIOR SIGN PERMIT
STATUS: COMPLETE

CURRENT PHASE:

PHASE 2 - PLANNED GENERAL DEVELOPMENT SPECIAL WAIVER USE
PURPOSE: TO OBTAIN WAIVER FOR LIQUOR LICENSE FOR SPECIFIC INTERIOR AREAS
STATUS: CURRENT

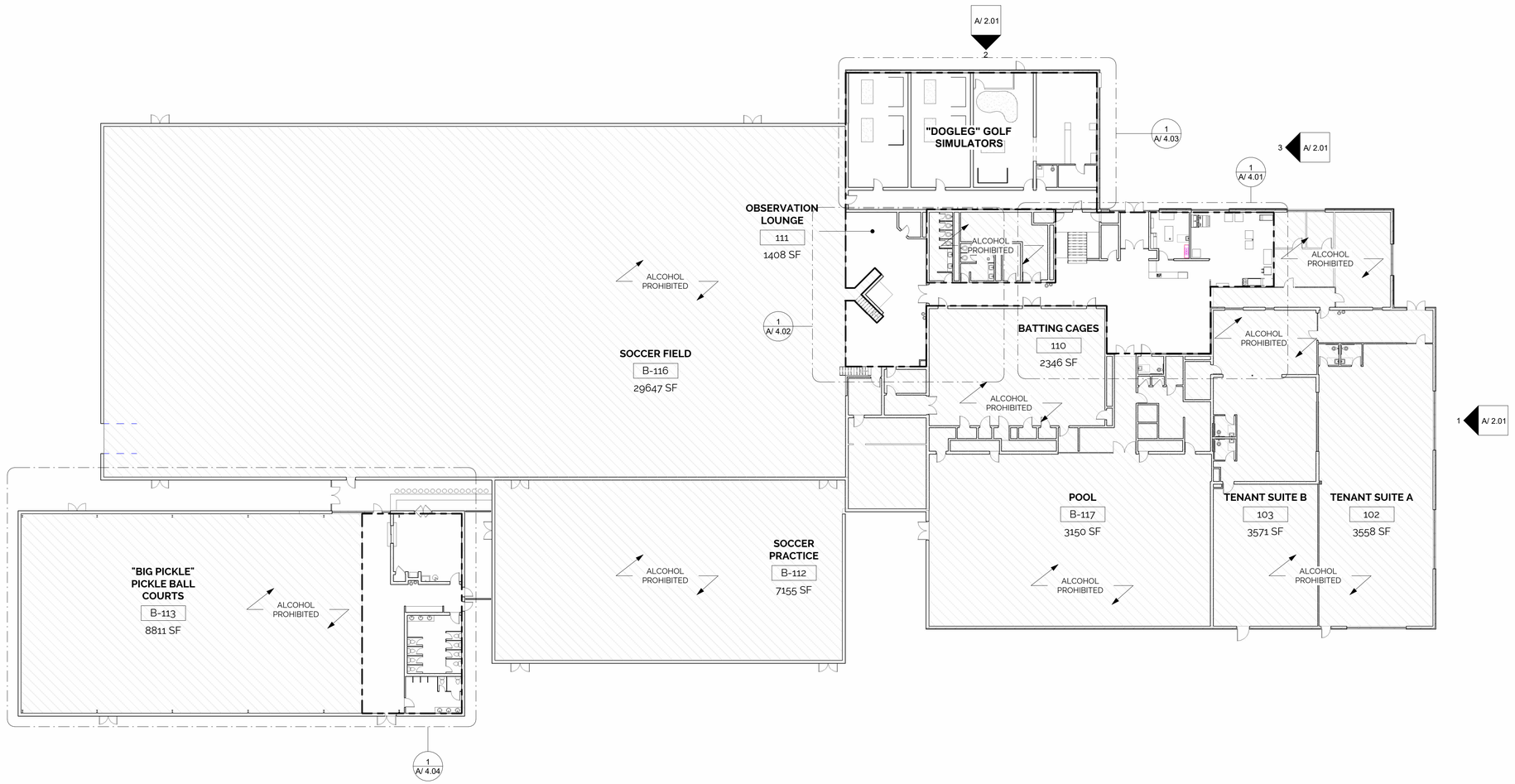
FUTURE PHASES:

PHASE 3 - INDIVIDUAL BUILDING PERMITS FOR PERMITS FOR DOGLEG AND CAFE LAD
PURPOSE: INTERIOR TENANT BUILDOUT
STATUS: FUTURE

PHASE 4 - PLANNED GENERAL DEVELOPMENT SPECIAL WAIVER USE
PURPOSE: TO OBTAIN WAIVER FOR LIQUOR LICENSE FOR EXTERIOR AREAS
STATUS: FUTURE

PHASE 5 - INDIVIDUAL BUILDING PERMITS FOR BACKYARD AND BIG PICKLE
PURPOSE: INTERIOR TENANT BUILDOUT
STATUS: FUTURE

PROJECT PHASING PLAN 3



FLOOR PLAN / FIRST FLOOR 1
1" = 20'-0"

FIVE - EIGHTHS
2321 WOLCOTT STREET
FERNDALE - MI - 48220
313 - 936 - 0835
INFO@FIVE-EIGHTHS.COM

LIVONIA ATHLETIC DISTRICT
14255 STARK RD - LIVONIA - MICHIGAN - 48154

FLOOR PLAN / FIRST FLOOR
PLANNED GENERAL DEVELOPMENT WAIVER APPLICATION
SHEET 7 OF 15

STATE OF MICHIGAN
GRANT A. JEFFRIES
ARCHITECT
No. 1301062494
LICENSED ARCHITECT

PROJECT ISSUE DATE:
06/16/2022

A/
1.01

PREVIOUS PHASES:

PHASE 1 - LIVONIA ATHLETIC DISTRICT
PURPOSE: ORIGINAL BUILD-OUT AND EXTERIOR SIGN PERMIT
STATUS: COMPLETE

CURRENT PHASE:

PHASE 2 - PLANNED GENERAL DEVELOPMENT SPECIAL WAIVER USE
PURPOSE: TO OBTAIN WAIVER FOR LIQUOR LICENSE FOR SPECIFIC INTERIOR AREAS, INCLUDING CAFE L.A.D.
NOTES:
- PRE-MADE CANNED ALCOHOLIC BEVERAGES WILL BE SERVED AT THE CAFE FOR CONSUMPTION IN THE CAFE AND OBSERVATION LOUNGE

STATUS: CURRENT

FUTURE PHASES:

PHASE 3 - INDIVIDUAL BUILDING PERMITS FOR PERMIT FOR CAFE L.A.D.
PURPOSE: INTERIOR TENANT BUILDOUT.
STATUS: FUTURE

NOTE: CONSTRUCTION DOCUMENTS FOR CAFE L.A.D. BUILDOUT TO BE SUBMITTED IN FUTURE PHASE 3.

PROJECT PHASING PLAN / CAFE L.A.D. 6

PLANNED GENERAL DEVELOPMENT - SPECIAL WAIVER USE - CAFE L.A.D.

CAFE L.A.D. HOURS OF OPERATIONS:

MONDAY- 6AM-11PM
TUESDAY- 6AM-11PM
WEDNESDAY- 6AM-11PM
THURSDAY- 6AM-11PM
FRIDAY - 6AM-11PM
SATURDAY- 6AM-11PM
SUNDAY - 6AM-11PM

CAFE L.A.D. SECURITY:
THERE WILL BE NO SECURITY GUARD NEEDED FOR CAFE

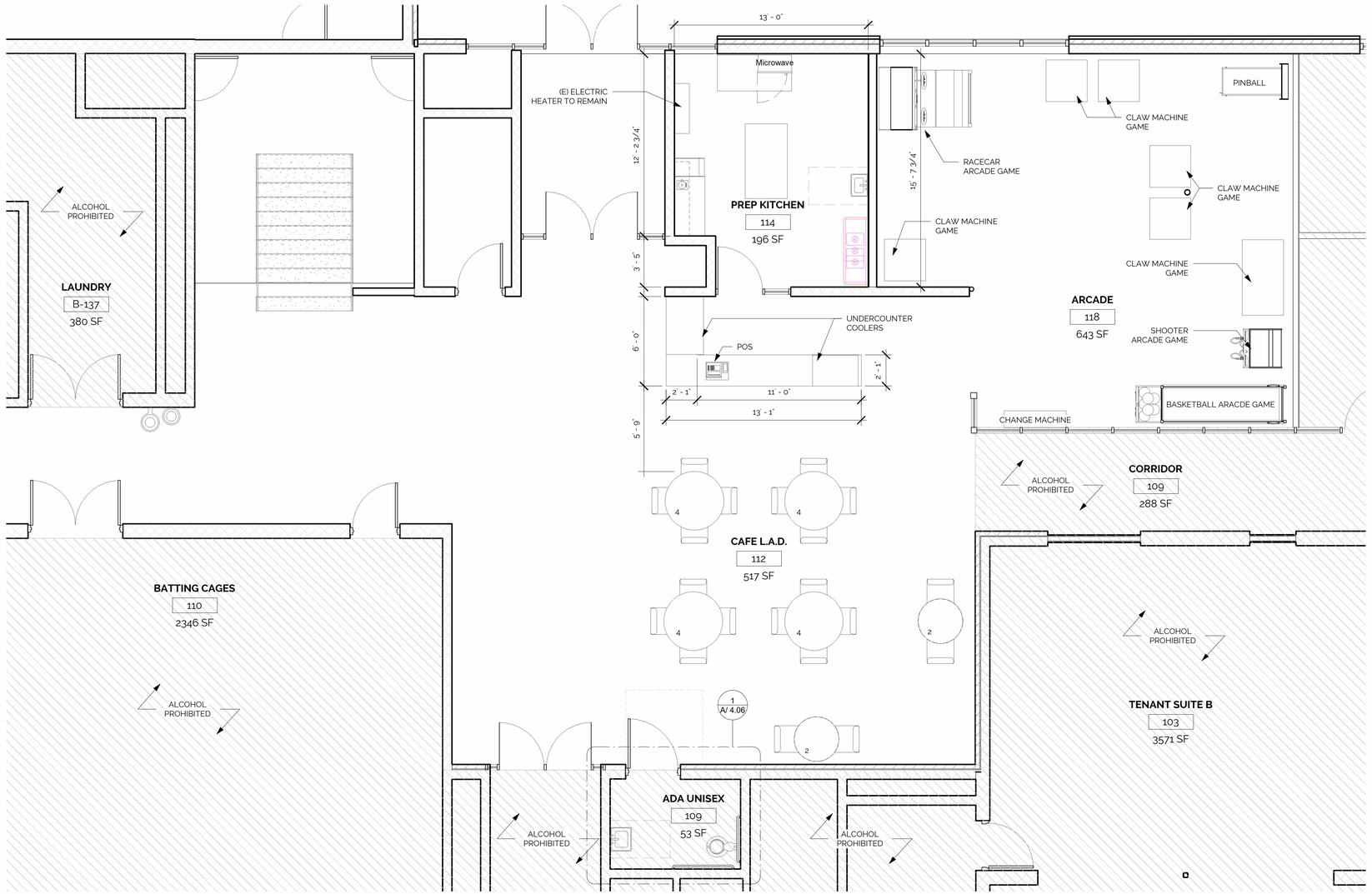
CAFE L.A.D. STAFF TRAINING:
ALL STAFF WILL BE REQUIRED TO TAKE THE SERVSAFE ALCOHOL TRAINING PROGRAM
DAILY TRAINING AND COACHING BY MANAGER ON DUTY

CAFE L.A.D. FOOD SERVICE
FOOD:
- PACKAGE SANDWICHES
- PREPARED SALADS
- PACKAGE PASTRIES AND DESSERTS
- READY TO USE SOUPS

ALCOHOLIC DRINKS:
- CANNED COCKTAILS
- CANNED BEER
- CANNED WINE

AVAILABLE BATHROOMS:
- ADA UNISEX 109
- WOMEN'S ROOM B-134
- MEN'S ROOM B-135
- LOWER LEVEL BATHROOMS DURING PHASE 2-4
- FUTURE WOMEN'S AND MEN'S ROOMS AFTER PHASE 5

ADMINISTRATIVE INFORMATION / CAFE L.A.D. 3



ENLARGED PLAN / CAFE L.A.D. 1
1/4" - 1'-0"

FIVE - EIGHTHS
2321 WOLCOTT STREET
FERNDALE - MI - 48220
313 - 936 - 0835
INFO@FIVE-EIGHTHS.COM

LIVONIA ATHLETIC DISTRICT
14255 STARK RD - LIVONIA - MICHIGAN - 48154

ENLARGED PLANS / CAFE L.A.D.
PLANNED GENERAL DEVELOPMENT WAIVER APPLICATION

SHEET 9 OF 15

STATE OF MICHIGAN
GRANT A. JEFFRIES
ARCHITECT
No. 1301062494
LICENSED ARCHITECT

PROJECT ISSUE DATE:
06/16/2022

A/ 4.01

PREVIOUS PHASES:

PHASE 1 - LIVONIA ATHLETIC DISTRICT
PURPOSE: ORIGINAL BUILD-OUT AND EXTERIOR SIGN PERMIT
STATUS: COMPLETE

CURRENT PHASE:

PHASE 2 - PLANNED GENERAL DEVELOPMENT SPECIAL WAIVER USE
PURPOSE: TO OBTAIN WAIVER FOR LIQUOR LICENSE FOR SPECIFIC INTERIOR AREAS, INCLUDING CAFE L.A.D.
NOTES:
- PRE-MADE CANNED ALCOHOLIC BEVERAGES WILL BE SERVED AT THE CAFE FOR CONSUMPTION IN THE CAFE AND OBSERVATION LOUNGE

STATUS: CURRENT

FUTURE PHASES:

PHASE 3 - INDIVIDUAL BUILDING PERMITS FOR PERMIT FOR CAFE L.A.D.
PURPOSE: INTERIOR TENANT BUILDOUT.
STATUS: FUTURE

PROJECT PHASING PLAN / CAFE L.A.D. / LOUNGE 6

PLANNED GENERAL DEVELOPMENT - SPECIAL WAIVER USE - CAFE L.A.D.

