

AGENDA

1912th Regular Meeting of the Council of the City of Livonia Wednesday, January 13, 2021

7:00 PM

* Due to COVID-19, Livonia City Council meetings will not be held in the City Hall Auditorium
Live broadcast: AT&T Uverse Channel 99 / Spectrum Channel 203 /
WOW Channel 10 / YouTube.com/LivoniaTV

Connect on Zoom: <https://us02web.zoom.us/j/822419226> or phone at (312) 626-6799, ID: 822 419 226
To participate, use the 'Raise Hand' button on Zoom or press *9 on your phone to be called on

CALL TO ORDER

INVOCATION/PLEDGE OF ALLEGIANCE

ROLL CALL

PRESENTATION OF MINUTES

[Revised Minutes of the Regular Meeting of November 16, 2020](#)

[Minutes of the Regular Meeting of December 14, 2020](#)

AUDIENCE COMMUNICATION

REPORTS FROM THE MAYOR AND OTHER CITY OFFICIALS

[Communication from the Office of the Mayor, dated January 7, 2021, re: forwarding the Annual report for the Fiscal Year 2019-2020, which reflect the finances and administrative activities in the City.](#)

CONSENT AGENDA

1. [REQUEST FOR CONSIDERATION OF PROPOSED ORDINANCE AMENDMENT: Steve Johnson, re: to require all animals be held on a leash when off the owner's property with exceptions at the City dog park, within a confined area, or a Police K-9 Unit.](#)
2. [TAX RATE REQUEST FOR THE WAYNE COUNTY ART INSTITUTE AUTHORITY FOR THE YEAR 2020: Office of the City Clerk, re: to set the rate of tax to be levied and requesting that it be collected as a winter tax.](#)
3. [TAX RATE REQUEST FOR THE WAYNE COUNTY ZOOLOGICAL AUTHORITY FOR THE YEAR 2020: Office of the City Clerk, re: to set the rate of tax to be levied and requesting that it be collected as a winter tax.](#)
4. [TAX RATE REQUEST FOR THE HURON CLINTON METROPOLITAN AUTHORITY FOR THE YEAR 2020: Office of the City Clerk, re: to set the rate of tax to be levied and requesting that it be collected as a winter tax.](#)

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5. [REQUEST TO APPROVE SALARY AND FRINGE BENEFIT ADJUSTMENTS FOR THE CLASSIFICATION OF FIRE CHIEF AND DEPUTY CHIEF: Civil Service Division, re: for the period of December 1, 2018 through November 30, 2021.](#)
6. [REQUEST TO APPROVE LOCATION AND SCHEDULE OF DATES AND TIMES FOR THE 2021 BOARD OF REVIEW MEETINGS, AS WELL AS COMPENSATION RATES FOR MEMBERS: Department of Assessment, re: per the requirements of State of Michigan Statute MCL 211.30.](#)
7. [REQUEST TO APPROVE PURCHASE OF MAC GYM FLOORING THROUGH THE SOURCEWELL PURCHASING PROGRAM: Department of Parks and Recreation, re: to replace the existing MAC flooring, from budgeted funds.](#)
8. [REQUEST TO AUTHORIZE PURCHASE OF A DELL POWERSTORE 1000T SAN: Information Systems Department, re: to increase storage capacity, from budgeted funds.](#)
9. [REQUEST TO AUTHORIZE PURCHASE OF A DELL DATA DOMAIN DD6900: Information Systems Department; re: to increase backup storage system capacity, from budgeted funds.](#)
10. [REQUEST TO APPROVE THE ESTABLISHMENT OF IMPROVEMENT BONDS: Engineering Division, re: to assure the installation of public improvements at Livonia Manor III Site Condominium, located on the north side of Seven Mile Road, between Canterbury Avenue and Shrewsbury Drive in the Southeast 1/4 of Section 3. \(CR 272-20\)](#)
11. [VACATING REQUEST: Engineering Division, re: to vacate a public utility easement within the 18th St. Development, located at 39000 Seven Mile Road. Parcel I.D. No. 46-023-99-0001-004.](#)
12. [SITE PLAN PETITION: Planning Commission, re: Petition 2020-11-08-07 submitted by Adams Park Development, L.L.C., requesting to develop a site condominium \(Adams Park\) consisting of thirty-nine \(39\) single-family homes on the properties located on the south side of Lyndon Avenue between Inkster and Middlebelt Roads \(14416 Harrison Avenue and 28201 Lyndon Avenue, former Adams Elementary School site\) in the Southeast ¼ of Section 24.](#)

UNFINISHED BUSINESS

13. [PROPOSED AMENDMENT TO THE LIVONIA CODE OF ORDINANCES \(VACATING\), AS AMENDED: Department of Law, re: 2020-09-03-04 submitted by Group 10 Management, on behalf of Laurel Investment L.L.C., to vacate an existing public utility easement, located on the west side of North Laurel Park Drive, between Six Mile Road and University Park Drive \(17117 and 17123 North Laurel Park Drive, Holiday Inn\) located on the Southeast ¼ of Section 7.](#)
14. [ROLL CALL: Proposed Amendment to Zoning Ordinance No. 543, as amended: Department of Law, re: Petition 2020-07-01-04, submitted by Adams Park Development, L.L.C., to rezone the properties located on the south side of Lyndon Avenue between Inkster and Middlebelt Roads \(14416 Harrison Avenue and 28201 Lyndon Avenue\), former Adams Elementary School site, in the Southeast ¼ of Section 24 from PL \(Public Lands\) to R-1 \(One Family Residential\).](#)
[First Reading given by Councilmember Brandon McCullough on Wednesday, December 2, 2020](#)