CAFE L.A.D. HOURS OF OPERATIONS:

MONDAY- 6AM-11PM
TUESDAY- 6AM-11PM
WEDNESDAY- 6AM-11PM
THURSDAY- 6AM-11PM
FRIDAY - 6AM-11PM
SATURDAY- 6AM-11PM
SUNDAY - 6AM-11PM

CAFE L.A.D. SECURITY:
THERE WILL BE NO SECURITY GUARD NEEDED FOR CAFE

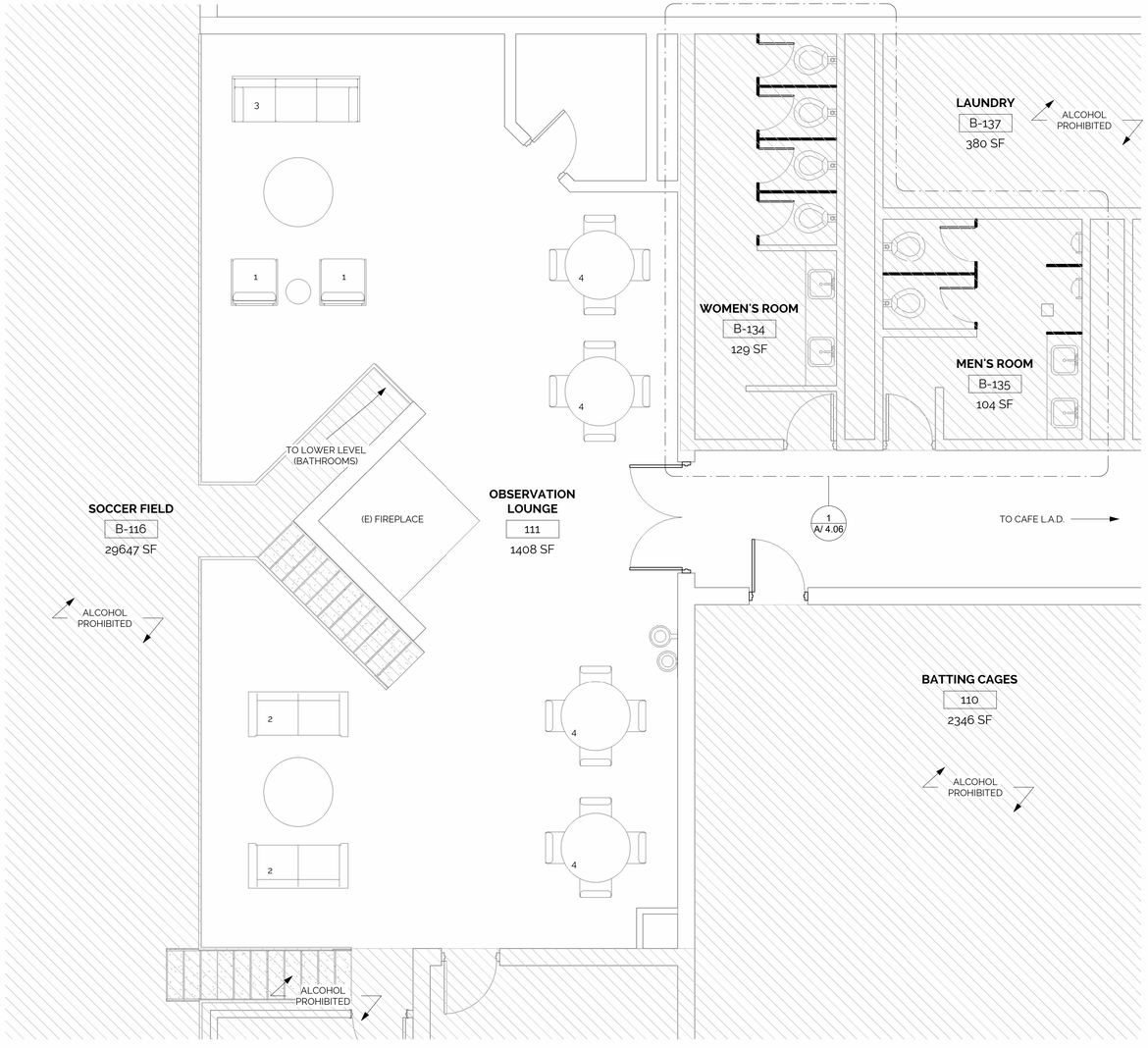
CAFE L.A.D. STAFF TRAINING :
ALL STAFF WILL BE REQUIRED TO TAKE THE SERVSAFE ALCOHOL TRAINING PROGRAM
DAILY TRAINING AND COACHING BY MANAGER ON DUTY

CAFE L.A.D. FOOD SERVICE
FOOD:
- PACKAGE SANDWICHES
- PREPARED SALADS
- PACKAGE PASTRIES AND DESSERTS
- READY TO USE SOUPS

ALCOHOLIC DRINKS:
- CANNED COCKTAILS
- CANNED BEER
- CANNED WINE

AVAILABLE BATHROOMS:
- ADA UNISEX 109
- WOMEN'S ROOM B-134
- MEN'S ROOM B-135
- LOWER LEVEL BATHROOMS DURING PHASE 2-4
- FUTURE WOMEN'S AND MEN'S ROOMS AFTER PHASE 5

ADMIN INFORMATION / CAFE L.A.D. / LOUNGE 3



ENLARGED FLOOR PLAN / OBSERVATION LOUNGE 1
1/4" = 1'-0"

FIVE - EIGHTHS
2321 WOLCOTT STREET
FERNDALE - MI - 48220
313 - 936 - 0835
INFO@FIVE-EIGHTHS.COM

LIVONIA ATHLETIC DISTRICT
14255 STARK RD - LIVONIA - MICHIGAN - 48154

ENLARGED FLOOR PLANS / OBSERVATION
PLANNED GENERAL DEVELOPMENT WAIVER APPLICATION

SHEET 10 OF 15

STATE OF MICHIGAN
GRANT A. JEFFRIES
ARCHITECT
No. 1301062494
LICENSED ARCHITECT

PROJECT ISSUE DATE:
06/16/2022

A/ 4.02

PREVIOUS PHASES:

PHASE 1 - LIVONIA ATHLETIC DISTRICT
PURPOSE: ORIGINAL BUILD-OUT AND EXTERIOR SIGN PERMIT
STATUS: COMPLETE

CURRENT PHASE:

PHASE 2 - PLANNED GENERAL DEVELOPMENT SPECIAL WAIVER USE
PURPOSE: TO OBTAIN WAIVER FOR LIQUOR LICENSE FOR SPECIFIC INTERIOR AREAS, INCLUDING CAFE L.A.D.
NOTES:
- PRE-MADE CANNED ALCOHOLIC BEVERAGES WILL BE SERVED AT "DOGLEG" GOLF SIMULATORS FOR CONSUMPTION IN "DOGLEG" GOLF SIMULATORS

STATUS: CURRENT

FUTURE PHASES:

PHASE 3 - INDIVIDUAL BUILDING PERMITS FOR PERMIT FOR DOGLEG
PURPOSE: INTERIOR TENANT BUILDOUT.
STATUS: FUTURE

NOTE: CONSTRUCTION DOCUEMTNS FOR "DOGLEG" GOLF SIMULATORS TO BE SUBMITTED AT LATER PHASE.

PROJECT PHASING PLAN / "DOGLEG" 6

PLANNED GENERAL DEVELOPMENT - SPECIAL WAIVER USE - DOGLEG

DOGLEG HOURS OF OPERATIONS:

MONDAY- 6AM-11PM
TUESDAY- 6AM-11PM
WEDNESDAY- 6AM-11PM
THURSDAY- 6AM-11PM
FRIDAY - 6AM-11PM
SATURDAY- 6AM-11PM
SUNDAY - 6AM-11PM

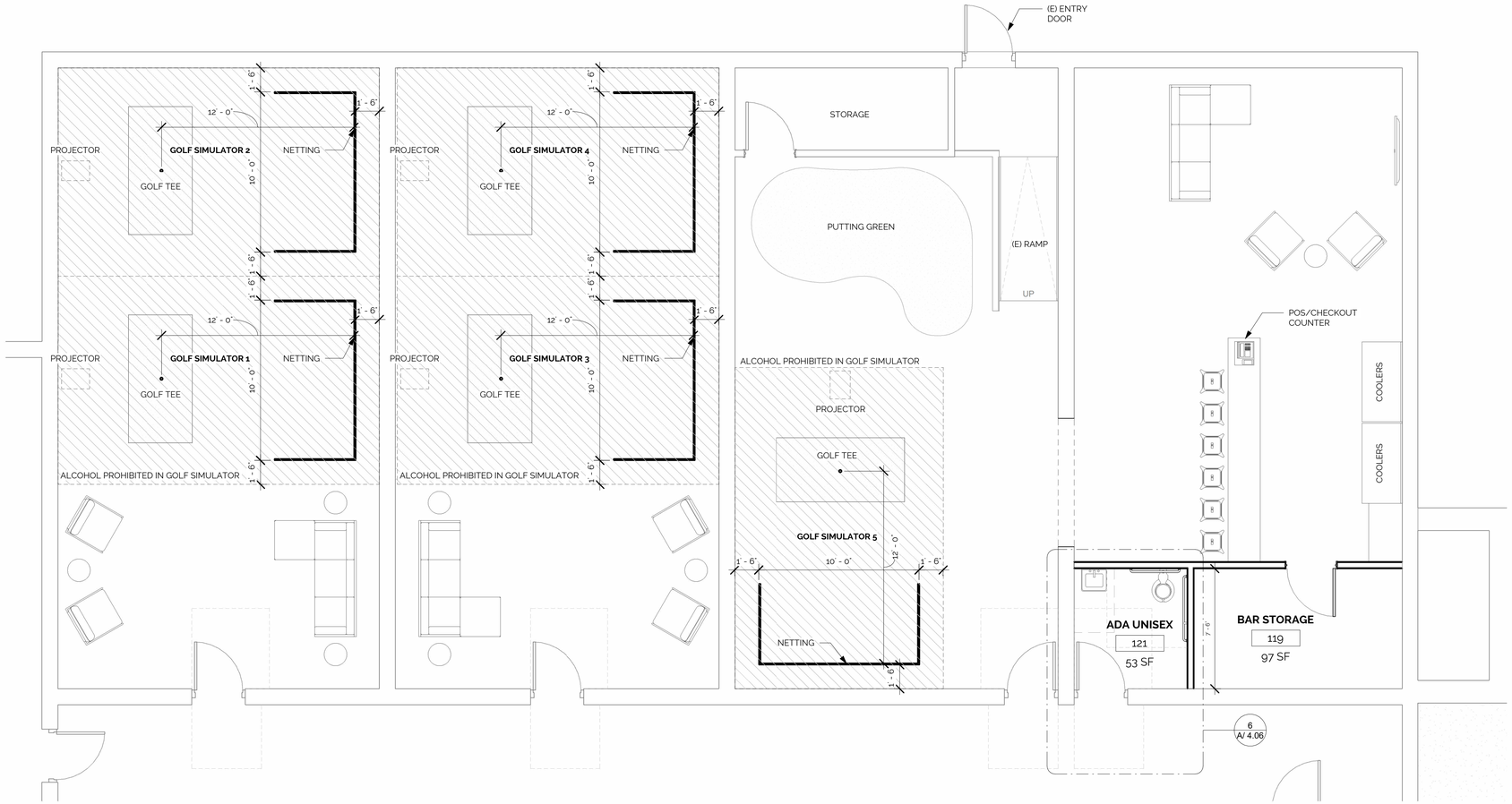
DOGLEG SECURITY:
THERE WILL BE NO SECURITY GUARD NEEDED FOR DOGLEG

DOGLEG STAFF TRAINING:
ALL STAFF WILL BE REQUIRED TO TAKE THE SERVSAFE ALCOHOL TRAINING PROGRAM
DAILY TRAINING AND COACHING BY MANAGER ON DUTY

DOGLEG FOOD SERVICE
ALCOHOLIC DRINKS:
- CANNED COCKTAILS
- CANNED BEER
- CANNED WINE

AVAILABLE BATHROOMS:
- ADA UNISEX 109
- WOMEN'S ROOM B-134
- MEN'S ROOM B-135
- LOWER LEVEL BATHROOMS DURING PHASE 2-4
- FUTURE WOMEN'S AND MEN'S ROOMS AFTER PHASE 5

ADMINISTRATIVE INFORMATION / "DOGLEG" 3



ENLARGED FLOOR PLAN / "DOGLEG" 1
1/4" = 1'-0"

FIVE - EIGHTHS
2321 WOLCOTT STREET
FERNDALE - MI - 48220
313 - 936 - 0835
INFO@FIVE-EIGHTHS.COM

LIVONIA ATHLETIC DISTRICT
14255 STARK RD - LIVONIA - MICHIGAN - 48154

ENLARGED PLANS / "DOGLEG"
PLANNED GENERAL DEVELOPMENT WAIVER APPLICATION
SHEET 11 OF 15

STATE OF MICHIGAN
GRANT A. JEFFRIES
ARCHITECT
No. 1301062494
LICENSED ARCHITECT

PROJECT ISSUE DATE:
06/16/2022

A/ 4.03

CURRENT PHASE:

PHASE 2 - PLANNED GENERAL DEVELOPMENT SPECIAL WAIVER USE
PURPOSE: TO OBTAIN WAIVER FOR LIQUOR LICENSE FOR SPECIFIC INTERIOR AREAS, INCLUDING "BIG PICKLE" PICKLEBALL COURTS
NOTES:
- PRE-MADE CANNED ALCOHOLIC BEVERAGES WILL BE SERVED AT "BIG PICKLE" PICKLEBALL COURTS FOR CONSUMPTION IN "BIG PICKLE"

STATUS: CURRENT

FUTURE PHASES:

PHASE 4 - PLANNED GENERAL DEVELOPMENT SPECIAL WAIVER USE
PURPOSE: TO OBTAIN WAIVER FOR LIQUOR LICENSE FOR EXTERIOR AREAS
STATUS: FUTURE

PHASE 5 - INDIVIDUAL BUILDING PERMITS FOR BACKYARD AND "BIG PICKLE" PICKLEBALL COURTS
PURPOSE: INTERIOR TENANT BUILDOUT, EXTERIOR BUILDOUT
STATUS: FUTURE

NOTE: CONSTRUCTION DOCUMENTS FOR "BIG PICKLE" PICKLEBALL COURTS TO BE SUBMITTED AT LATER PHASE.

PROJECT PHASING PLAN / "BIG PICKLE" 6

PLANNED GENERAL DEVELOPMENT - SPECIAL WAIVER USE - BIG PICKLE

BIG PICKLE HOURS OF OPERATIONS:

MONDAY- 6AM-11PM
TUESDAY- 6AM-11PM
WEDNESDAY- 6AM-11PM
THURSDAY- 6AM-11PM
FRIDAY- 6AM-11PM
SATURDAY- 6AM-11PM
SUNDAY- 6AM-11PM

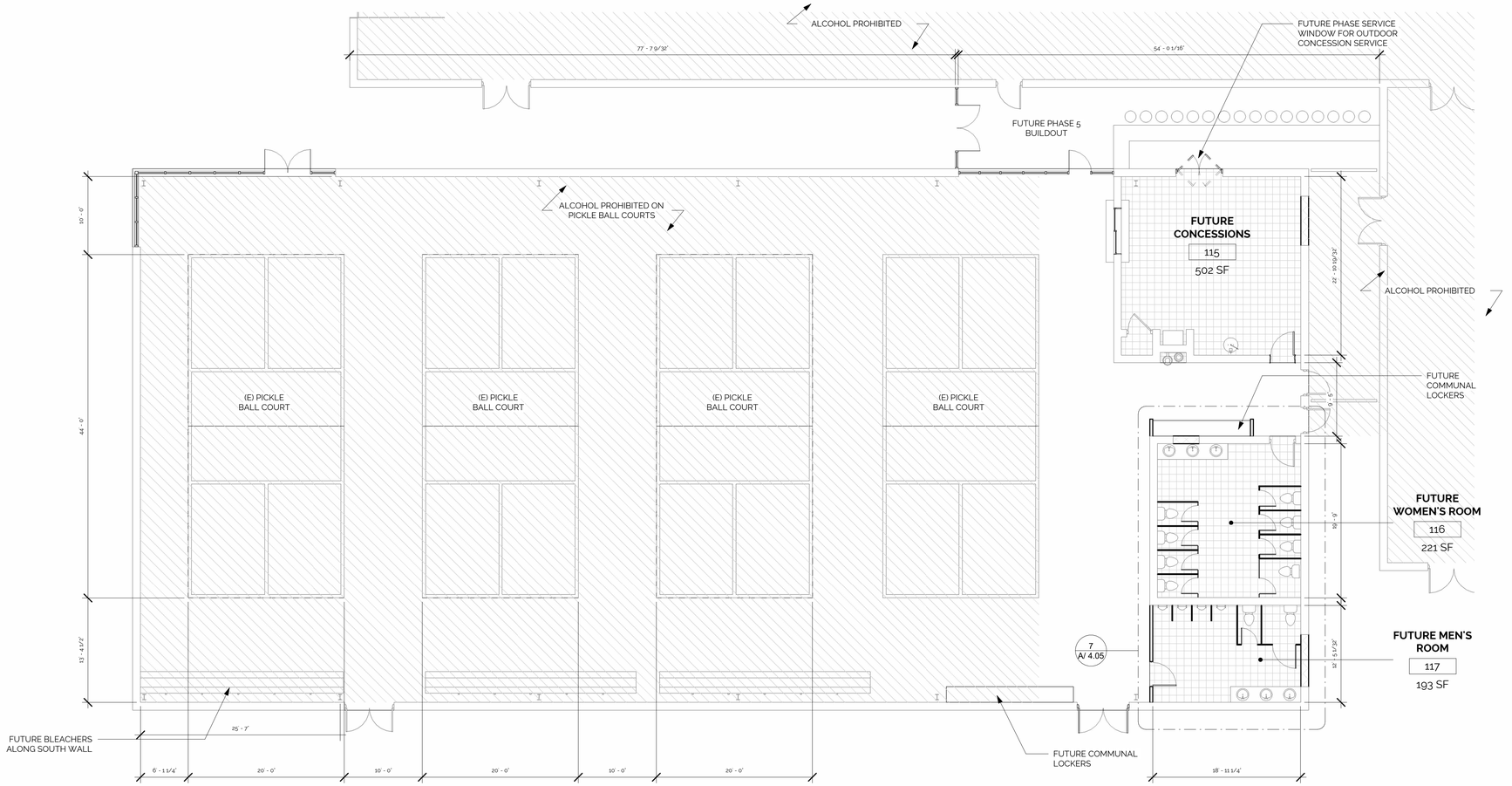
BIG PICKLE SECURITY:
THERE WILL BE NO SECURITY GUARD NEEDED FOR CONCESSIONS

BIG PICKLE STAFF TRAINING:
ALL STAFF WILL BE REQUIRED TO TAKE THE SERVSAFE ALCOHOL TRAINING PROGRAM
DAILY TRAINING AND COACHING BY MANAGER ON DUTY

BIG PICKLE FOOD SERVICE
ALCOHOLIC DRINKS:
- CANNED COCKTAILS
- CANNED BEER
- CANNED WINE

AVAILABLE BATHROOMS:
- FUTURE WOMEN'S ROOM 116
- FUTURE MEN'S ROOM 117

ADMINISTRATIVE INFORMATION / "BIG PICKLE" 3



ENLRAGED FLOOR PLAN / "BIG PICKLE" 1
1/8" = 1'-0"

FIVE - EIGHTHS
2321 WOLCOTT STREET
FERNDALE - MI - 48220
313 - 936 - 0835
INFO@FIVE-EIGHTHS.COM

LIVONIA ATHLETIC DISTRICT
14255 STARK RD - LIVONIA - MICHIGAN - 48154

ENLARGED PLANS / "BIG PICKLE"
PLANNED GENERAL DEVELOPMENT WAIVER APPLICATION

SHEET 12 OF 15

STATE OF MICHIGAN
GRANT A. JEFFRIES
ARCHITECT
No. 1301062494
LICENSED ARCHITECT

PROJECT ISSUE DATE:
06/16/2022

A/ 4.04

CORRESPONDENCE

DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

TODD J. ZILINCIK, P.E.
CITY ENGINEER

DAVID W. LEAR, P.E.
ASST. CITY ENGINEER

MAUREEN MILLER BROSNAN
MAYOR

DONALD R ROHRAFF
DIRECTOR OF PUBLIC WORKS

12973 FARMINGTON ROAD
LIVONIA, MICHIGAN 48150
(734) 466-2571
FAX: (734) 466-2195

June 22, 2022

Mr. Scott Miller
Planner IV
City of Livonia

Re: Petition 2022-06-02-14 – 14255 Stark Road

Dear Mr. Miller:

In accordance with your request, the Engineering Division has reviewed the above referenced petition. We have no objections to the proposed waiver use at this time. The parcel is assigned the address of **#14255 Stark Road**.

The existing building is currently serviced by water main, storm and sanitary sewer. The drawings do not indicate any alterations to the existing services, so we do not anticipate any issues with the proposed waiver use.

It should be noted that should the owner need to modify any of the existing utilities, or do any work within the Stark Road right-of-way, drawings will need to be submitted to this Department to determine if permits will be required.

Should you have any additional questions on this matter, please feel free to contact myself at (734) 466-2608 or the City Engineer, Mr. Todd Zilincik at (734) 466-2561. If you would prefer, you can e-mail either of us at dlear@livonia.gov or tzilincik@livonia.gov.

Sincerely,

David W. Lear, P.E.
Assistant City Engineer

cc: 2022 Petition File

DEPARTMENT OF PUBLIC SAFETY
LIVONIA FIRE & RESCUE

ROBERT JENNISON
FIRE CHIEF

MAUREEN MILLER BROSNAN
MAYOR

14910 FARMINGTON ROAD
LIVONIA, MICHIGAN 48154-5419
734-466-2444
734-466-2082 fax

DATE: July 8, 2022

TO: Scott O. Miller, Planner IV

FROM: Livonia Fire Prevention Division

SUBJECT: **Petition 2022-06-02-14 14255 Stark**

This office has reviewed the site plan submitted in connection with a request to construct a commercial building on property located at the above referenced address.

We have no objections to this proposal with the following stipulations:

On submitted plans, please include nearest fire hydrant location(s).

This site may require an automatic sprinkler system based on A-2, A-3 use.

Hydrants shall be located between 50 feet and 100 feet from the Fire Department connection. NFPA 14, 2019 6.4.5.4

A further detailed plan review will take place when this division receives an official plan set.

Sincerely,

Brian Kukla

Brian Kukla-Fire Marshal
Sr. Fire Inspector

DEPARTMENT OF PUBLIC SAFETY
DIVISION OF POLICE

THOMAS GORALSKI
CHIEF OF POLICE

MAUREEN MILLER BROSNAN
MAYOR

15050 FARMINGTON ROAD
LIVONIA, MICHIGAN 48154-5499
(734) 466-2470
FAX: (734) 261-2265

July 11th, 2022

Mr. Scott Miller
City of Livonia Planning Dept
33000 Civic Center Drive
Livonia, MI 48154

Re: Petition 2022-06-02-14 - 14255 Stark Road

Mr. Miller,
I have reviewed the plans in connection with the petition. I have no objections to the proposals.

Please feel free to contact me, should you have any questions.

Sincerely,

FOR THE CHIEF OF POLICE,

Sgt. Scott Szepanski #543

Scott Sczepanski, Sergeant
Traffic Bureau
(734) 466-2107

Recycled Paper

INSPECTION DEPARTMENT

BUILDING
HEATING
PLUMBING
ELECTRICAL
ZONING
ENVIRONMENTAL PROTECTION
ORDINANCE ENFORCEMENT

MAUREEN MILLER BROSNAN
MAYOR

JEROME A. HANNA
DIRECTOR

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2580
FAX: (734) 466-2095

Date: July 11, 2022

To: Scott O. Miller

From: Jerome Hanna

RE: Petition 2022-06-02-14 – 14255 Stark Road

Pursuant to your request, the above referenced Petition has been reviewed.

This Department has no objections to this Petition.

I trust this provides the requested information.

Jerome Hanna
Jerome Hanna
Director of Inspection

DEPARTMENT OF FINANCE

Michael T. Slater
DIRECTOR OF FINANCE

Connie Kumpula
CHIEF ACCOUNTANT

MAUREEN MILLER BROSNAN
MAYOR

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2260
FAX: (734) 421-1807

July 1, 2022

Mr. Scott O. Miller
Planning Commission
33000 Civic Center Drive
Livonia, MI 48154

Petition 2022-06-02-14 - 14255 Stark Road

Dear Mr. Miller,

I have reviewed the address connected with the above noted petition. The following amounts are due to the City of Livonia:

Unpaid water and sewer charges:	$	4,309.84
Unpaid delinquent false alarm charges:	$	660.70
Total Due City of Livonia	$	4,970.54

Please contact me if you have any further questions.

Very truly yours,

Connie Kumpula
Chief Accountant

CK: jw

Transaction Statement

Service Address

14255 STARK
LIVONIA, MI 48154

Mailing Address

STARK ROAD HOLDINGS LLC
14255 STARK
LIVONIA, MI 48154

Account Number	Amount Due
000304100-001	$4,309.84

Account Number	From - Through
000304100-001	01/01/2022 - 07/01/2022

Services

Water & Sewer - Metered

Service Address

14255 STARK
LIVONIA, MI 48154

Beginning Balance

$2,041.86

Date	Type	Amount	Description
01/13/2022	Penalty	$61.26	
01/14/2022	Bill	$3,386.61	Due Date 02/10/2022
01/26/2022	Payment	($5,428.47)	Check
02/14/2022	Penalty	$1.84	
02/15/2022	Bill	$8,276.61	Due Date 03/10/2022
03/14/2022	Penalty	$250.19	
03/15/2022	Bill	$1,153.51	Due Date 04/11/2022
03/16/2022	Payment	($8,339.71)	Check
04/13/2022	Penalty	$42.11	
04/14/2022	Bill	$1,243.16	Due Date 05/10/2022
05/12/2022	Penalty	$80.67	
05/13/2022	Bill	$737.86	Due Date 06/10/2022
06/15/2022	Penalty	$105.23	
06/16/2022	Bill	$697.11	Due Date 07/11/2022

Total Due

$4,309.84

Transaction Statement

Account Number 000304100-001

Account #2068 Read/Write Mode Commercial Unknown

Incident:	STARK ROAD HOLDINGS	14255 STARK	LIVONIA	MI	48154
Billing:	STARK ROAD HOLDINGS	14255 STARK	LIVONIA	MI	48154

☐ Exempt ☐ Reg Exempt

Effective Date(s): 1/23/2006 -

Account History

☑ Current Year ☐ All Dates

Month:

Date Range: From: 1/1/2022 To: 6/13/2022

Show Transaction Types

☑ Notes ☑ Finances ☑ Incidents ☑ Correspondences ☐ Activity Logs ☐ Tasks ☐ Bill Dates

Date Time	Reference	Description	Notes	Disposition	Amount
6/8/2022 3:21:21 PM	83852	Invoice Generated	Invoice # 83852 for 05/01/2022 printed and sent to BA STARK ROAD HOLDINGS LLC 14255 STARK		$660.70
6/1/2022 12:00:00 AM		Past Due Balance	Balance for Period 5/1/2022 thru 5/31/2022 billed 6/1/2022		$660.70
5/31/2022 11:59:00 PM		Late Payment Interest Penalty	Late Charge of $3.57 on balance of $357.13		$3.57
5/30/2022 3:50:29 PM	LI-220018642	Sixth in the calendar year	BUILDING SECURE, MAIN LOBBY DOOR #2... JOHN HARTZELL 248 854 8005, BUSINESS SECURE, Officer Narative: LINEVILLEJ - 15:50:29 - MAIN LOBBY DOOR #2... JOHN HARTZELL 248 854 8005 LIJENGB - 16:08:05 - BUSINESS SECURE LIALGHAZALYA - 16:09:36 - BUILDING SECURE	CFA	$300.00
5/12/2022 11:41:48 AM	83786	Invoice Generated	Invoice # 83786 for 04/01/2022 printed and sent to BA STARK ROAD HOLDINGS LLC 14255 STARK		$357.13
5/1/2022 12:00:00 AM		Past Due Balance	Balance for Period 4/1/2022 thru 4/30/2022 billed 5/1/2022		$357.13
4/30/2022 11:59:00 PM		Late Payment Interest Penalty	Late Charge of $3.54 on balance of $353.59		$3.54
4/11/2022 2:47:36 PM	83724	Invoice Generated	Invoice # 83724 for 03/01/2022 printed and sent to BA STARK ROAD HOLDINGS LLC 14255 STARK		$353.59
4/1/2022 12:00:00 AM		Past Due Balance	Balance for Period 3/1/2022 thru 3/31/2022 billed 4/1/2022		$353.59
3/31/2022 11:59:00 PM		Late Payment Interest Penalty	Late Charge of $0.53 on balance of $53.06		$0.53
3/28/2022 12:49:46 AM	LI-220010365	Fifth call in the calendar year	BUILDING SECURE, ALARM APPEARS FALSE., GYM 1 MOTION KH:JOE DEVERTEUIL 2482782906, Officer Narative: LIGRADINSCAKJ - 00:49:46 - GYM 1 MOTION KH:JOE DEVERTEUIL 2482782906 LIEDWARDSJ - 01:37:03 - BUILDING SECURE, ALARM APPEARS FALSE.	CFA	$200.00

3/11/2022 4:02:16 PM	83647	Invoice Generated	Invoice # 83647 for 02/01/2022 printed and sent to BA STARK ROAD HOLDINGS LLC 14255 STARK		$53.06
3/2/2022 12:21:20 AM	LI-220006992	Fourth call in the calendar year	TITLE INFORMATION: 3RD PARTY EMPLOYEE ON SCENE WORKING ON THE HEALTHQUEST SECTION. TRIPPED THE MOTION ALARM AND UNABLE TO RESET IT., STEPHAN KEITH EBERHARD CHECKING BUILDING, OUT SPEAKING WITH EMPLOYEE, NORTH-EAST DOOR KEY HOLDER...CHRIS SARTZILL 2486400193, Officer Narative: LIGRADINSCAKJ - 00:21:20 - NORTH-EAST DOOR KEY HOLDER...CHRIS SARTZILL 2486400193 LINEWTONT - 00:27:53 - TITLE INFORMATION: 00:29:19 -CHECKING BUILDING LINEWTONT - 00:30:49 - OUT SPEAKING WITH EMPLOYEE LIHILLT - 00:42:21 - STEPHAN KEITH EBERHARD 00:43:08 - 3RD PARTY EMPLOYEE ON SCENE WORKING ON THE HEALTHQUEST SECTION. TRIPPED THE MOTION ALARM AND UNABLE TO RESET IT.	CFA	$100.00
3/1/2022 12:00:00 AM		Past Due Balance	Balance for Period 2/1/2022 thru 2/28/2022 billed 3/1/2022		$53.06
2/28/2022 11:59:00 PM		Late Payment Interest Penalty	Late Charge of $0.53 on balance of $52.53		$0.53
2/23/2022 10:51:32 AM		Payment	Paid - via FAB | [8289]	Check Payment	($100.51)
2/14/2022 12:12:10 PM	83560	Invoice Generated	Invoice # 83560 for 01/01/2022 printed and sent to BA STARK ROAD HOLDINGS LLC 14255 STARK		$153.04
2/1/2022 12:00:00 AM		Past Due Balance	Balance for Period 1/1/2022 thru 1/31/2022 billed 2/1/2022		$153.04
1/31/2022 11:59:00 PM		Late Payment Interest Penalty	Late Charge of $1.02 on balance of $102.02		$1.02