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15. [Petition 2020-09-06-02 submitted by the City Planning Commission, pursuant to Section 23.01\(b\) of the Livonia Zoning Ordinance #543, as amended, to determine whether or not to amend Article XXXI – NP District Regulations, of the City of Livonia Zoning Ordinance No. 543, as amended, to expand the list of permitted uses under Section 31.03 to include beneficial forest management practices, such as the removal of invasive species, and selective trail construction in accordance with the City's Master Parks and Recreation Plan and nonmotorized transportation plan, Livonia Bike Walk. Public Hearing held Wednesday, December 16, 2020.](#)
16. [ADMINISTRATIVE RESPONSE TO CR 349-20: Department of Law, re: subject matter of parking restrictions during the period of bulk leaf pickup.](#)
17. [WAIVER PETITION: Planning Commission, re: Petition 2020-11-02-10 submitted by LS Equity L.L.C. requesting to re-develop the commercial shopping center \(Shoppes of Livonia\), including demolishing a portion of the existing building, constructing a full-service restaurant with drive-thru facilities \(Chick-fil-A\), constructing an addition and renovating the exterior façade of the existing building, and constructing a multi-tenant retail building with drive-thru facilities, located on the north side of Plymouth Road between Haller Avenue and Middlebelt Road \(29250-29350 Plymouth Road\) in the Southwest ¼ of Section 25.](#)
18. [ACCEPTANCE OF GRANT OF EASEMENT: Department of Law, re: secured without monetary consideration from 18th Street Development, for a public utility easement in connection with a water main constructed at 39000 Seven Mile Road in the SE 1/4 of Section 6. Parcel ID 46-023-99-0001-004.](#)

NEW BUSINESS

19. [REQUEST TO APPROVE THE LIVONIA POLICE OFFICERS ASSOCIATION \(POAM\) COLLECTIVE BARGAINING AGREEMENT FOR THE PERIOD OF DECEMBER 1, 2020 THROUGH NOVEMBER 30, 2023, Civil Service Department, re: same.](#)
20. [REQUEST TO APPROVE THE RENEWAL OF A JOINT DECLARATION AND RESOLUTION PERMITTING TEMPORARY OUTDOOR DINING AREAS DURING THE COVID-19 EMERGENCY: City Council, President, Kathleen McIntyre, and Mayor Maureen Miller Brosnan, re: to allow for the approval of temporary outdoor dining areas in connection with existing full and limited-service restaurants in the City of Livonia.](#)

AUDIENCE COMMUNICATION

SUSAN M. NASH, CITY CLERK

In accordance with Title II of the American with Disabilities Act as it pertains to access to Public Meetings, the City Clerk's 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 [xd](#) if you need assistance. **Council agendas are available on the City's website – www.livonia.gov - under Government, City Council, Agendas.**



REPORT TO THE LIVONIA CITY COUNCIL

Council Office
December 21, 2020

MEETING DATE

January 13, 2021

PREPARED BY

Sara Kasprowicz, Office
Administrator, Council Office

AGENDA ITEM

Revised Minutes of the Regular Meeting of November 16, 2020

BACKGROUND

RECOMMENDATION

FISCAL CONSIDERATION

ATTACHMENTS

1. R111620 (CR 330-20 to CR 347-20) REVISED 3

APPROVED BY

MINUTES OF THE ONE THOUSAND NINE HUNDRED NINTH
REGULAR MEETING OF NOVEMBER 16, 2020

On November 16, 2020, the above meeting was called to order via remote Zoom technology by President Kathleen McIntyre at 7:00 p.m. Councilmember Brandon McCullough led the meeting in the Pledge of Allegiance.

Roll was called with the following result: Brandon McCullough (Livonia, Michigan) , Rob Donovic (Deployed), Jim Jolly (Livonia, Michigan), Laura Toy (Plymouth, Michigan), Scott Bahr (Livonia, Michigan), Cathy White (Lehigh Acres, Florida); and President Kathleen McIntyre (Livonia, Michigan). Absent: None.

Elected and appointed officials present: Mark Taormina, Director of Planning and Economic Development; Todd Zilincik, City Engineer; Paul Bernier, City Attorney; Susan M. Nash, City Clerk; Lynda Scheel, Treasurer; LaShawn Thomas, Director of Governmental Affairs; Sara Kasprowicz, Administrator of Council Office; Casey O'Neil, Director of Information Systems; Brian Kahn, Director of Emergency Preparedness; Don Rohraff, Director of Public Works; and Mayor Maureen Miller Brosnan.

On a motion by Bahr, supported by Jolly, and unanimously adopted, it was:

#330-20 RESOLVED, that the minutes of the 1,908th Regular Meeting of Council held November 4, 2020 are approved as presented.

President McIntyre stated that the Civic Center Campus in Livonia does not have power and therefore she is chairing the meeting from the Police Department.

She then stated there is New Data on Items 11, 18 and 19 and that there will be one (1) X-item at the end of the Regular Agenda.

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President McIntyre recognized the City of Livonia custodial staff for their hard work during the Covid crisis and were tireless in their efforts for keeping things clean and safe. Certificates of Commendation were provided by the Mayor for the custodial staff and Stanley Townsend, day custodian foreman, and Andre Richardson and Tom Steffes, night custodial foremen. President McIntyre recognized each member of the staff by name.

Stanley Townsend joined the meeting and thanked Council and the Mayor for their recognition of himself and his staff.

Don Rohraff, Director of Public Works, stated he'd like to take the opportunity to commend the foremen and the staff and those responsible for the recognition of the members of his staff.

Councilmember White, as Parliamentarian of Council, reviewed the rules for Audience Communication.

During Audience Communication Reno Cassar, 36505 Roycroft, spoke about this nuisance complaint that he had previously brought before Council and gave an update on the progress made in addressing the issue.

Katie Rogowicz brought up the issue of using Sharpies and Flairs at the precincts rather than what the MCL 168.736 (c) dictates. She then addressed the Livonia Police Department's website and noticed there is no listing for domestic violence on it. She also spoke about a Facebook messenger message that she had received from a retired lieutenant from Livonia Police. She then inquired about text messages that she had formerly brought up.

John Hillers requested Council to put an item on a Study Session regarding the service of Alexander Wells, who was Livonia's only black officer in the American Civil War, as well as the item of racial disparities in LPD data provided on the PACT site, specifically the ticket information, and an outside review of same.

Mayor Maureen Miller Brosnan provided an update on some of the happenings around town, specifically after Governor Whitmer's report and the report of the Department of Health and Human Services about some of the changes in store for Michigan residents starting Wednesday, November 18th. She spoke about the recent power outage and the number of residents and businesses affected by same.

She then spoke on the Michigan Department of Health and Human Services protocol that were initiated at 6:00 p.m. press conference hosted by the Governor. She stated that the Leadership Team met this morning to figure out what, if any, change meant for the City of Livonia. She said Covid numbers are closely being tracked as the City's Situation Report indicates. She stated early last week the City went to a remote work force. The numbers indicated that there

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was a spike in employees that were being quarantined and an uptick in the number of employees that had actually contracted Covid. There are currently nineteen employees that are quarantined and at a minimum four confirmed cases within the 635 employees of the City. With that information and understanding that Covid is definitely on the rise, there are currently 432 residents that have tested positive, that was last week, that's a daily average of 61.7 people per day contracting the disease and last week's total by far the highest seven day stretch of increases that we've seen in the pandemic. So, given all that information last Monday we went to remote work within the City. Any department that had employees capable of operating from home, were encouraged to operate from home and we were working really hard to try to limit the interactions that people had.

So, just in terms of how Livonia stacks up compared to the rest of the State, the rest of Wayne County, there's a number that folks are tracking and it is called a "Case per day rate". And it takes how many cases you have of 100,000 people. Our case per day rate is 65.7, that is slightly below the State rate of 66.8, but it is well above the Wayne County rate of 40, and the Oakland County rate of 50. So it is safe to say that Livonia is one of the relative hot spots in Metro Detroit right now. And again, we're seeing a rise in the number of cases in our long term care facilities and while that's not the only increase we're seeing, it is one because we put this together, Livonia Cares Program, in place while we were in our previous peak of Covid, we've continued that program and have been able to closely monitor what's going on in our long term care facilities. We once again find that long term care facilities are not as well connected with the information coming out of the County or coming out of the State of Michigan, so are in the process of exploring exactly how we as a City are going to help to bridge that gap. She stated she will have more news for you on that shortly, but right now just know that we are really diving in on how best to do that in partnership with St. Mary Mercy Hospital. They're one of the lead agencies in helping us to work together with our long term care facilities in pulling everybody together around not only the data but best practices. Of greatest concern to us as we once again see these numbers rising in our City, is making sure that our hospitals have not reached peak capacity. The most important thing, and I know we're all trying to stem the tide of the virus, is also making sure that there is ample space in our hospitals to treat Covid patients and also to treat other patients so that the hospital does not become so overburdened that all we're capable of doing is treating Covid patients. And patients of heart attacks and other severe issues are then turned away. We really don't want to see that happen. So we are going to, as I said, we took a careful look at the protocol that the Michigan Department of Health and Human Services is indicating are going to be some of our best ways of mitigating the spread of the disease and as a result starting on Wednesday, people are being asked once again to make appointments at City Hall. If you need to obtain any kind of in person service, we're really hoping to limit the number of people coming into City Hall and this is one very good way of doing that. For the most part actions with City Hall can be managed by online interaction or by depositing any of the information that needs to be deposited for

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City Hall in the red box out front. We are well aware that winter taxes are going to be mailed on December 1st, and as a result of that, there are some people that really like to pay their taxes in person. Once again, for the health and safety of not only our City Hall employees, but the health and safety of our residents, we're asking residents to try to do that online because if you try to do that check, either dropping it in the mail or again, dropping it in the big red mailbox out in front of City Hall. In the event that residents do feel compelled to come in and pay their tax bill or pay their water bill in person, we're asking that they phone ahead and make an appointment so that we can somebody there prepared to greet them at the door, get them in and get them out quickly. For those residents who have been using our Parks and Recreation, our Rec Center, for any kind of programming, unfortunately all programs are going to have to be cancelled. Individual workouts and swimming is going to still be allowed but group activities are no longer going to be allowed at the Rec Center or at the Senior Center. The library is going to remain open. We feel that as long as we remain committed to limiting capacity at the library, limiting the number of people who are there using it and limiting the length of stay, that we've created a safe work environment there and we created a safe environment for residents. Although we are really strongly urging people to utilize the curbside service. I mean, what could be easier than having somebody deliver books to your car for you. So we're hoping that folks avail themselves of that. Our Livonia Community Transit System is going to continue to operate to make sure that we get people to work, to get people to doctor appointments, to get them to the grocery store, to get them to the pharmacy, these are all critical services that we need to continue to provide. We will be continuing to mandate that people wear masks, that they are socially distanced when they're on the bus, and we do believe that we are able to keep people safe again because we have had such amazing janitorial services in clearing out and cleaning out the buses after each one of the transports take place. I failed to mention, too, at the Rec Center, we're going to be spending a little bit of time over the next couple of days spacing our exercise equipment even further apart than it was spaced before. The Department of Health and Human Services is requiring a 12-foot separation, so starting today we began moving equipment around in the Rec Center. The Inspection Department is going to continue to do both residential and commercial inspections. But again, these are going to be by appointment only. As inspectors enter homes, they are asking that people wear masks, that they have the ability to distance from the residents when they're in conducting the inspection. In cases where that cannot be accommodated, we are asking people to reschedule those inspections for a safer time later in the year.

So a lot of that is what we've already been doing, we don't see that we're going to have to make a huge amount of change. Livonia residents have been tough and have worked with us in the past operating in this very same fashion, by appointment only, we've done this for a while before. We are certain that our staff is capable of rolling back to a solid remote work atmosphere as well as operating by appointment only with our residents. So, in general, we're really encouraging people to continue to wear their masks, to continue to social

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distance, limit interactions as much as you possibly can. Remember the outdoors is still open, so getting outside is still a really good idea for people.

And in general, there's a deep understanding among the City Leadership Team, that this is hard, this is very, very hard. People are growing very, very weary. But we also understand that Livonia is tough and we are going to manage to get through this because of that resilience and the big goal is to make sure that next year when we all gather around the Thanksgiving table, that we're all there to gather. So we know that by making some of these tough standards now, that is hopefully going to assure that we are able to maintain good hospital care and the capacity that's necessary in our hospitals to treat the disease and to treat other vital illnesses that occur and that people need to have treated. So, if you have any questions, I'd be happy to entertain them now. I want to thank Council President McIntyre for joining us today and I know she supplied all of you with a really good, detailed document on all of the information that I just presented to you again, so, President McIntyre, thank you very much for being there and for helping us to disseminate the information quickly. It's a big part of how we've been able to respond as well as we have to the Covid pandemic.

President McIntyre thanked Mayor Brosnan for the update.

Mayor Brosnan wished everyone a Happy Thanksgiving, and stated that she is grateful for our City's leadership, and she is sure that the residents of Livonia share in her gratitude as well.