1/23/2022 12:27:46 AM	LI-220002437	Third call in the calendar year	EAST SERVICE DOOR KEY HOLDER-JOHN HARTEL 248-854-8005..ALARM COMPLANY STATED THEY GOT IN TOUCH W JOHN, WHO STATED NO ONE SHOULD BE A THE BUSINESS, UNABLE TO SECURE THE DOOR, HOWEVER THE BUILDING IS NOT OCCUPIED. OFFICERS SET OFF NUMEROUS ALARMS WHILE CHECKING BUILDING, MOTION ALARMS DID NOT APPEAR TO BE GOING OFF PRIOR TO ENTRY, UNSECURED NORTH DOOR, Officer Narative: LINOUHANH - 00:27:46 - EAST SERVICE DOOR KEY HOLDER-JOHN HARTEL 248-854-8005..ALARM COMPLANY STATED THEY GOT IN TOUCH W JOHN, WHO STATED NO ONE SHOULD BE A THE BUSINESS LIHARMONM - 00:46:28 - UNSECURED NORTH DOOR LIARPINOJ - 00:58:28 - UNABLE TO SECURE THE DOOR, HOWEVER THE BUILDING IS NOT OCCUPIED. OFFICERS SET OFF NUMEROUS ALARMS WHILE CHECKING BUILDING, MOTION ALARMS DID NOT APPEAR TO BE GOING OFF PRIOR TO ENTRY	CFA	$50.00
1/22/2022 4:04:57 AM	LI-220002354	Second call in the calendar year	GYM 1 NORTHEAST CORNER MOTION KEYHOLDER JOHN HARTZELL 248-854-8005, MARK JOHN WEBER 37: OUT WITH A MALE ON THE SOUTH SIDE, Officer Narative: LIBECKMANK - 04:04:57 - GYM 1 NORTHEAST CORNER MOTION KEYHOLDER JOHN HARTZELL 248-854-8005 LIPROCTORJ - 04:12:36 - 37: OUT WITH A MALE ON THE SOUTH SIDE LIPROCTORJ - 04:17:31 - MARK JOHN WEBER STATUS: NO REAL ID: NO SECURE	CFA	$0.00
1/21/2022 1:55:21 AM	LI-220002219	First call in the calendar year	MOTION IN THE NORTH EAST CORNER... NO KEYHOLDER INFORMATION, SECURE, ALL DOORS LOCKED AN NO SIGNS OF ENTRY/DAMAGE TO THE BUILDING., Officer Narative: LIMASONG - 01:55:21 - MOTION IN THE NORTH EAST CORNER... NO KEYHOLDER INFORMATION LIRILEYN - 02:10:13 - SECURE, ALL DOORS LOCKED AN NO SIGNS OF ENTRY/DAMAGE TO THE BUILDING.	CFA	$0.00
1/11/2022 11:00:03 AM		Payment	Paid - via FAB | [8289]	Check Payment	($50.50)
1/7/2022 3:13:42 PM	83441	Invoice Generated	Invoice # 83441 for 12/01/2021 printed and sent to BA STARK ROAD HOLDINGS LLC 14255 STARK		$152.52
1/1/2022 12:00:00 AM		Past Due Balance	Balance for Period 12/1/2021 thru 12/31/2021 billed 1/1/2022		$152.52

OFFICE OF THE TREASURER

LYNDA L. SCHEEL
CITY TREASURER

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3060
(734) 466-2245
FAX: (734) 421-7230

June 20, 2022

Mr. Scott Miller – Planner IV
Planning Commission
City of Livonia

Re: Petition 2022-06-02-14

14255 Stark Road
Stark Road Holdings LLC

Dear Mr. Miller,

In accordance with your request, the Treasurer's Office has reviewed the name and addresses connected with the above noted petition. At this time there are delinquent taxes due, therefore I do have objections to the proposal.

2021 Real Property Winter Taxes:
Winter Bill issued on December 1,2021
Good through June 30, 2022: **$53,332.62** - Payable to Wayne County Treasurer
(We do not show any payments have been made towards this bill, either with the City of Livonia prior to March 1, nor with Wayne County since March 1).

Sincerely,

Lynda L. Scheel
Treasurer, City of Livonia

ERIC R. SABREE
WAYNE COUNTY TREASURER
400 Monroe - 5th Floor
Detroit MI 48226-2942

Make checks payable to:
Wayne County Treasurer

Taxpayer Information:
(313) 224-5990

Office Hours:
8:00 a.m. - 4:30 p.m.
Monday through Friday

Web:treasurer.waynecounty.com
Email:taxinfo@waynecounty.com

Mailing Address: Stark Road Holdings Llc
1515 W LAFAYETTE BLVD STE 201
DETROIT MI 48216

Tax Statement

Number: 2022 - 144047 **Date:** 06/20/2022

46-46084990003000 17560804

Livonia Real Property Description: **Property Classification:(201) Commerical**

Parcel ID: 46084990003000 **SEV Amt:** $1,750,000 - 2021 **HSTD VAL:** $0

Address: 14255 Stark **PRE:** 0% **NON HSTD VAL:** $1,750,000
Livonia, MI 48154

Legal Description: 21U2B1 V2A THAT PART OF THE SE 1/4 OF SEC 21 T1S R9E DES AS BEG AT A POINT DISTANT N 0D 49M 15SEC W ALONG THE N AND S 1/4 LINE 1308.82 FT AND S 89D 04M 15SEC E 86 FT FROM THE S 1/4 COR OF SEC 21 AND PROCEEDING TH N 0D 08M 54SEC W 350 FT. TH S 89D 04M 15SEC E 1233.02 FT. TH S 0D 08M 54SEC E 350 FT. TH N 89D 04M 15SEC W 1233.02 FT TO THE POB EXC THE E 43 FT THEREOF 9.56 ACRES

Tax Year	Base Tax	Total Amt Due	Status Description
2021	$49,382.06	$53,332.62	DELINQUENT REAL PROPERTY TAX
Total:	**$49,382.06**	**$53,332.62**	If this property is available for payment, the amounts presented here are good on or before 06/30/2022. By providing these figures this office does not represent that this property can be redeemed or reclaimed.

Created by:3111

DEPARTMENT OF PUBLIC SAFETY
DIVISION OF POLICE

THOMAS GORALSKI
CHIEF OF POLICE

MAUREEN MILLER BROSNAN
MAYOR

15050 FARMINGTON ROAD
LIVONIA, MICHIGAN 48154-5499
(734) 466-2470
FAX: (734) 261-2265

July 8, 2022

Scott Miller, Planner IV
Planning Commission
33000 Civic Center Drive
Livonia, MI 48154

RE: Petition 2022-06-02-14 – 14255 Stark Road (Livonia Athletic District)

Dear Mr. Miller,

We received the plans submitted by Stark Road Holdings L.L.C. requesting Special Waiver Use approval for a Planned Development under Sections 3.04 and 5.02 of the Livonia Vision 21 Zoning Ordinance, as amended, to utilize a Class C liquor license (sale of beer, wine and spirits for consumption on the premises) in connection with the operation of a multi-purpose recreational facility (Livonia Athletic District) at 14255 Stark road, located on the west side of Stark Road between Schoolcraft Road and Lyndon Avenue in the Southeast quarter of Section 21.

The proposed site is in close proximity to Frost middle School at 14041 Stark (444 feet) but does meet the separation requirement distance of at least four-hundred (400) feet distance from any school or church.

After reviewing the plans with the Chief of Police, we have no objections to the waiver being granted, contingent that the petitioner complies with:

- All State Laws
- City Ordinances
- Stipulations and conditions set by the Livonia Police Department, Liquor Investigation Unit, as approved by the Chief of Police
- Stipulations and conditions set by the Traffic Bureau of the Livonia Police Department

We are available to provide any additional information you may desire on this subject.

Sincerely,

FOR THE CHIEF OF POLICE,

Jeffrey Ronayne
Special Services Bureau

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OTHER ITEMS RELATED TO THE PETITION

UNAPPROVED MINUTES

MINUTES OF THE 1,189th PUBLIC HEARINGS AND REGULAR MEETING HELD BY THE CITY PLANNING COMMISSION OF THE CITY OF LIVONIA

On Tuesday, July 19, 2022, the City Planning Commission of the City of Livonia held its 1,189th Public Hearing and Regular Meetings in the Livonia City Hall, 33000 Civic Center Drive, Livonia, Michigan.

Mr. Ian Wilshaw, Chairman, called the meeting to order at 7 p.m.

Members present:	David Bongero	Sam Caramagno	Glen Long
	Betsy McCue	Carol Smiley	Ian Wilshaw

Members absent: Peter Ventura

Mr. Mark Taormina, Planning Director, and Stephanie Reece, Program Supervisor, were also present.

Chairman Wilshaw informed the audience that if a petition on tonight's agenda involves a rezoning request, this Commission makes a recommendation to the City Council who, in turn, will hold its own public hearing and make the final determination as to whether a petition is approved or denied. The Planning Commission holds the only public hearing on a request for preliminary plat and/or vacating petition. The Commission's recommendation is forwarded to the City Council for the final determination as to whether a plat is accepted or rejected. If a petition requesting a waiver of use or site plan approval is denied tonight, the petitioner has ten days in which to appeal the decision, in writing, to the City Council. Resolutions adopted by the City Planning Commission become effective seven (7) days after the date of adoption. The Planning Commission and the professional staff have reviewed each of these petitions upon their filing. The staff has furnished the Commission with both approving and denying resolutions, which the Commission may, or may not, use depending on the outcome of the proceedings tonight.

ITEM #3 PETITION 2022-06-02-14 Livonia Athletic District

Mr. Caramagno, Secretary, announced the next item on the agenda, Petition 2022-06-02-14 submitted by Stark Road Holdings L.L.C. requesting Special Waiver Use approval for a Planned Development under Sections 3.04 and 5.02 of the Livonia Vision 21 Zoning Ordinance, as amended, to utilize a Class C liquor license (sale of beer, wine and spirits for consumption on the premises) in connection with the operation of a multi-purpose recreational facility (Livonia Athletic District) at 14255 Stark

Road, located on the west side of Stark Road between Schoolcraft Road and Lyndon Avenue in the Southeast ¼ of Section 21.

Mr. Taormina: Thank you. This is a request for special waiver-use approval to operate a Class-C liquor license. The location is the site of the former YMCA on Stark Road, now operating as the Livonia Athletic District (LAD), a privately-owned, multipurpose health fitness and athletic facility. The property is zoned N-2 (Neighborhood District). Utilization of a Class-C liquor license is possible under Section 5.02, which provides special waiver-use standards for planned developments that allow modifications of the ordinance for uses not permitted in the N-2 district. Uses other than those permitted may be allowed when they relate to an overall concept of a planned development and meet the requirements of Section 5. 024, including the proposed use shall be of such location, size and character as to be in harmony with the appropriate and orderly development of the zoning district in which situated, and shall not be detrimental to the orderly development of adjacent zoning districts. The subject property is 9.6 acres in size with 350 feet of frontage on the west side of Stark Road. The various interconnected buildings that make up the LAD are located on the easterly half of the property. The westerly half is mostly wooded and undeveloped. Surrounding land uses include Frost Middle School to the south, John Stymelski Veterans Park to the north and Ford Field to the east, all of which are zoned PL, Public Lands. Single-family homes are located to the east and west, along with Parkview Memorial Cemetery. These areas are zoned N2 and RUF, respectively. LAD would restrict the sale and consumption of alcoholic beverages to specific interior areas of the building. Consumption would be allowed in what is referred to as Cafe LAD, which is a lounge located in the building's main lobby. Consumption would also be allowed in the coin operated arcade room, which is in what was formerly the YMCA's administrative offices located adjacent to the main lobby, as well as the observation lounge overlooking the former tennis courts, now an indoor soccer field. Other locations include the sitting areas adjacent to the golf simulators and indoor putting green, which are the former racquetball courts, the eastern observation area of the pickleball courts, and the connecting hallways between these various areas. The point of sales locations would be in the Cafe LAD and a lounge located adjacent to the indoor putting green. Alcohol would not be allowed on any of the playing surfaces, including the pool and batting cages. Special provisions include a requirement that a proposed Class-C licensed establishment

shall not be located within 1,000 feet of another such licensed establishment. There are no such license establishments within 1,000 feet of the proposed planned development. Another special requirement is that a proposed Class-C license shall be located at least 400 feet from any church or school measured between the buildings. No such establishments are within 400 feet of this planned development. Livonia Athletic District is 447 feet from Frost Middle School and 956 feet from Christ our Savior Lutheran Church and the early childhood center. With that, Mr. Chairman, I can read out the departmental correspondence.

Mr. Wilshaw: Yes, please.

Mr. Taormina: The first item is from the Engineering Division, dated June 22, 2022, which reads as follows: *"In accordance with your request, the Engineering Division has reviewed the above referenced petition. We have no objections to the proposed waiver use at this time. The parcel is assigned the address of #14255 Stark Road. The existing building is currently serviced by water main, storm and sanitary sewer. The drawings do not indicate any alterations to the existing services, so we do not anticipate any issues with the proposed waiver use. It should be noted that should the owner need to modify any of the existing utilities, or do any work within the Stark Road right-of-way, drawings will need to be submitted to this Department to determine if permits will be required."* The letter is signed by David W. Lear, P.E., Assistant City Engineer. The next letter is from the Livonia Fire & Rescue Division, dated July 8, 2022, which reads as follows: *"This office has reviewed the site plan submitted in connection with a request to construct a commercial building on property located at the above referenced address. We have no objections to this proposal with the following stipulations: On submitted plans, please include nearest fire hydrant location(s). This site may require an automatic sprinkler system based on A-2, A-3 use. Hydrants shall be located between 50 feet and 100 feet from the Fire Department connection. NFPA 14, 2019 6.4.5.4 A further detailed plan review will take place when this division receives an official plan set."* The letter is signed by Brian Kukla, Fire Marshal. The next letter is from the Division of Police, dated July 11, 2022, which reads as follows: *"I have reviewed the plans in connection with the petition. I have no objections to the proposal."* The letter is signed by Scott Sczepanski, Sergeant, Traffic Bureau. The next letter is from the Inspection Department, dated July 11, 2022, which reads as follows: *"Pursuant to your request, the above-referenced*

petition has been reviewed. This Department has no objections to this petition." The letter is signed by Jerome Hanna, Director of Inspection. The next letter is from the Finance Department, dated July 1, 2022, which reads as follows: "*I have reviewed the address connected with the above noted petition. The following amounts are due to the City of Livonia: Unpaid water and sewer charges: $4,309.84 Unpaid delinquent false alarm charges:$660.70 Total Due City of Livonia $4,970.54"* The letter is signed by Connie Kumpula, Chief Accountant. The next letter is from the Treasurer's Department, dated June 20, 2022, which reads as follows: *"In accordance with your request, the Treasurer's Office has reviewed the name and addresses connected with the above noted petition. At this time there are delinquent taxes due, therefore I do have objections to the proposal. 2021 Real Property Winter Taxes: Winter Bill issued on December 1,2021 Good through June 30, 2022: $53,332.62 - Payable to Wayne County Treasurer (We do not show any payments have been made towards this bill, either with the City of Livonia prior to March 1, nor with Wayne County since March 1)."* The letter is signed by Lynda Scheel, Treasurer. The last letter is from the Division of Police, dated July 8, 2022, and it reads: *"We received the plans submitted by Stark Road Holdings L.L.C. requesting Special Waiver Use approval for a Planned Development under Sections 3.04 and 5.02 of the Livonia Vision 21 Zoning Ordinance, as amended, to utilize a Class C liquor license (sale of beer, wine and spirits for consumption on the premises) in connection with the operation of a multi-purpose recreational facility (Livonia Athletic District) at 14255 Stark ro ad, located on the west side of Stark Road between Schoolcraft Road and Lyndon Avenue in the Southeast quarter of Section 21. The proposed site is in close proximity to Frost middle School at 14041Stark (444 feet) but does meet the separation requirement distance of at least four hundred (400) feet distance from any school or church. After reviewing the plans with the Chief of Police , we have no objections to the waiver being granted, contingent that the petitioner complies with: All State Laws City Ordinances, Stipulations and conditions set by the Livonia Police Department, Liquor Investigation Unit, as approved by the Chief of Police Stipulations and conditions set by the Traffic Bureau of the Livonia Police Department We are available to provide any additional information you may desire on this subject."* That is the extent of the correspondence.

Mr. Wilshaw: Thank you. Mr. Taormina. Any questions for our planning staff?

Mr. Bongero: Mark, there was correspondence from the fire chief? I don't have it in my packet.

Mr. Taormina: It's part of our packet. Going back to that letter, I know that they reference construction, even though there isn't any new construction associated with this petition other than some possible minor interior building modifications.

Mr. Bongero: Did I understand they're talking about fire suppression needed inside the building?

Mr. Taormina: Yes, but I don't believe the operation of a liquor license would trigger the need to add a fire suppression system. I will have to get clarification from the Senior Fire Inspector.

Mr. Bongero: It'd be a lot of work to have to try to wrap it up. I guess I had one other question…has the petitioner made any type of arrangements for these back fees, water and sewer and taxes?

Mr. Taormina: I'm going to let the petitioner respond to that question. I'm not aware of any, but that doesn't mean that there haven't been some discussions.

Mr. Bongero: Okay. Thank you.

Mr. Wilshaw: We'll ask the petitioner that when he gets an opportunity to come forward, it'll be just a minute. Is there any other questions for our planning staff? Okay, no other questions for our planning staff. So now, our petitioner is up, we'll give him a minute to get over to our podium. And again, we'll ask that you start with your name and address and good evening.

Good evening, Jonathan. Hartzell, 31196, Churchill Drive, Beverly Hills, MI.

Mr. Wilshaw: Okay. And you did hear a question regarding the payment of some back property taxes and other fees. Did you want to address that first and then you can get into any other presentation you'd like to make?

Mr. Hartzell: Sure. Wonderful. Yeah, um, we'll set up a payment plan with the city. Try to get all knocked out before October 1. I'm not sure who to talk to. I'll just talk to the Treasurer on that, I guess. Just set up ah, schedule payment plan, I guess.

Mr. Wilshaw: All right. Any other information you'd like to provide? Before we get into questions?

Mr. Hartzell: No, I think we'll just go to questions. We had a good session last week, and I assume you guys still have some questions from there. So, I'd like to hear from you guys.

Mr. Wilshaw: That sounds great. Any questions for our petitioner? Ms. Smiley?

Ms. Smiley: Can you tell me where those stations would be located that they're able to get drinks or beer or wine or whatever?

Mr. Hartzell: Sure. As you walk in the entryway where your mouse is going, North, I guess, above the batting cages, there's an entryway, there. You see a vestibule and right to the left of the…or to the right of that you can see a little L shaped mill package to the left of your mouse. Right there is your kiosk for your little cafe space. And in front of that, that big open space in front, a little dining seating space where you can sit in and partake, that's kind of the hub of the building. So, if you walk in and turn to the right, you're gonna get to office space and Healthquest physical therapy and another suite not finished. If you'd walk straight and gone through the door in front of it, you get to the pool space, and if you walk left and go down, and you get to the soccer sports space. So, that kind of main common core where you're running the mouse and down the core, that's the real drinking facility in space. So, you can go and watch sport happen. You can sit and dine after a workout right there. And there is an arcade right there to entertain it. Then, as we're asking for the rights to have in the dogleg simulator, that's a future tenant space. So, we're just, you know, that's their build plan is to put golf simulators and a little lounge in there, but that'll be a secondary permit for them. We just want to make sure we have the right to have use in that space. And then to the left, I guess, all the way down there, you can see by the bathrooms, there's a little…pickleball courts are on the left of that dotted line, and the space for the dotted line and the doorway, it's kind of a lounge space where there's just a seated area, and there's an opportunity to sit and have a cocktail. And there's a little room there by itself. That's set up as a little lounge with couch and chairs to congregate between matches.

Ms. Smiley: So, there's really three places so you have personnel in all those places checking ID's and…

Mr. Hartzell: Yup.

Ms. Smiley: Okay, well, that's interesting. I'm familiar with…I mean, I know that we have a place that has golf simulators, and they have parties and stuff, but it's like one section. It's a one unit in a shopping mall. I'm familiar with that. I'm not familiar with this setup. But as one Commissioner until these…that $58,000 is paid, I don't think I'm interested in approving any kind of liquor sale.

Mr. Wilshaw: Okay, thank you, Ms. Smiley. Any other questions for Petitioner? Ms. McCue?

Ms. McCue: Just to double click on the staffing of those items. So, you're going to have three individuals at all times, or will those places not be open at all times?

Mr. Hartzell: Yeah, so some might not be open. Just depends on the time of day.

Ms. McCue: Because the logistics, obviously, as we know, I'm singing to the choir, right? But having alcohol, it's going to have to be manned. Just that always kind of makes me a little panicked when you have a lot of kids running around there. I'm sure you have it under control, but just having three separate individuals that are going to strictly be in charge of alcohol sales, I don't…from a logistics standpoint, that seems like a lot.

Mr. Hartzell: So, I own a place called Detroit shipping company. It's a 12,000 square foot, two-story, food hall. It's got six food vendors. We have four different points of sale of beer, wine, liquor. In the backyard, which has a sand volleyball pit, it's very family friendly, I kind of built it around…I have four children, and we go to Detroit city, there was nowhere ever to go with your kids. It's really hard. I kind of built this, and if you ever go there, you'll see kids are kind of running around all the place. Families, big family gathering space, and there is four points of sale like are there and we are controlled by MLCC, and there's heavy fines and regulations and how that your staff is trained. And, you know, it's not worth the value of goofing off of that because you lose, you know, especially when it's $75,000 for a license plus annual expenses.

Ms. McCue: What's the attendance at a place like that versus what you have right now going on?

Mr. Hartzell: At Detroit Shipping Company, we have a 500-person capacity. We do a lot there. Weekends it really gets busy. Hate to say it, but about 200,000 people go through annually in the space.

Ms. McCue: Okay, thank you. Thank you.

Mr. Wilshaw: Thank you, Ms. McCue. Any other questions for our petitioner? Mr. Bongero?

Mr. Bongero: I just…I guess I do have a concern about the back fees. How's business going over there? I mean, it looks pretty busy every time I drive by there. But…

Mr. Hartzell: Yeah, it's…we bought June 4, last summer, and went under remodel and opened the back courts of the sports spaces, soccer space, early in October, but really didn't get our marketing and into the real segment of the sports community until March, April. That's when our pool opened up. So, really our first year of true business because a calendar year of the sports world starts in October, So, we're really just kind of, you know, carrying on that first year of just opening so it's kind of slow on that level, you know, below expectation, but our leases that we've pulled from club sports and other third parties for next year is really ramped up. So it's like 40% higher than first year.

Mr. Bongero: Yeah, I just…I guess I'd be concerned, you know. that the fees are, you know, they're doing or they're delinquent, you're gonna have to make a payment plan, but I know that liquor license is not cheap. So, you're gonna have to outlay that money to get this license, but it seems like, you know, you're struggling to make the other payments. I guess I'd be concerned about that ‘til we saw those fees paid up. That's my feeling, though. Whether or not I agree, you know, for this or not, but I'm in agreement with Commissioner Smiley about that. So, thanks.

Mr. Wilshaw: Thank you, Mr. Bongero. Any other questions for petitioner? Mr. Caramagno?

Mr. Caramagno: Sir, when you said when you walk in the original lobby, you said there's a kiosk. What's the kiosk?

Mr. Hartzell: A cafe, you know, front end. So, you can buy, you know, food, drink, different little things there. So, it's just a cafe front.

Mr. Caramagno: There's no kiosk availability of mixed drinks and a can or a beer out of this? If you show an ID, is there? Is there any possibility of that? Or is that just…

Mr. Hartzell: No, it'd be someone standing there at a POS system selling goods.

Mr. Caramagno: So, it'd be a staffed person in the lobby, or at the other couple of stations?

Mr. Hartzell: That is correct.

Mr. Caramagno: Is there a manager that's on site all the time here?

Mr. Hartzell: There is now yeah.

Mr. Caramagno: There is now versus there wasn't before?

Mr. Hartzell: Our partnership was in there. We just hired a general manager to run the building.

Mr. Caramagno: Okay, so there will be someone there during all business hours?

Mr. Hartzell: That's right.

Mr. Caramagno: Okay. What is the…tell me about the urgency to put this liquor in there now versus being stabilized to some extent because I obviously share the same concerns with the taxes and water and the alarms not being paid, and so what is the urgency now? Is the urgency to…what is that?

Mr. Hartzell: Yeah, a big part of it, as I mentioned, like the dogleg in some of the lease spaces, they're reliant on that usage to come in and sign their leases. So, it's part of the contingency on my end is I have to get approval to have like a license in the building.

Mr. Caramagno: So really, this license is an attractant to future current tenants, future tenants, and without this, are you saying this thing's in trouble?

Mr. Hartzell: No, not at all. We just didn't pay a few bills, just because how they're capitalized, our partnership group, and we're actually buying a partner out in the middle, so it's just kind of a little legal moment. So, it's movement of cash. It's just kind of goofy. So, we have the funds to move. It's just how it's all unfolding, and so it'll be done in the next three to six weeks. With that, just going

through that, and then I'm able to release all the funds. That's why said, it's like, I don't have anything set up. But you know…

Mr. Caramagno: You say just not paying a few bills. Well, these are pretty substantial bills for the City of Livonia. You're a property owner, and you're coming to us asking for something else, and you're not just paying a couple bills, and you want to move on without taking care of the prior arrangements and engagement you have. So, that's troubling to me. I'd like to see you slow down on the urgency with this thing. Straighten this this issue up, and then come back and see us. That's my opinion.

Mr. Wilshaw: Thank you for your thoughts, Mr. Caramagno. Any other questions or comments to our petitioner? There is no one else in our audience to speak for or against this. So, Mr. Hartzell, I will give you a chance to have the last word.

Mr. Hartzell: I just appreciate the time everyone puts into these meetings, right? You get together on your time in the evening. You know, I'd love to be able to say that we paid those beforehand. I just couldn't move it with my partners on whatever reasons we have going forth. The business is good, strong, we've got a lot of great, you know, movement with third party lease tenants coming through. A lot of clubs coming through. You probably…if you go during the day, you've seen the sports camps going on. So, it's really bringing back a lot of, of that traffic that was there before. It takes a little bit of time, you know, but it's coming. You know, I own four or five different businesses and your ones generally are tough ones to get through, but our partnership is very strong, very well fiscally supported. It's just, again, we have a little bit of a hiccup with one of our partners we had to move on from so don't be afraid of the business. It'll be the long-standing business and community. We will solve the problem of what was left in front of us with the tax bill and we'll come back and solve it.

Mr. Wilshaw: Thank you, Mr. Hartzell.

Ms. Smiley: May I ask one more question?

Mr. Wilshaw: Of course.

Ms. Smiley: Are you trying to get more adults than kids? I when I first saw this, I thought this was going to be something for children, but you're trying to lean towards more like the golf simulator and

that kind of stuff. This is more of an adult athletic club kind of thing.

Mr. Hartzell: Oh, no, no family oriented, right? Golf is, if you look at, the 90,000 square foot facility, right, and that's 3000 square feet, right? In the sports facilities from, you know, eight in the morning till about seven at night are all youth, and then from seven at night 'til 11pm is adult. So, if you just, you know, start taking the different times and zones, we're just trying to be a place that you can come and congregate and entertain, and have a good time and be it that you're an adult at night, your adult in the simulator, or if your family comes in and do all your things, you can partake in that, right.

Ms. Smiley: Okay, like I said, my real problem I don't ever remember, and I've been on the Commission for quite a long time that we had a $58,000 bill and then we approved something else. So that's gonna make me a hard no. Okay, thank you, Mr. Chair.

Mr. Wilshaw: Thank you, Ms. Smiley. Any other comments? Just one question Mr. Hartzell. The pickleball, I'm not super familiar with it, but I know it does tend to appeal toward an older audience. Is that more of an adult oriented sport even during the day? Are there youth playing pickleball as well?

Mr. Hartzell: No, there's no youth in there. That's all adults. And that's really 40 and up. They come seven in the morning, and some groups leave at 10 at night.

Mr. Wilshaw: Okay so you do get some daytime activity from the pickleball with adults.

Mr. Hartzell: Yeah, and then like Healthquest, that's all adults, older. On the north side, like I said, I put an office in there from hospitality company that runs all the other businesses I mentioned. So, that's a good group of young adults, and then like the simulator space, but that simulator space, as you know, it'd be later in the evening. It's a good mix.

Mr. Wilshaw: All right, very good. Thank you. Appreciate that. If there's no other questions or comments on this item, I will close the public hearing at this time and a motion would be in order.

On a motion by Smiley, seconded by Bongero, and unanimously adopted, it was

#07-41-2022 ***RESOLVED***, That pursuant to a Public Hearing having been held by the City Planning Commission on July 19, 2022, on Petition 2022-06-02-14 submitted by Stark Road Holdings L.L.C. requesting Special Waiver Use approval for a Planned Development under Sections 3.04 and 5.02 of the Livonia Vision 21 Zoning Ordinance, as amended, to utilize a Class C liquor license (sale of beer, wine and spirits for consumption on the premises) in connection with the operation of a multi-purpose recreational facility (Livonia Athletic District) at 14255 Stark Road, located on the west side of Stark Road between Schoolcraft Road and Lyndon Avenue in the Southeast ¼ of Section 21, the Planning Commission does hereby recommend to the City Council that Petition 2022-06-02-14 be denied for the following reasons:

1. That the petitioner has failed to affirmatively show that the proposed utilization of a Class C liquor license at this location would comply with all the general waiver use standards and requirements as set forth in Sections 3.04 and 5.02 of the Livonia Vision 21 Zoning Ordinance, as amended.

2. That the petitioner has not sufficiently demonstrated that the proposed utilization of a Class C liquor license at this location would be compatible to and in harmony with surrounding residential neighborhoods in the area.

3. That it has not been demonstrated that the utilization of a Class C liquor license at this location is needed for this facility to flourish.

4. That the petitioner has failed to adequately demonstrate that the facility has the capacity to accommodate the proposed Class C liquor license, and

5. That the utilization of a Class C liquor license at this location is contrary to the goals and objectives of the Zoning Ordinance which, among other things, are intended to ensure suitability and appropriateness of uses.

FURTHER RESOLVED, That notice of the above hearing was given in accordance with the provisions of Section 13.13 of Livonia Vision 21 Zoning Ordinance, as amended.

Mr. Wilshaw: Is there any discussion?

Mr. Wilshaw, Chairman, declared the motion is carried and the foregoing resolution adopted.

LETTER TO THE LIVONIA CITY COUNCIL

13.

Council Office
September 12, 2022

MEETING DATE	PREPARED BY
R092622	Sara Kasprowicz, Council Office Manager,

AGENDA ITEM

REQUEST TO WAIVE THE CITY'S NOISE ORDINACE: Boyd Rudy, New Rosedale Gardens Homeowners Association, re: to show a family friendly movie beginning at dusk until the end of the movie on Friday, September 30, 2022, with a rain date of Friday, October 7, 2022, in Mies Park.