On a motion by Jolly, seconded by McCullough, it was:

#331-20 RESOLVED, that having considered the report and recommendation of the Chief of Police, dated October 14, 2020, which bears the signature of the Finance Director, is approved as to form by the City Attorney, and is approved for submission by the Mayor, the Council does hereby authorize a one-year maintenance contract extension, for the period June 15, 2020 through June 14, 2021, with Intrado Life & Safety Solutions Corp., 11808 Miracle Hills Dr., Omaha, NE 68154, for performing all work required in connection with the maintenance of the NexGen E9-1-1 System, in an amount not to exceed \$22,435.00; FURTHER, the Council does hereby authorize an expenditure in an amount not to exceed \$22,435.00 from funds already budgeted in Account No. 261-000-851-000 for this purpose; FURTHER, the Council does hereby authorize the action herein without competitive bidding for the reason that Intrado/West Safety Solutions is the sole source vendor for the maintenance of the NexGen E9-1-1 system, and such action is taken in accordance with Section 3.04.140.D.3 of the Livonia Code of Ordinances, as amended, and the Mayor and City Clerk are hereby authorized for and on behalf of the City of Livonia to execute a maintenance contract extension with the aforesaid company, 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.

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#332-20 RESOLVED, that having considered a communication from the Human Resources Director, dated October 22, 2020, which bears the signatures of the Finance Director and the City Attorney, and is approved for submission by the Mayor, which sets forth Civil Service Resolution 20-95, adopted on September 30, 2020, wherein the Commission recommends approval to increase the salary range for the Superintendent of Parks and Recreation classification, to be in the same compensation range as other Directors in the City, effective December 1, 2020, with the following recommended rate schedule:

	Current Superintendent of Parks & Recreation Salary Schedule	Civil Service Recommendation
Step 1	\$ 91,270.40	\$ 105,227.20
Step 1.5	\$ 93,038.40	\$107,348.80
Step 2	\$ 94,785.60	\$109,366.40
Step 3	\$ 98,592.00	\$113,776.00
Step 4	\$102,668.80	\$118,456.00
Step 5	\$106,662.40	\$123,073.60

THE COUNCIL DOES HEREBY CONCUR AND APPROVE OF THE
AFORESAID ACTION.

#333-20 RESOLVED, that having considered a communication from the Human Resources Director, dated October 22, 2020, which bears the signatures of the Finance Director and the City Attorney, and is approved for submission by the Mayor, which sets forth Civil Service Resolution 20-96, adopted on September 30, 2020, wherein the Commission recommends approval to increase the salary range for the Assistant Superintendent of Parks and Recreation classification, to be in the same compensation range as the Assistant Planning Director, effective December 1, 2020, with the following recommended rate schedule:

	Current Asst. Superintendent of Parks & Recreation Salary Schedule	Civil Service Recommendation
Step 1	\$ 77,667.20	\$ 86,028.80
Step 1.5	\$ 79,185.60	\$ 87,651.20
Step 2	\$ 80,662.40	\$ 89,377.60
Step 3	\$ 83,803.20	\$ 92,913.60
Step 4	\$ 87,131.20	\$ 96,616.00
Step 5	\$ 90,521.60	\$100,464.00

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THE COUNCIL DOES HEREBY CONCUR AND APPROVE OF THE AFORESAID ACTION.

#334-20 RESOLVED, that having considered the report and recommendation of the Director of Finance, dated October 16, 2020, approved for submission by the Mayor, in connection with renewal options for the City's Liability and Property Insurance coverage, the Council does hereby authorize the Mayor and City Clerk, for and on behalf of the City of Livonia, to execute a contract with the Michigan Municipal Risk Management Authority (MMRMA), 14001 Merriman Road, Livonia, Michigan 48154, for the period December 1, 2020 to November 30, 2021, for the City's liability and property insurance coverage for a total premium of \$1,207,166.00 and for the period December 1, 2021 to November 30, 2022, with a premium increase to be based upon reinsurance increases incurred by MMRMA in 2020, not to exceed eight percent (8%), as detailed in the aforementioned report; and the Director of Finance is hereby requested to do all other things necessary or incidental to the full performance of this resolution.

#335-20 RESOLVED, that having considered the report and recommendation of the Finance Director, dated October 22, 2020, approved for submission by the Mayor, identifying those areas where the budget-to-actual comparison is sufficiently favorable to allow reallocation of \$4,063,914.00, the Council does hereby authorize an additional contribution to the Voluntary Employees' Beneficiary Association ("VEBA") Fund in the amount of \$2,031,957.00 to reduce the unfunded liability for retiree healthcare; FURTHER, the Council does hereby authorize an additional contribution to the Building Improvement Capital Projects Fund (418) in the amount of \$2,031,957.00 to be used for building projects; FURTHER, the Council does hereby authorize a budget amendment to the following accounts:

General Fund		Increase	Decrease
101-000-573-000	LCSA Rev	\$ 415,000	
101-000-667-001	Cell Tower Rev	\$ 275,000	
101-000-581-000	WC Parks Grant Rev	\$ 191,450	
101-000-528-000	CARES Act Rev	\$2,858,371	
101-000-691-000	Contribution Rev Youth Assist	\$ 84,093	
101-263-853-000	Telephone Exp		\$ 90,000
101-704-702-000	DPW Parks Wages		\$150,000

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101-907-965-732	Cont to VEBA	\$2,031,957	
101-907-965-418	Cont to Bldg Improvement Fund	\$2,031,957	
Designated Purpose Fund			
211-000-691-000	Contributions Revenue	\$ 50,000	
211-000-962-100	Contributions Expenses	\$ 50,000	
211-000-960-215	Youth Assistance Transfer	\$ 84,093	

and the Finance Director is hereby requested to do all things necessary or incidental to the full performance of this resolution.