BACKGROUND

Request from Boyd Rudy, New Rosedale Gardens Homeowners Association, re: to show a family friendly movie beginning at dusk until the end of the movie on Friday, September 30, 2022, with a rain date of Friday, October 7, 2022, in Mies Park.

RECOMMENDATION

To approve as submitted.

FISCAL CONSIDERATION

ATTACHMENTS

1. R092622 Noise Waiver Req Boyd Rudy

APPROVED BY

City Council,

We are asking to be put on the regular agenda for the next council meeting due to time constraints for a waiver of the noise ordinance for an event in Miss Park of 9/30/22 with a rain date of 10/7/22. We will be showing Hocus Pocus on an inflatable movie screen. We have been approved by Parks & Rec and we were told to ask for the Variance from them. I was told that you can call Ted to verify and that Jim Jolly would approve us being added to the regular agenda.

Sincerely,

Boyd Reidy
State Streets / New Rosedale Gardens Homeowners Association
248-388-1680 c
boyd@dwellingsmi.com

LETTER TO THE LIVONIA CITY COUNCIL

14.

Council Office
September 12, 2022

MEETING DATE	PREPARED BY
R092622	Sara Kasprowicz, Council Office Manager,

AGENDA ITEM

REQUEST TO APPROVE AND RECOGNIZE THE CLARENCEVILLE HIGH SCHOOL HOMECOMING PARADE, PARADE ROUTE, THE CLOSING OF CERTAIN CITY STREETS AND REQUEST TO DESIGNATE AND AUTHORIZE SENIOR POLICE OFFICER MICHAEL ARAKELIAN TO SIGN THE WAYNE COUNTY ROAD COMMISSION PERMIT ON BEHALF OF THE CITY TO CLOSE A PORTION OF MIDDLEBELT ROAD, WITH THE CITY TO ASSUME LIABILITY FOR ANY DAMAGE CLAIMS WHICH MAY ARISE AS A RESULT OF THE ROAD CLOSURE: Kevin Murphy, Athletic Director, re: to be held on Friday, October 7, 2022, beginning at 6:15 p.m.

BACKGROUND

REQUEST TO APPROVE AND RECOGNIZE THE CLARENCEVILLE HIGH SCHOOL HOMECOMING PARADE, PARADE ROUTE, THE CLOSING OF CERTAIN CITY STREETS AND REQUEST TO DESIGNATE AND AUTHORIZE SENIOR POLICE OFFICER MICHAEL ARAKELIAN TO SIGN THE WAYNE COUNTY ROAD COMMISSION PERMIT ON BEHALF OF THE CITY TO CLOSE A PORTION OF MIDDLEBELT ROAD, WITH THE CITY TO ASSUME LIABILITY FOR ANY DAMAGE CLAIMS WHICH MAY ARISE AS A RESULT OF THE ROAD CLOSURE: Kevin Murphy, Athletic Director, re: to be held on Friday, October 7, 2022, beginning at 6:15 p.m.

RECOMMENDATION

To approve as submitted.

FISCAL CONSIDERATION

ATTACHMENTS

1. R092622 2022 Clarenceville Homecoming Parade

APPROVED BY

LIVONIA POLICE DEPARTMENT
PARADE APPLICATION

Applicant Organization: Clarenceville School District **Date:** 6/20/22

Name of Applicant: Kevin Murphy

Address: 20155 Middlebelt Rd_Livonia, MI 48152 **Phone:** 248-388-1360

PARADE INFORMATION

Date of Parade: 10/7/22 **Starting Time:** 6:15 **Finish Time:** 7:00

List the entire parade route on this form in the space below:

Turn right out of Botsford Elementary onto Brentwood, turn left onto Pembroke, turn left onto Weyher, turn right onto St. Martins, turn right onto Parkville, turn left onto Bretton, turn right onto Middlebelt, turn right into the first driveway into Clarenceville Middle School.

* If the route passes over any Wayne County road, the Applicant Organization will assume liability for any damage claims which may arise as a result of the road closure as to Wayne County and the City of Livonia only. A resolution of the Organization's governing body to that effect must be **submitted with this application**.

Total number of participants on foot: 300. Number of vehicles: 12. Total number of floats: 4.

This request must be submitted to the Traffic Bureau of the Livonia Police Department no later than 30 days prior to the parade date.

REQUIRED CONDUCT OF THE PARADE UNITS:

1. **No one will hand out or give away any material from a motor vehicle or float in the parade (handouts only to occur by participants on foot and away from parade vehicles).**
2. No unit will be decorated in such a manner as to obstruct the driver's vision.
3. No riders allowed outside the passenger compartment of a vehicle.
4. Drivers will not violate any traffic law except at the direction of a Police Officer.
5. Each marching unit shall be accompanied and controlled by at least one responsible person over the age of 18 that has been designated by the Applicant.

I agree to the required conduct of the parade units and will ensure all participants adhere.

I understand that the Community Service Bureau will determine the number of Police Officers required to assist the parade and the Applicant Organization will pay for the cost of Police Officers assigned to the parade.

SIGNATURE OF APPLICANT Kevin Murphy

For information regarding the cost and assignment of Police Officers, contact the Community Service Bureau: Mon. – Fri. 8 a.m. – 4 p.m. at 734-466-2369.

For other application questions, contact the Traffic Bureau Mon. – Fri. 8 a.m. – 3 p.m. at 734-466-2107.

Clarenceville Senior High School

20155 Middlebelt Road
Livonia, Michigan 48152
(248) 919-0408
Fax (248) 919-0438

Troy Nelson
Principal

Tracey Stevenson
Assistant Principal

Kevin B. Murphy
Athletic Director

Joelle M. Troszak
Counselor

Jennifer Weston
Counselor

Denise O'Rourke
Principal's Secretary

Gail E. Bierschbach
Attendance/AD Secretary

June 20, 2022

Dear Officer Mike Arakelian,

Clarenceville High School will be holding its annual Homecoming Parade on Friday October 7, 2022. As in the past, we need to have approval for our parade route on the following streets (please see attached map). The parade will start at 6:15 at Botsford Elementary and we will need police officers to shut down traffic on Middlebelt Road from Bretton to the Stadium Entrance (first entrance North of Clarenceville Middle School). Please see attached map of parade route and LPD Parade Route Application.

I have also sent a letter to the Livonia City Council to get an Approval Resolution from them at an July or August meeting.

Any questions, don't hesitate to call me at 248-388-1360.

Thanks for your help

Kevin Murphy
Athletic Director

NCA Accredited by the North Central Association of Colleges and Schools

BOARD OF EDUCATION
CLARENCEVILLE SCHOOL DISTRICT

RESOLUTION

At a regular meeting of the Board of Education of the Clarenceville School District, Counties of Oakland and Wayne, Michigan, held at 20210 Middlebelt Road, Livonia, Michigan, on the 26th day of May 2022, beginning at 6:30 o'clock, p.m.

Present Members: P. Shourd, M. Liss, C. Immonen, S. Krazel

Absent: Members: C. Kluesner, J. Bunker, D. Myers

WHEREAS, the Clarenceville High School Homecoming Parade is scheduled to be held on **Friday, October 7, 2022** beginning at **6:00 p.m;** and ending at approximately 7:00 p.m.

WHEREAS, to provide for the safety of participants and spectators, the Board desires to have certain area streets closed to traffic between the hours of 6:00 p.m. and 7:00 p.m. on the date: and

WHEREAS, in order for the streets to be closed, the School District is required to submit a request to the City of Livonia for approval of the parade round and the City, in turn, is to request permission for the Wayne County Department of Public Services to close the necessary roads; and

WHEREAS, the School District has been advised that the City of Livonia is prepared to approve the parade route and make the necessary request to close the roads upon this Board adopting a resolution assuming liability for any damage claims for which the City of Livonia and/or Wayne County may be found responsible as a result of the road closures; and

WHEREAS, this Board is of the opinion that it is appropriate to adopt such a Resolution.

THEREFORE, IT IS RESOLVED that in consideration of the approval by the City of Livonia of the requested parade route for the Homecoming Parade to be held on **Friday, Ocotober 7, 2022,** and the closing of certain roads between the hours of 6:00 p.m. and 7:00 p.m. on the date, the Clarenceville School District assumes liability for any damage claims for which the City of Livonia and/or Wayne County may be found responsible as a result of the road closures; and

BE IT FURTHER RESOLVED that the Superintendent and/or his designee are authorized to make the request to the City of Livonia to approve the parade route and close the roads; and

BE IT FURTHER RESOLVED that the Superintendent and/or his designee are authorized to execute any documents required to accomplish the same.

AYES:	Members:	P. Shourd, M. Liss, C. Immonen, S. Krazel
NAYS:	Members:	None
ABSTAINING OR NOT PRESENT:	Members:	C. Kluesner, J. Bunker, D. Myers

RESOLUTION DECLARED ADOPTED.

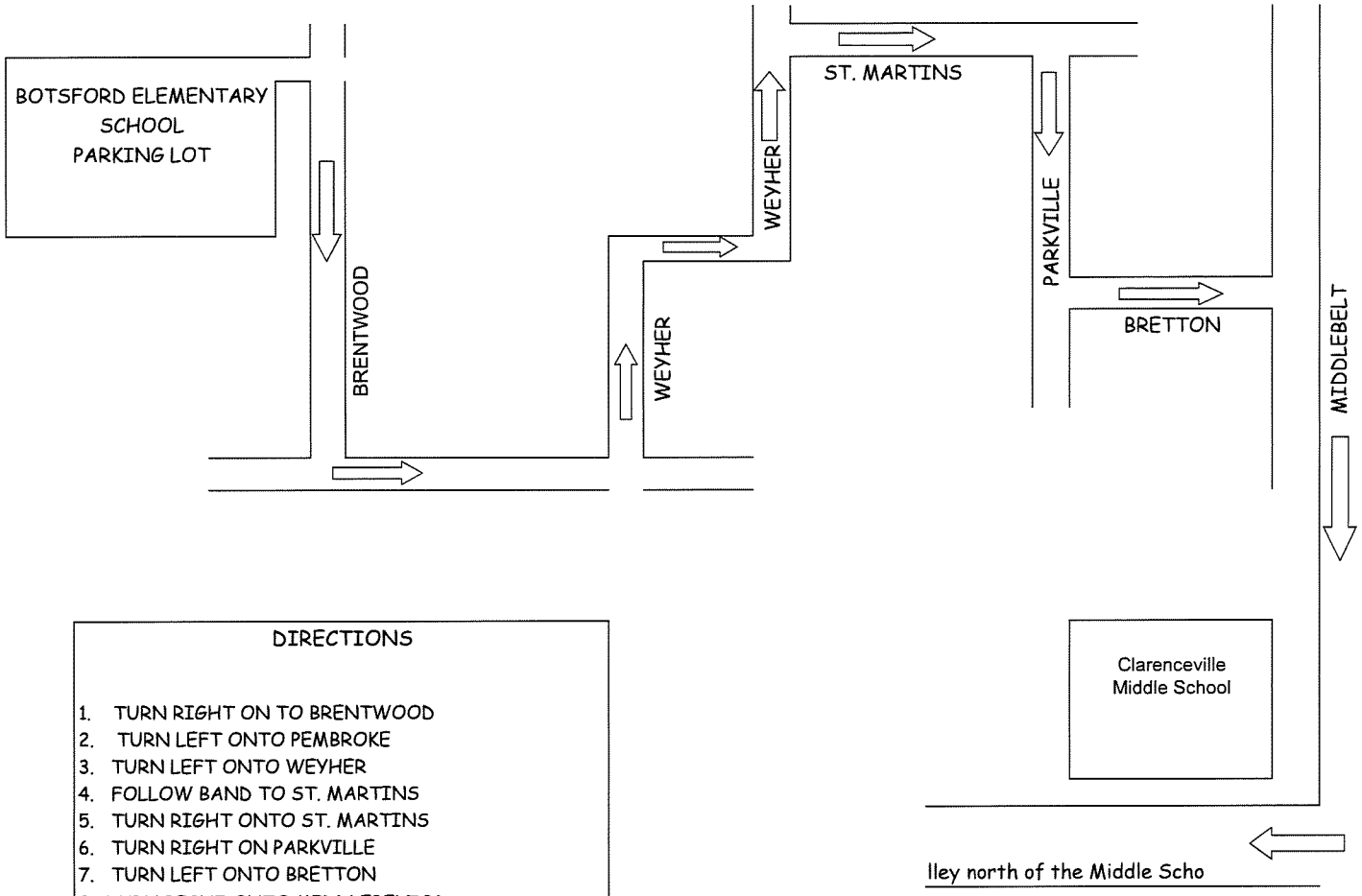
Secretary, Clarenceville Board of Education

I hereby certify that the foregoing constitutes a true and complete copy of a resolution duly adopted by the Board of Education of Clarenceville School District, Counties of Oakland and Wayne, Michigan, at a regular meeting held on the **26th day of May, 2022,** and that said meeting was conducted and public notice of said meeting was given pursuant to and in full compliance with the Open Meetings Act, being Act 267, Public Acts of Michigan, 1976, and that the minutes of said meeting were kept and will be or have been made available as required by said Act.

Secretary, Clarenceville Board of Education

HOMECOMING PARADE ROUTE 2022

FRIDAY, October 7th 6:15 p.m.



DIRECTIONS

1. TURN RIGHT ON TO BRENTWOOD
2. TURN LEFT ONTO PEMBROKE
3. TURN LEFT ONTO WEYHER
4. FOLLOW BAND TO ST. MARTINS
5. TURN RIGHT ONTO ST. MARTINS
6. TURN RIGHT ON PARKVILLE
7. TURN LEFT ONTO BRETTON
8. TURN RIGHT ONTO MIDDLEBELT RD.
9. TURN RIGHT INTO MIDDLE SCHOOL PARKING LOT
   Turn into the Alley north of the Middle School

Clarenceville Senior High School

20155 Middlebelt Road
Livonia, Michigan 48152
(248) 919-0408
Fax (248) 919-0438

Troy A. Nelson
Principal

Tracey Stevenson
Assistant Principal

Kevin B. Murphy
Athletic Director

Joelle M. Troszak
Counselor

Jennifer Weston
Counselor

Denise O'Rourke
Principal's Secretary

Gail E. Bierschbach
Attendance/AD Secretary

June 20, 2022

Dear Honorable Members of Livonia City Council,

Clarenceville High School will be holding its annual Homecoming Parade on Friday October 7, 2022. As in the past, we need to have approval for our parade route on the following streets (please see attached map). The parade will start at 6:15 P.M. at Botsford Elementary, and we will need Livonia Police to shut down traffic on Middlebelt Road from Bretton to the entrance on the north side of Clarenceville Middle School (first entrance North of Clarenceville Middle School).

Officer Mike Arakelian, of the Livonia Police Department, has approved the parade route. Officer Arakelian has instructed me to get an Approval Resolution from the City Council so that he can get approval from Wayne County to shut down Middlebelt Road for the parade. If Clarenceville could be placed on the City Council Agenda for a **late July or early August meeting** to discuss any questions concerning this matter, it would be greatly appreciated.

The Clarenceville Board of Education approved a Resolution at the May meeting. I have attached a signed copy of the resolution.

Any questions don't hesitate to call me at the number below.

Thanks for your help.

Kevin Murphy
Athletic Director
248-919-0217 Office
248-388-1360 cell

NCA Accredited by the North Central Association of Colleges and Schools

LETTER TO THE LIVONIA CITY COUNCIL

15.

Engineering
August 25, 2022

MEETING DATE	PREPARED BY
R092622	Karen Worley, Secretary IV,

AGENDA ITEM

REQUEST TO APPROVE AN ADDITIONAL APPROPRIATON AND EXPENDITURE: Engineering Division, re: for the 2020 DWRF Project No. 7452-01, in the not-to-exceed amount of $41,552.63 and the new total not-to-exceed amount of $4,178,404.18. (CR 130-20)

BACKGROUND

Pursuant to Council Resolution No. 130-20, adopted May 11, 2020, the City Council approved a contract with D & D Water & Sewer, Inc., 5700 S. Sheldon, Canton, Michigan 48188 for the DWRF Project No. 7452-01, Project Areas 1 and 3 in the amount of $4,136,851.55.

RECOMMENDATION

Please refer to the Fiscal Consideration section for additional information.

FISCAL CONSIDERATION

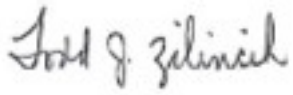
In order to final out this project, we respectfully request that the Council take the following actions:

- Increase the final contract amount to $4,178,404.18.
- Approve an additional appropriation and expenditure from the Unexpended Balance of the Water and Sewer Fund (592) in the not-to-exceed amount of $41,552.63.
- Authorize an additional payment to D & D Water & Sewer, Inc. in a not-to-exceed amount of $41,552.63.

ATTACHMENTS

1. CR 130-20

APPROVED BY



Todd Zilincik, P.E., City Engineer — Date: August 29, 2022



Don Rohraff, Director of Public Works — Date: August 30, 2022



Michael Slater, Finance Director — Date: August 30, 2022



Maureen Miller Brosnan, Mayor — Date: September 07, 2022

#130-20 RESOLVED, that having considered a communication from the City Engineer, dated April 17, 2020, which bears the signature of the Director of Finance, is reviewed as to form by the City Attorney, is approved by the Director of Public Works, and approved for submission by the Mayor, to which is attached a letter from OHM Advisors, dated April 16, 2020, the Council does hereby accept the bid of D & D Water & Sewer, Inc., 5700 S. Sheldon, Canton, MI 48188, for performing all work required in connection with the Water Main Improvements related to DWRF Project No. 7452-01, Project Areas 1 and 3, Located at 6 Mile and Middlebelt Roads and Bonaparte Gardens north of Joy Road between Henry Ruff and Middlebelt Roads, for a total amount not to exceed $4,136,851.55, with Inspector Day costs to be included in the Construction Engineering (CE) costs, to be approved by City Council, based upon the Engineering Division's estimate of units involved and subject to the final payment based on the actual units completed in accordance with the unit prices accepted herein, said amount and unit prices having been in fact the lowest bid received and meets all specifications; FURTHER, the Council does hereby authorize an appropriation and expenditure in an amount not to exceed $4,136,851.55 from funds in the Unexpended Fund Balance of the Water and Sewer Fund (592) for this purpose, said amount to be reimbursed from the proceeds of the 2020 Drinking Water Revolving Fund Revenue Bonds; and the City Engineer is hereby authorized to approve minor adjustments in the work as it becomes necessary but this authorization does not entitle the City Engineer to authorize any increase in the not to exceed amount or to contract with other parties; and the Mayor and City Clerk are hereby authorized, for and on behalf of the City of Livonia, to execute a contract, approved as to form and substance by the Department of Law, with the aforesaid bidder and to do all other things necessary or incidental to the full performance of this resolution.

LETTER TO THE LIVONIA CITY COUNCIL

16.

Engineering
August 30, 2022

MEETING DATE	PREPARED BY
R092622	Karen Worley, Secretary IV,

AGENDA ITEM

REQUEST TO APPROVE AN ADDITIONAL EXPENDITURE: Engineering Division, re: for the 2021-2022 Sidewalk and Pavement Replacement Program - Water Main Breaks (Contract 21-F), in the not-to-exceed amount of $95,000 and the new total not-to-exceed amount of $423,006.50 (CR 90-21)

BACKGROUND

Pursuant to Council Resolution No. 90-21, adopted March 22, 2022, the City Council approved a two-year contract with Luigi Ferdinandi & Son Cement Co., 16481 Common Road, Roseville, MI 48066 for the 2021-2022 Sidewalk and Pavement Replacement Program – Water Main Breaks in the amount of $328,006.50 ($164,003.25 anticipated for each year) based on past breaks.

The water main break locations scheduled for 2021 were completed. The contract requires the repairs be completed in two (2) phases that include residential locations along with local and major roads with the City of Livonia's jurisdiction.

Phase 1 locations were completed by early July and the Phase 2 locations are scheduled to be completed by late October. Typically, Phase I repair locations average around 40-50 and Phase I locations are typically half of the Phase 2 locations averaging around 15 to 20 repairs. However, there have been a larger number of water main breaks throughout the City of which several are located in major roadways such as Merriman Road, Farmington Road, Newburgh Road, and Schoolcraft Road. These locations require more funding to complete than do those on a normal residential street, driveway or sidewalk. For Phase 2 locations to date, we have had the number of anticipated repair locations be more than 40 which is almost double the normal number of repairs. Thus, we are requesting an additional expenditure in the amount of $95,000 in order to complete these repairs before construction season ends and make these locations safe for motorists before the inclement weather sets in.

RECOMMENDATION

Please refer to the Fiscal Consideration section below for additional information.

FISCAL CONSIDERATION

In order to complete the necessary work, we respectfully request that the Council take the following actions:

- Increase the final contract amount by $95,000 from $328,006.50 to $423,006.50.

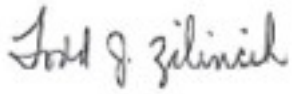
- Approve an additional expenditure from funds already budgeted in 592-158-000 (Construction-in-Progress) in the not-to-exceed amount of $95,000.

- Authorize an additional payment to Luigi Ferdinandi & Son Cement Co. in a not-to-exceed amount of $95,000 based on the actual work completed.

ATTACHMENTS

1. CR #90-21

APPROVED BY



Todd Zilincik, P.E., City Engineer — Date: August 30, 2022



Don Rohraff, Director of Public Works — Date: August 30, 2022



Michael Slater, Finance Director — Date: August 30, 2022



Maureen Miller Brosnan, Mayor — Date: September 07, 2022

On a motion by Jolly, supported by Toy, it was:

#90-21 RESOLVED, that having considered the reports and recommendations of the City Engineer, dated March 17, 2021 and March 9, 2021, which bear the signatures of the Director of Finance and the Director of Public Works and are approved for submission by the Mayor, the Council does hereby accept the unit price bid of Luigi Ferdinandi & Son Cement Co., 16481 Common Road, Roseville, mi 48066, for completing all work required in connection with the 2021-2022 Sidewalk and Pavement Replacement Program - Water Main Breaks (Contract 21-F) for a total amount not to exceed $328,006.50, i.e., $164,003.25 per year (Phase I - $208,874.50, i.e., $104,437.25 per year and Phase II - $119,132.00, i.e., $59,566.00 per year), based upon the Engineering Division's estimate of units involved, and subject to final payment based upon the actual units completed in accordance with the unit prices accepted herein, said cost and unit prices having been in fact the lowest bid received for this item; FURTHER, the Council does hereby appropriate and authorize an amount not to exceed $328,006.50 for the 2021-2022 Sidewalk and Pavement Replacement Program – Water Main Breaks from the Water and Sewer Construction in Progress Account No. 592-158-000 for this purpose; and the City Engineer is hereby authorized to approve minor adjustments in the work as it becomes necessary but this authorization does not entitle the City Engineer to authorize any increase in the not to exceed amount or to contract with other parties; and the Mayor and City Clerk are hereby authorized to execute a two (2) year contract, approved as to form and substance by the Department of Law, for and on behalf of the City of Livonia with the aforesaid bidder and to do all other things necessary or incidental to the full performance of this resolution.

A roll call vote was taken on the foregoing resolution with the following result:

AYES: Bahr, White, McCullough, Donovic, Jolly and Toy

NAYS: McIntyre

The President declared the resolution adopted.

LETTER TO THE LIVONIA CITY COUNCIL

17.

Engineering
August 31, 2022

MEETING DATE	PREPARED BY
R092622	Karen Worley, Secretary IV,

AGENDA ITEM

AWARD OF CONTRACT: Engineering Division, re: for the Michigan Economic Development Corporation (MEDC) Grant for the Denmar Drain Channel Improvement Project (CR 95-22)

BACKGROUND

Pursuant to Council Resolution No. 95-22, adopted March 14, 2022, the Council approved the acceptance of a grant from the Michigan Economic Development Corporation (MEDC) in the amount of $1,000,000 for the Bell Creek streambank stabilization, a Greenmead regional detention pond, and Denmar Drain channel improvements. In order to proceed with the Denmar Drain Channel Improvement portion of the grant, we are recommending Environmental Consulting & Technology, Inc. (ECT) as our consultant for this project.

The Denmar Drain is a double layer concrete storm drain built in the 1970's. It is approximately 350 feet long and 16 feet wide. It collects stormwater from residential areas north of Seven Mile Road between Newburgh and Wayne Roads and travels south towards Bell Creek. It ends at the footbridge at Hoover Elementary School.

The Denmar Drain has experienced erosion along the edges of the concrete channel and settlement. The goal of this project is to remove the concrete channel and make the area natural for approximately 350 feet for conveying the storm water. This project has been discussed as one of the priorities with the Alliance of Rouge Communities (ARC) in an effort to improve the streambank stabilization in Livonia.

Please refer to the proposal letter from ECT dated August 31, 2022 for a description of the project, the scope of services and the proposed fees. Please note that we are recommending ECT as a sole source consultant due to their familiarity with the site, experience with restoring the Rouge River including the Bell Branch (Denmar Drain) and permitting experience working with EGLE.

RECOMMENDATION

Please refer to the Fiscal Consideration section and the attachments for additional information.

FISCAL CONSIDERATION

In order to proceed with this project, it is respectfully recommended that the Council take the following actions:

- Authorize the Mayor and the City Clerk to execute the Engineering contract with Environmental Consulting & Technology, Inc., 2001 Commonwealth Boulevard, Suite 300, Ann Arbor, Michigan 48105 in the not-to-exceed amount of $44,970.00 for the professional engineering services for the Michigan Economic Development Corporation (MEDC), Denmar Drain Channel Improvement Project.

- Waive the formal bidding process under Section 3.04.140.D.3 of the Livonia Code of Ordinances, as amended, as no advantage to the City would result from competitive bidding.

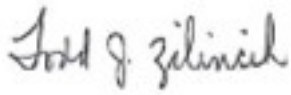
- Authorize an expenditure in the not-to-exceed amount of $44,970 from budgeted funds in the Capital Projects Fund – Land Improvements 401-000-974-000.

- Authorize the City Engineer to approve minor adjustments in the work, as required.

ATTACHMENTS

1. ECT 2022_08_31_Livonia_Proposal_Denmar Drain
2. CR 95-22
3. Denmar Drain Pictures, Erosion of Concrete Spillway

APPROVED BY



Todd Zilincik, P.E., City Engineer — Date: August 31, 2022



Don Rohraff, Director of Public Works — Date: August 31, 2022



Michael Slater, Finance Director — Date: September 01, 2022



Paul Bernier, City Attorney — Date: September 01, 2022



Date: September 07, 2022

Maureen Miller Brosnan, Mayor

August 31, 2022

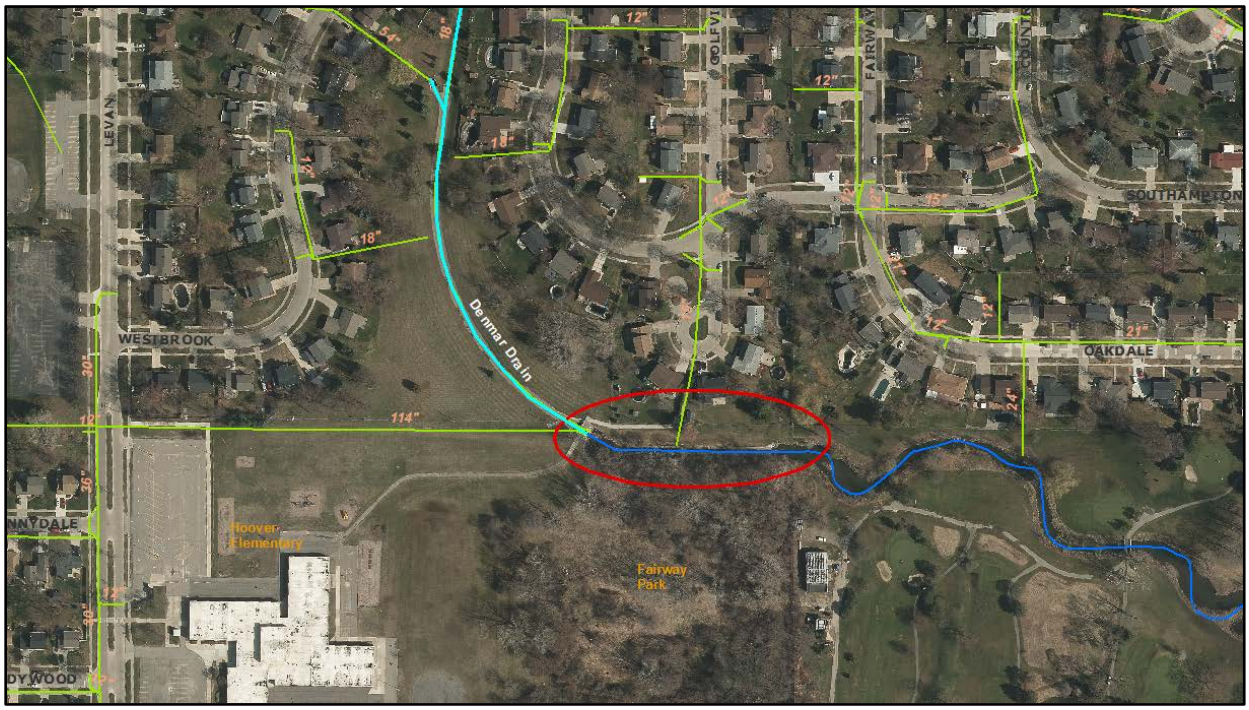
Mr. Todd Zilincik, P.E.
City of Livonia
12973 Farmington Road
Livonia, MI 48150

RE: Stream Restoration of a Tributary to the Bell Branch of the Rouge River at Fairway Park

Dear Mr. Zilincik:

Environmental Consulting & Technology, Inc. (ECT) would like to thank you for the opportunity to provide the City of Livonia with a proposal for professional services to assist with the design, permitting and construction oversight for the removal of the existing concrete lining and restoring approximately 330 feet of stream along a tributary to the Bell Branch located at Fairway Park in Livonia, MI.

BACKGROUND
In August 2022, the City of Livonia contacted ECT and requested a proposal for design and permitting of a section of ~330 ft of stream channel along a concrete-lined tributary to the Bell Branch of the Rouge River. ECT is familiar with the site and has 25 years of experience with restoring the Rouge River including the Bell Branch. We anticipate being able to incorporate some natural habitat features into the design; however, grade controls will likely be necessary due to the altered hydrology and sediment regime.



Project Site Location

SCOPE OF SERVICES

Task 1. Project Management
This task includes staff coordination and project administration efforts. ECT will coordinate with the City to conduct a preliminary kick-off meeting and up to two additional meetings prior to the EGLE permit submittal. We will provide a request to the City for any available information including utilities, LiDAR, GIS data, and provide recommendations for site survey. A Job Hazard Analysis (JHA) will be developed for field safety prior to site visits and will be updated as field conditions change during construction. During construction, we anticipate up to five weekly progress meetings; however, we will be available by email and phone for ongoing coordination.