#336-20 RESOLVED, that having considered a communication from the Director of Finance, dated October 16, 2020, which bears the signature of the Human Resources Director and is approved for submission by the Mayor, with regard to proposals received from insurance carriers in connection with the City's self-insurance program for workers' compensation, the Council does hereby authorize the Mayor and City Clerk to enter into a contract for the period December 1, 2020 to November 30, 2022, with the ASU Group, 2120 University Park Drive, Okemos, MI 48864, to provide the City with claims administrative services for a total estimated premium cost of \$35,500.00 per year; FURTHER, the Council does hereby reject the bid submitted by Sedgwick (which acquired York Risk Services in 2019) due to doubts about its ability to perform as well as The ASU Group; FURTHER, the Council does hereby authorize the Mayor and the City Clerk to enter into a contract for the period December 1, 2020 to November 30, 2022 with Midwest Employers Casualty Company, 14755 North Outer Forty Drive, Suite 300, Chesterfield, Missouri 63017, to provide the City with excess insurance coverage when losses from any one claim reach \$600,000.00, for a total estimated premium cost of \$163,234.00; said estimated cost having been the sole bid received which offers a self-insured retention of less than \$750,000.00 for Police and Fire claims; and the Director of Finance is hereby requested to do all other things necessary or incidental to the full performance of this resolution.

#337-20 RESOLVED, that having considered the report and recommendation of the Director of Public Works, dated October 19, 2020, which bears the signature of the Director of Finance and is approved for submission by the Mayor, the Council does hereby authorize the purchase of one (1) 2021 Freightliner Model 114SD Cab and Chassis to be built as a Vactor Truck, with all upfitting, for an amount not exceed \$448,520.45, from Jack Doheny Company, 777 Doheny Court, Northville, Michigan 48167, to be used by the Water and Sewer Department, the same to be expended from funds already budgeted in Account No: 592-559-142-000 (Water and Sewer Capital Outlay Fund); FURTHER, the

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Council does hereby determine to authorize the said purchase without competitive bidding inasmuch as the same is being purchased through Sourcewell (formerly NJPA) Contract #122017-FSC; and no advantage to the City would result from competitive bidding, 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; FURTHER, the Council does hereby authorize the disposal of the replaced vehicle at public auction hosted by the Michigan Inter-governmental Trade Network (MITN) or commercial auction after receipt of the new vehicle.

#338-20 RESOLVED, that having considered the report and recommendation of the City Engineer and the Director of Public Works, dated October 23, 2020, which bears the signatures of the Director of Finance and the City Attorney, and is approved for submission by the Mayor, to which is attached a communication from OHM Advisors, dated October 21, 2020, enclosing a proposed amendment to the Qualification-Based Selection (QBS) contract between the City of Livonia and OHM Advisors, pursuant to Council Resolution 365-16, adopted on September 19, 2016, the Council does hereby authorize the Mayor and City Clerk, for and on behalf of the City of Livonia, to execute the contract amendment between the City of Livonia and OHM Advisors, 34000 Plymouth Road, Livonia, Michigan 48150, to provide Engineering Design Services, DWSRF Contract Administration Services, and Soils Investigation Services associated with the 2021 Drinking Water State Revolving Fund (DWSRF) Water Main Projects, Project 7453-01, in an amount not to exceed \$307,000.00; FURTHER, the Council does hereby authorize an additional appropriation and expenditure in an amount not to exceed \$307,000.00 (\$279,000.00 for engineering design services, \$10,000.00 for DWSRF Loan administration services; \$15,000.00 for soil investigation services and \$3,000.00 for a historical and archaeological investigation) from the Unexpended Fund Balance of the Water and Sewer Fund (592) for this purpose, to be reimbursed from the proceeds of the 2021 DWSRF Loan; 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.

#339-20 RESOLVED, that having considered the report and recommendation of the City Engineer, dated October 12, 2020, which is approved by the Director of Public Works, approved as to form by the City Attorney, and approved for submission by the Mayor, regarding a request to rescind Council Resolution No. 230-20, adopted on August 5, 2020, which accepted a public utility easement for the sanitary sewer constructed at 31800 Enterprise Drive, in the South ½ of Section 27, due to the owner, Livonia Estates Ltd.'s request for the sanitary sewer to remain private, the Council does hereby repeal and rescind Council Resolution 230-20.

#340-20 RESOLVED, that having considered the report and recommendation of the City Engineer, dated October 12, 2020, which is

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approved by the Director of Public Works, approved as to form by the City Attorney, and approved for submission by the Mayor, regarding a request to rescind Council Resolution No. 231-20, adopted on August 5, 2020, which accepted a public utility easement for the sanitary sewer constructed at 11870 Hubbard Road in the South ½ of Section 27, due to the owner, Livonia Estates Ltd.'s request for the sanitary sewer to remain private, the Council does hereby repeal and rescind Council Resolution 231-20

A roll call vote was taken on the foregoing resolutions with the following result:

AYES: McCullough, Donovic, Jolly, Toy, Bahr, White and McIntyre

NAYS: None

The President declared the resolutions adopted.

A communication from the Superintendent of Public Service, dated November 13, 2020, re: Edgewood Street Emergency Sewer Replacement, was received and placed on file for the information of the Council.

Cathy White, as Chair of the Capital Outlay & Infrastructure Committee, reported out on the meeting of November 2, 2020.

Subject matter of the emergency sewer repair and/or replacement along Edgewood Street and future costs related thereto (CR 247-20)

On a motion by White, supported by Jolly, and unanimously adopted, it was:

#341-20 RESOLVED, that having considered the report and recommendation of the Capital Outlay and Infrastructure Committee, dated November 2, 2020, submitted pursuant to Council Resolution No. 247-20, and a communication from the Superintendent of Public Service, dated November 13, 2020, which bears the signatures of the Director of Public Works and the Director of Finance, and is approved for submission by the Mayor, regarding the subject matter of the emergency sewer repair and/or replacement along Edgewood Drive and future costs related thereto, to which is attached a letter (the "Letter") from Hubbell, Roth & Clark, Inc., dated November 11, 2020, setting forth three alternative approaches to a permanent reconstruction of the deteriorating sewer along Edgewood Drive, the Council does hereby take this opportunity to express its support for alternative #1, as set forth in the letter, and requests that the Administration present for Council's approval a not-to-exceed price and recommended contractors to be utilized to complete said project.

Bahr gave first reading to the following Ordinance:

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AN ORDINANCE AMENDING SECTION 14 OF THE ZONING MAP OF THE CITY OF LIVONIA AND AMENDING ARTICLE III OF ORDINANCE NO. 543, AS AMENDED, KNOWN AND CITED AS "THE CITY OF LIVONIA ZONING ORDINANCE" BY ADDING SECTION 3._____ THERETO.