Deliverables: Coordination meeting notes; Construction progress meetings notes

Task 2. Project Design and Permitting
Urban stream present unique challenges and constraints. The design approach will use Natural Channel Design principles. However, this is a transitional reach between a storm conveyance and drop structure and a natural channel. Some of the proposed grade controls and stream corridor transitions may need to be modified slightly if the Denmar Drain is ever naturalized. Based on our understanding of the site conditions and scope, ECT will complete the following tasks:

- Conduct a site reconnaissance, photo-documentation, and collect supplemental channel morphological measurements
- Analyze the survey and morphological measurement data in RiverMorph for channel morphology, bankfull hydraulics, and sediment entrainment
- Develop a Basis of Design memo that will outline the geomorphic analysis and design assumptions for the EGLE permit
- Develop site base plans at 1”=20’ scale that provide the existing conditions, survey controls, topography, property lines, and potential staging area and access route. During the City’s review of the base plans, a concept design will be developed for discussion with the City. The 65% plans will be developed for the permit submittal based on comments addressed during the concept plan review. The 65% design will include a preliminary estimate of probable construction costs (EOPCC).
- Submit an EGLE Joint Permit Application for Part 31 (Floodplain) and Part 301 (Inland Lakes and Streams) in MiWaters and respond to up to one correction request. Our scope includes an estimated $510 for the EGLE permit (Part 301) Individual Permit fee. We have assumed that the City or construction contractor will acquire the local Soil Erosion Control Permit prior to construction.
- The final bid package will be prepared including 95% Project Plans, technical specifications, final EOPCC.
- We assume that the project will not require a mandatory pre-bid meeting. ECT will respond to one set of questions from prospective bidders. ECT will review the project bids and provide recommendations for the City to select a qualified bidder.

Deliverables: BOD memo; Base, Conceptual, 65%, and 95% Plans; 65% and 95% EOPCC; technical specifications; EGLE Joint Permit Application and one response to an EGLE permit correction request; responses to questions during bidding period; contractor recommendation

Task 3. Construction Observation and Administration
Due to the specialized and innovative nature of the work, most of our stream restoration projects include construction services, in which ECT provides either administration, observations, and/or monitoring. Our restoration approach includes involving the design team in the site assessment, design, permitting, and construction observation for consistency. ECT understands the construction contracting process and the demands of construction management and oversight and has staff at varying levels to supply the services required. ECT will assist with construction administration and construction observation including the following tasks:

- ECT will respond to one set of Contractor Requests for Information (RFIs).
- Provide during- and post-restoration photographs of restoration construction activities.
- Assist the City with construction oversight and management of contractor field activities, documentation in support of contractor change order requests, pay application reviews and approvals, and overall project management. Construction observation will be limited to coordination and 15 site visits (avg. 4-6 hrs/visit).

Deliverables: RFI response; Photo-documentation; Field notes;

SCHEDULE
ECT will prepare Project Plans for EGLE permit submittal within 90 days of receiving the topographical survey and other existing information from the City. We anticipate finalizing the bid package for March 2023 bidding and summer 2023 construction (assuming timely permit issuance by EGLE).

BUDGET
ECT proposes to perform the scope of services described above on a time-and-materials basis for a not to exceed fee of $44,970. We will invoice on a monthly basis based on time spent and will not exceed the above fee without written approval. If you are in agreement with this proposal, please sign the attached Terms and Conditions and send it back to rmyllyoja@ectinc.com.

EXCLUSIONS
Although ECT's proposal does not include the following exclusions, a cost to add any of these project tasks can be negotiated later, if necessary:

- Professional surveying
- EGLE Hydraulic report due to proposed net floodplain cut
- T&E species or historic site reviews
- Wetland delineation based on existing turf grass and upland invasive shrub vegetation
- More than three coordination meetings with the City prior to construction

- More than one set of revisions or responses to additional information requests for either the County Soil Erosion Control Permit or EGLE Joint Permit Application
- Public bid packages and contractual specifications
- Local permits
- Construction (assumed to be contracted separately with pre-qualified contractor)
- Full-time construction observation
- As-built surveys by a professional surveyor
- Detailed post-construction monitoring

If you have any questions or require any additional information, please contact Rob Myllyoja at 248-989-5124. We look forward to this opportunity to work with you on this project.

Sincerely,

Environmental Consulting & Technology, Inc.

Rob Myllyoja
Senior Scientist

Annette DeMaria, P.E., PMP
Principal Engineer

General Terms and Conditions

For Proposals Submitted in Calendar Year 2022

1. Services. ECT agrees to perform for Client professional services ("Services") as described in an ECT Proposal. Because of the uncertainties inherent in the Services contemplated, time schedules are only estimated schedules and are subject to revision unless otherwise specifically described in the Proposal. As full consideration for the performance of Services, Client shall pay to ECT the compensation provided for in the Proposal.

2. Required Disclosures. Client shall provide ECT all information which is known or readily accessible to Client which may be reasonable and/or necessary for completion of the Services by ECT.

3. Permit Assistance. Client shall assist ECT in obtaining all necessary governmental permits and/or approvals required for the performance of the Services. ECT obligations hereunder are specifically subject to the issuance of all such permits and/or approvals.

4. Site Access. Client grants a right of entry to the Site to ECT, its employees, agents and subcontractors, to perform the Services. If Client does not own the Site, Client warrants that it has the permission of the owner of the Site to grant this right of entry to ECT. If, in order to perform the Services, ECT damages or alters a Site owned by a third party, Client agrees to pay the cost of restoring the Site to its condition prior to the performance of the Services, unless said damages are determined to be the result of ECT's gross negligence or willful misconduct.

5. Standard of Performance. The Services will be performed for the exclusive benefit of the Client and with the level of skill and care ordinarily exercised by the environmental consulting profession in the same locale acting under similar circumstances and conditions. EXCEPT AS SET FORTH HEREIN, ECT MAKES NO OTHER REPRESENTATION, GUARANTEE, OR WARRANTY, EXPRESS OR IMPLIED, IN FACT OR BY LAW, WHETHER OF MERCHANTABILITY, FITNESS FOR ANY PARTICULAR PURPOSE OR OTHERWISE, CONCERNING ANY OF THE SERVICES WHICH MAY BE FURNISHED BY ECT TO CLIENT.

6. Limitations on the Scope of Services. Client acknowledges that ECT has not had any role in generating, treating, storing or disposing of hazardous or toxic substances, pollutants and contaminants or other waste materials ("Waste Materials") which may be present at the Site. Any Waste Materials connected with the Services shall at no time become the property of ECT. Nothing herein shall require ECT to assume the status of a generator, or a storage, treatment or disposal facility as those terms are defined by any federal or state statute or regulation governing the generation, treatment or disposal of hazardous waste or solid waste. If Services include the transportation of Waste Materials from the Site, ECT may evaluate and recommend possible disposal sites for the Client's use. ECT cannot accept ownership, title or responsibility for the disposal of any Waste Materials. Client agrees that it shall evaluate and "select" the proper site for treatment or disposal of its Waste Materials and shall be solely responsible therefore. Arrangements made by ECT for treatment, storage, transport or disposal of any Waste Materials shall be construed as being made solely for the Client's benefit and Client shall indemnify and hold harmless ECT against all claims, damages, losses, liability and expenses, including attorney's fees, which arise therefrom.

7. Geophysical Services. ECT does not guarantee any specific results from sampling or analytical activity. Client is liable for loss and/or damage to the surface or subsurface due to subsurface sampling. ECT is not liable for damages to wells caused by subsurface trespass or from operation services. Client will repair or replace any equipment damaged or lost in a well unless caused by ECT's gross negligence or willful misconduct. Recovery of lost equipment will be under Client's control. Client may accept advice from ECT as to methods to recover the items lost without recourse to damages that may be caused by or to Client. ECT is not liable for the accuracy of copies of the original logs or for recommendations based on such copies. ECT will provide professional interpretation and recommendations if required in writing. ECT shall not be responsible for obtaining permits or permission to log a well on a Site owned by a third party.

8. Force Majeure. Neither party shall be responsible for damages or delays caused by Force Majeure or other events beyond its control and which could not have reasonably been anticipated or prevented. For purposes of the Proposal, Force Majeure includes, but is not limited to, acts of God (including floods, hurricanes, tornados and other adverse weather), war, riot, strikes, lockouts, and other industrial disturbances; epidemics, disease, unknown site conditions, accidents, sabotage, fire, loss of or failure to obtain permits; unavailability of labor, materials, fuels or services; actions or inactions of government or other authorities, law enforcement actions, curfews, closure of transportation systems or other unusual travel difficulties, or inability to provide a safe working environment for employees. Should Force Majeure occur, the parties shall mutually agree on the terms and conditions upon which the Services may be continued.

9. Deliverables. All deliverables, including, but not limited to, any and all reports, drawings, plans, designs and specifications prepared by ECT hereunder shall become Client's property upon final payment for ECT Services. ECT shall retain copies of all deliverables. Deliverables may not be used or reused by Client, its employees, agents or subcontractors on any extension of the project or on any other project without the prior written consent of ECT, which consent will not be unreasonably withheld.

10. Method of Payment. Unless otherwise stated in ECT's Proposal, payment shall be on a time and materials basis using the Professional Services Fee Schedule in effect when the Services are performed. Monthly, ECT will invoice Client for all Services rendered during the previous month with payment due within thirty (30) days after date of invoice. Client shall notify ECT in writing of any disputed amount within fifteen (15) days after date of invoice; otherwise all invoice charges are agreed to be acceptable. Any overdue charges will draw interest at the lesser of one and one-half percent (1.5%) per month or the highest rate allowed by law, commencing thirty (30) days after date of invoice. ECT reserves the right to suspend services pending receipt of overdue charges. Should it be necessary for ECT to initiate collection procedures for unpaid charges, the cost of such procedures will be added to the amount due ECT from Client. Fixed price projects will be invoiced on a percent complete basis.

11. Insurance. During performance of the Services, ECT shall at all times maintain such insurance as is generally available at reasonable expense to businesses similarly situated and as will protect it from claims under workers' compensation laws, disability laws, or other similar employee benefit laws; from claims for damage because of bodily injury, occupational sickness or disease, or death of its employees, and claims insured by usual personal injury liability coverage; from claims for damages because of bodily injury, sickness or disease, or death of any person other than its employees including claims insured by usual personal injury liability coverage; and from claims for injury to or destruction of tangible property, any or all of which may result from any action of ECT or its employees in its performance of the Services.

12. Termination. The Services may be terminated by either party upon thirty (30) days written notice to the other party. Regardless of which party terminates or the cause therefore, Client shall, within thirty (30) days of termination, compensate ECT for costs incurred up to the time of termination, as well as those associated with termination and post-termination activities, such as demobilization, modifying schedules, reassigning personnel, decontaminating and/or disposing of equipment, and disposal and/or replacement of contaminated consumables. At any time after the total compensation payable to ECT exceeds $25,000, ECT shall have the right to suspend further performance of the Services until Client and ECT have executed a comprehensive Agreement for the Services.

13. Limitation of Liability. Except for circumstances caused by the willful misconduct of ECT, all claims for damages asserted against ECT, its directors, officers, shareholders, employees and agents, including claims for damages asserted against ECT by Client, are limited to the greater of (i) $25,000; or (ii) the total dollar value of the Proposal. ECT is not responsible for any special, incidental, indirect, or consequential damages (including loss of profits), incurred by Client as a result of ECT's actions or inactions. Any claim shall be deemed waived unless made by Client in writing and received by ECT within one (1) year after completion of the Services.

14. Indemnification. Client shall indemnify and hold harmless ECT, and its shareholders, directors, officers, employees and agents against all losses or claims, and costs incidental thereto (including costs of defense, settlement and reasonable attorney's fees) which any or all of them may incur, resulting from bodily injuries (or death) to any person, damage (including loss of use) to any property, or contamination of or adverse effects on the environment, arising out of or which are in any way connected with (i) any release or threatened release of Waste Materials, or any other activity relating to the Waste Materials, (ii) the negligent acts or omissions of Client, Client's employees, agents and subcontractors, or (iii) Client's breach of these terms.

15. Compliance with Laws. ECT and Client will each comply with all federal, state, and local laws, ordinances and regulations, including, but not limited to, building and zoning laws, environmental laws, land use laws, health and safety, minority business enterprise and disadvantaged business enterprise regulations.

16. Equal Employment Opportunity. ECT agrees to comply with the Equal Employment Opportunity and Affirmative Action Requirements of Executive Order 11246, Section 503 of the Rehabilitation Act of 1973, the Vietnam Era Veterans' Readjustment Act of 1974 and any other rules or regulations applicable to the Services.

17. Precedence. These terms shall take precedence over any inconsistent or contradictory provisions contained in any Client-issued purchase order, requisition, notice to proceed, or like document regarding the Services.

18. Survival. All obligations arising prior to the termination of the Services and all provisions of these terms allocating responsibility or liability between Client and ECT shall survive the completion of Services hereunder.

19. Legal Fees. In the event of legal or other necessary action to enforce the terms of the Proposal or these General Terms and Conditions, the prevailing party shall be entitled to recover all costs incurred, including court costs and a reasonable sum for attorney fees at trial and on appeal.

20. Governing Laws. These terms shall be governed by, construed and interpreted in accordance with the laws of the State of Florida, excluding any choice of law rules which may direct the application of the laws of any other jurisdiction.

Accepted by: _____

Printed Name: _____

Title: _____

Date: _____

taken care of. She thanked Sarah Henning and Jeremy Glick for working tirelessly over the last three years to secure the grant from the State.

Karen Kanty, 37586 Kingsbury came to the podium to state that although she is not on the creek side, it will affect the neighbors on the creek side, in turn, affect her property value. She saw the erosion and stated that it was terrible. Her neighbor has lost 15 feet of her property. She invited Council to take a look at it if they haven't already.

On a motion by Bahr, seconded by McCullough, and unanimously adopted,

it was:

#95-22 RESOLVED, that having considered a communication from the Director of Government Affairs, dated February 24, 2022, which bears the signatures of the City Engineer, the Director of Finance and the City Attorney, and is approved for submission by the Mayor, to which is attached a Grant Agreement between the Michigan Economic Development Corporation (MEDC) and the City of Livonia, for grant funding available for the period October 1, 2021 through December 31, 2023, in the amount of $1,000,000.00, to assist the City of Livonia with ongoing erosion and stormwater issues and to provide Bell Creek Streambank Stabilization, a Greenmead Regional Detention Pond, and Denmar Drain Channel Improvements, the Council does hereby authorize the Mayor and City Clerk, for and on behalf of the City of Livonia, to execute the grant agreement between Michigan Economic Development Corporation (MEDC) and the City of Livonia in the manner and form herein submitted, subject to approval as to form and substance by the Department of Law, and to do all other things necessary or incidental to the full performance of this resolution.

There was no Audience Communication at the end of the meeting.

On a motion by Vice President Toy, seconded by Donovic, and unanimously adopted, this 1,940th Regular Meeting of the Council of the City of Livonia was adjourned at 8:20 p.m.

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Susan M. Nash, City Clerk

However, the north bank has eroded in several locations.



This erosion is caused by overtopping of the concrete channel during higher flows.

A 15” outfall contributes to additional erosion.





At the end of the channel, stormwater flows into a tributary of Bell Creek where it meets up with the Upper Branch of the Rouge River.