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.

Bahr took from the table, for second reading and adoption, the following Ordinance:

AN ORDINANCE ADDING CHAPTER 09 (DEPARTMENT OF GOVERNMENTAL AFFAIRS) OF TITLE 2 OF THE LIVONIA CODE OF ORDINANCES, AS AMENDED.

A roll call vote was taken on the foregoing Ordinance with the following result:

AYES: McCullough, Donovic, Jolly, Toy, Bahr, White and McIntyre

NAYS: None

The President declared the foregoing Ordinance duly adopted and would become effective on publication.

Bahr took from the table, for second reading and adoption, the following Ordinance:

AN ORDINANCE AMENDING SECTIONS 010, 020 AND 030 OF CHAPTER 2.10 (DEPARTMENT OF THE OFFICE OF THE CITY COUNCIL) TO TITLE 2 OF THE LIVONIA CODE OF ORDINANCES, AS AMENDED.

A roll call vote was taken on the foregoing Ordinance with the following result:

AYES: McCullough, Donovic, Jolly, Toy, Bahr, White and McIntyre

NAYS: None

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The President declared the foregoing Ordinance duly adopted and would become effective on publication.

On a motion by Jolly, seconded by Toy, and unanimously adopted, it was:

#342-20 RESOLVED, that upon the motion by Councilmember Jim Jolly, seconded by Councilmember Laura Toy, at the Regular Meeting held November 16, 2020, regarding Proposed Amendment to the Livonia Code of Ordinances, as amended: Department of Law, re: to amend Sections 020 and 030 of Chapter 2.10 (Department of Legislative Affairs) to Title 2, to establish the responsibilities of the Director of Legislative Affairs and the Administrator in the City Council Office, the Council does hereby determine to take no further action with regard to this matter.

Jolly took from the table, for second reading and adoption, the following

Ordinance:

AN ORDINANCE VACATING THE USE OF PORTIONS OF STREET, ALLEY AND PUBLIC GROUND. (Petition 2020-07-03-03)

A roll call vote was taken on the foregoing Ordinance with the following result:

AYES: McCullough, Donovic, Jolly, Toy, Bahr, White and McIntyre

NAYS: None

The President declared the foregoing Ordinance duly adopted, and would become effective on publication.

On a motion by Toy, supported by Jolly, and unanimously adopted, it was:

#343-20 RESOLVED, that having considered a letter from the Department of Law, dated October 29, 2020, wherein it is requested that Council Resolution 256-20 be amended to approve the lot split into three parcels; the Council does hereby amend and revise Council Resolution 256-20 so as to read as follows:

RESOLVED, that having considered the report and recommendation of the Committee of the Whole, dated August 19, 2020, submitted pursuant to Council Resolution 402-19, and a communication from the Department of Assessment, dated July 20, 2020, which bears the signatures of the Planning Director and City Engineer, and is approved for submission by the Mayor, with regard to Petition 2019-09-LS-18 (revised), submitted by Robert Trenkle and Elizabeth Pizzo, 29568 MacIntyre and Gina Nguyen, 29525 Robert, requesting a proposed lot split and combination of the property located at the northwest corner of Robert

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and MacIntyre Avenues (29568 MacIntyre, 29551 Robert and 29525 Robert), in the Northeast $\frac{1}{4}$ of Section 35, and to waive the lot depth and area for proposed Parcel 1, and in accordance with the provisions of 1967 PA 288, as amended, as well as Code of Ordinances Section 16.32.030 and Section 18.46 of Ordinance No. 543, both as amended, the Council does hereby approve of the proposed lot split and combination of Tax Item Nos. 46-137-01-0305-000 (29551 Robert), 46-137-01-0306-000 (29525 Robert) and 46-137-01-0307-000 (29568 MacIntyre), located at the Northwest Corner of Robert and Macintyre Avenues, in the Northeast $\frac{1}{4}$ of Section 35, into three (3) parcels, the legal descriptions of which shall read as follows:

PARCEL 1

The Northeasterly 91.50 feet of Lot 305 of BEL-AIRE GARDENS being a sub'n of part of the South $\frac{1}{4}$ of the North $\frac{1}{2}$ of Section 35, T. 1 S., R. 9 E., City of Livonia, Wayne County, Michigan as recorded in Liber 75 of Plats, page 48, Wayne County Records. Containing 6405 square feet or land, more or less.

PARCEL 2

Part of Lot 306 of BEL-AIRE GARDENS being a sub'n of part of the South $\frac{1}{2}$ of the North $\frac{1}{2}$ of Section 35, T. 1 S., R. 9 E., City of Livonia, Wayne County, Michigan as recorded in Liber 75 of Plats, page 48, Wayne County Records, described as:

BEGINNING at the Northerly corner of said Lot 306; thence S. 44 degrees, 52' 50" E. 101.52 feet along the Northeasterly line of said Lot 306 said line also being the Southwesterly right of way line of Robert Drive (60 feet wide) to the Easterly corner of said Lot 306; thence 119.69 feet along the arc of a curve to the right having a radius of 285.00 feet a central angle of 24 degrees 03' 44" and a long chord bearing S. 59 degrees 40' 31" W. 118.81 feet along the Southerly line of said Lot 306 said line also being the Northerly right of way line of MacIntyre Avenue (60 feet wide) to the Southwesterly corner of said Lot 306; thence N. 44 degrees 52' 50" W. 47.34 feet along the Southwesterly line of said Lot 306; thence N. 33 degrees 42' 21" W. 25.12 feet to a point on the northwesterly line of said Lot 306; and thence N. 45 degrees 17' 16" E. 110.13 feet along said Northwesterly line of Lot 306 to the POINT OF BEGINNING. Containing 10,414.5 square feet of land, more or less. Subject to any and all easements or rights of way of record, if any.

PARCEL 3

Part of Lots 305 and 306 and all of Lot 307 of BEL-AIRE GARDENS being a sub'n of part of the South $\frac{1}{2}$ of the North $\frac{1}{2}$ of Section 35, T. 1 S., R. 9 E., City of Livonia, Wayne County, Michigan as recorded in Liber 75 of Plats, page 48, Wayne County Records, described as:

Regular Meeting Minutes of November 16, 2020

BEGINNING at the Southwest corner of said Lot 307; thence N. 00° 07' 10" E. 115.00 feet along the West line of said Lot 307 to the Northwest corner of said Lot 307; thence S. 89° 52' 50" E. 18.00 feet along the North line of said Lot 307 to the Northeast corner of said Lot 307 also being the Northwesterly corner of said Lot 305; thence N. 45° 17' 10" E. 23.50 feet along the Northwesterly line of said Lot 305; thence S. 44° 52' 50" E. 70.00 feet to a point on the Southeasterly line of said Lot 305 said line also being the Northwesterly line of said Lot 306; thence S. 45° 17' 10" W. 18.62 feet along said Northwesterly line of Lot 306; thence S. 33° 42' 21" E. 25.12 feet on the Southwesterly line of said Lot 306 said line also being the Northeasterly line of said Lot 307; thence S. 44° 52' 50" E. 47.34 feet along said Northeasterly line of Lot 307 to the Southeasterly corner of said Lot 307; thence 91.98 feet along the arc of a curve to the right having a radius of 285.00 feet a central angle of 18° 29' 28" and a long chord bearing S. 80° 57' 07" W. 91.58 feet along the Southerly line of said Lot 307 said line also being the Northerly line of MacIntyre Avenue (60 feet wide); and thence N. 89° 52' 50" W. 28.00 feet along said Southerly line of Lot 307 to the POINT OF BEGINNING. Containing 9847.8 square feet of land, more or less. Subject to any and all easements or rights of way or records, if any.

as shown on the map attached to the aforesaid communication which is made a part hereof by reference; FURTHER, in accordance with Section 16.32.030 of the Livonia Code of Ordinances, as amended, and Section 18.46 of Zoning Ordinance No. 543, as amended, the Council does hereby waive the minimum lot depth and area requirement for proposed Parcel 1 as set forth in Zoning Ordinance No. 543, as amended, with respect to this property division; and the City Clerk is hereby requested to cause a certified copy of this resolution to be recorded in the Office of the Wayne County Register of Deeds.

An email communication from Katie Adams, dated November 10, 2020,

re: removing Agenda Item No. 18, was received and filed for the information of the Council.

On a motion by Jolly, supported by Toy, and unanimously adopted, it was:

#344-20 RESOLVED, that having considered an email communication from Katie Adams, dated November 10, 2020, and her request for a block party, dated September 30, 2020, requesting permission to close Dover Street, between Parent and Hees, on Saturday, November 21, 2020, from 8:30 a.m. to 10:30 a.m. for the purpose of conducting a neighborhood "Turkey Trot", the Council does hereby direct that this item be removed from the agenda.

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An email communication received from City Council President Kathleen E.

McIntyre on November 9, 2020, re: attaching revised 2021 City Council Meeting

Schedule, was received and placed on file for the information of the Council.

On a motion by Bahr, supported by White, and unanimously adopted, it was:

#345-20 RESOLVED, that having considered a communication from City Council President Kathleen E. McIntyre, dated October 22, 2020, to which is attached a proposed schedule of Council Study and Regular Meetings for the period January 1, 2021 through December 31, 2021, the Council does hereby approve the following dates for City Council meetings for 2021, subject to change with notice:

Study Meetings**Regular Meetings****JANUARY**

Wednesday, January 6 (starting time 8 pm)

Wednesday, January 13

Monday, January 25

Wednesday, January 13

Monday, January 25

FEBRUARY

Monday, February 8

Monday, February 22

Monday, February 8

Monday, February 22

MARCH

Monday, March 8

Monday, March 22

Monday, March 8

Monday, March 22

APRIL

Monday, April 12

Monday, April 26

Monday, April 12

Monday, April 26

MAY

Monday, May 10

Monday, May 24

Monday, May 10

Monday, May 24

JUNE

Monday, June 14

Monday, June 28

Monday, June 14

Monday, June 28

JULY

Monday, July 12

Monday, July 26

Monday, July 12

Monday, July 26

*Regular Meeting Minutes of November 16, 2020***AUGUST**

Monday, August 9
Monday, August 23

Monday, August 9
Monday, August 23

SEPTEMBER

Wednesday, September 8
September 20

Wednesday, September 8 Monday,
Wednesday, September 20

OCTOBER

Monday, October 4
Monday, October 18

Monday, October 4
Monday, October 18

NOVEMBER

Monday, November 8
Monday, November 22

Monday, November 8
Monday, November 22

DECEMBER

Wednesday, December 1
Monday, December 13

Wednesday, December 1

On a motion by Jolly, seconded by McCullough, and unanimously adopted, it was:

#346-20 RESOLVED, that the Council does hereby suspend their rules for procedure as outlined in Council Resolution 574-82 so as to permit consideration of items that do not appear on the Agenda.

On a motion by Bahr, seconded by Jolly, and unanimously adopted, it was:

#347-20 RESOLVED, that having considered a communication from the Department of Law, dated November 12, 2020, approved for submission by the Mayor, transmitting for Council acceptance of a Grant of Easement executed by David W. Schostak, Manager, Wonderland Outlots Subsidiary LLC, a Michigan limited liability company, for a public utility easement in connection with the construction of traffic and pedestrian signals at the subject location in the Northeast 1/4 of Section 35, more particularly described as:

Eight-Foot Wide Permanent Easement

Description of an 8' wide Easement in the Northeast ¼ of Section 35, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as follows:

Regular Meeting Minutes of November 16, 2020

Commencing at the Northeast $\frac{1}{4}$ Corner of Section 35, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan; thence N $89^{\circ}49'46''$ W, 2010.15 feet along the North Line of said Section 35, said North Line also being the Centerline of Plymouth Road (120 feet wide, Public); thence S $00^{\circ}10'14''$ W, 60.00 feet to a Point on the Southerly Right-of-Way Line of said Plymouth Road; thence S $89^{\circ}49'46''$ E, 194.28 feet along said Right-of-Way Line to the Point of Beginning; thence continuing S $89^{\circ}49'46''$ E, 23.00 feet along said Right-of-Way Line; thence S $00^{\circ}10'14''$ W, 8.00 feet; thence N $89^{\circ}49'46''$ W, 23.00 feet; thence N $00^{\circ}10'14''$ E, 8.00 feet to the Point of Beginning.

The Council does hereby, for and on behalf of the City of Livonia, accept the aforesaid Grant of Easement and the City Clerk is hereby requested to have the same recorded in the Office of the Register of Deeds and to do all other things necessary or incidental to fulfill the purpose of this resolution.

There was no Audience Communication at the end of the meeting.

On a motion by Toy, supported by Bahr, and unanimously adopted, this 1,909th Regular Meeting of the Council of the City of Livonia was adjourned at 8:11 p.m. on November 16, 2020.

Susan M. Nash, City Clerk



REPORT TO THE LIVONIA CITY COUNCIL

Council Office
November 30, 2020

MEETING DATE

January 13, 2021

PREPARED BY

Sara Kasprowicz, Office
Administrator, Council Office

AGENDA ITEM

Minutes of the Regular Meeting of December 14, 2020

BACKGROUND

RECOMMENDATION

FISCAL CONSIDERATION

ATTACHMENTS

1. R121420 (CR 368-20 to CR 383-20)

APPROVED BY

MINUTES OF THE ONE THOUSAND NINE HUNDRED ELEVENTH

REGULAR MEETING OF DECEMBER 14, 2020

On December 14, 2020, the above meeting was called to order via remote Zoom technology by President Kathleen McIntyre at 7:00 p.m. Councilmember Laura Toy led the meeting in the Pledge of Allegiance.

Roll was called with the following result: Laura Toy (Livonia, Michigan), Scott Bahr (Livonia, Michigan), Cathy White (Lehigh Acres, Florida); Brandon McCullough (Livonia, Michigan), Rob Donovic (Arrived 7:05) (Deployed); Jim Jolly (Livonia, Michigan); and President Kathleen McIntyre (Livonia, Michigan). Absent: None.

Elected and appointed officials present: Mark Taormina, Director of Planning and Economic Development; Todd Zilincik, City Engineer; Paul Bernier, City Attorney; Susan M. Nash, City Clerk; Lynda Scheel, Treasurer; LaShawn Thomas, Director of Governmental Affairs; Sara Kasprowicz, Administrator of Council Office; Casey O'Neil, Director of Information Systems; Brandie Isaacson, Director of Housing; Dave Heavener, Chief of Fire; Dave Varga, Director of Administrative Services; Mike Slater, Director of Finance; and Ted Davis, Superintendent of Parks and Recreation and Community Resources.

On a motion by Bahr, supported by Jolly, and unanimously adopted, it was:

#368-20 RESOLVED, that the minutes of the 1,910th Regular Meeting of Council held December 2, 2020 are approved as presented.

Vice President Bahr wished his oldest daughter a 17th Happy Birthday, coming up this week.

Councilmember Jolly wished everyone Happy Holidays.

President McIntyre announced there is New Data on Item Nos. 15 and 16.

She then wished Councilmember Laura Toy and Councilmember Donovic happy birthday wishes.

Councilmember Toy mentioned that she shares her birthday with Mayor Brosnan's oldest daughter Marie and wished her a happy birthday.

Councilmember Donovic thanked everyone for the birthday wishes and stated that he is one year closer to the big "30" and would welcome any advice.

President McIntyre wished everyone a Happy Holiday season.

She then wished Assistant City Attorney a Happy Chanukkah and wished him well in his fight against the brain tumor he currently is battling.

She also wished her son David a happy 23rd birthday coming up on January 5th.

She then wished the Jolly family good luck in their fight against Covid.

Councilmember White, as Parliamentarian of Council, reviewed the rules for Audience Communication.

There was no Audience Communication at the beginning of the meeting.

On a motion by White, supported by Jolly, it was:

#369-20 WHEREAS, 11850 Mayfield, LLC, has applied for a permit from Wayne County to vacate and abandon the Livonia Drain No. 1 extension and branches (County) Drain on property located on the east side of Mayfield Avenue, north of Plymouth Road (11850 and 11880 Mayfield Avenue), in the Southwest ¼ of Section 27, and

WHEREAS, 11850 Mayfield, LLC, will make the necessary applications and pay any applicable permit and cash bond fees and agree to the conditions applicable, and

WHEREAS, it is no longer necessary for the City of Livonia to co-apply to vacate and abandon the Livonia Drain No. 1 extension and branches (County) Drain on the property located on the east side of Mayfield

Avenue north of Plymouth Road (11850 and 11880 Mayfield Avenue), in the Southwest ¼ of Section 27, as the County is issuing a quit claim deed to 11850 Mayfield, LLC, reflecting its previous abandonment of said drain, and

WHEREAS, said portion of the Livonia Drain No. 1 extension and branches, under the jurisdiction of the Wayne County Drain Commissioner, is no longer necessary or conducive to the public health, convenience of welfare or residents of the City of Livonia or the County of Wayne, and

NOW, THEREFORE, BE IT RESOLVED that 11850 Mayfield, LLC, be advised to contact the Wayne County Department of Public Services, Permit Division, for permits to fill the drain in the approved manner and method of construction without any cost to the City of Livonia, and

BE IT FURTHER RESOLVED that the Mayor and City Clerk are authorized to sign on behalf of the City of Livonia, the Quit Claim of Drain Easement executed by the Wayne County Drain Commission quit-claiming to 11850 Mayfield, LLC, any and all rights which the Drain Drainage District may have in the subject property, subject to approval as to form and substance by the City of Livonia Department of Law, and do all other things necessary for the vacation and abandonment of said drain and any recorded or implied easements in connection with the below-described portion of the drain, and any lands to be added to the drainage district that is consistent with the terms and conditions of this resolution, and

BE IT FURTHER RESOLVED that the portion of the drain for which abandonment and vacation are hereby approved is further described as follows:

Livonia Drain No. 1 extension & branches EASEMENT-TO BE ABANDONED

EASEMENTS IN THE SOUTHWEST ¼ OF SECTION 27, T1S-R9E, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN, BEING FURTHER DESCRIBED IN LIBER 15366, PAGE 137 AND LIBER 15398, PAGES 26 AND 29, AND LIBER 15402, PAGE 712 OF WAYNE COUNTY RECORDS.

#370-20 RESOLVED, that having considered a communication from the Fire Chief, dated November 5, 2020, which bears the signature of the Director of Finance and is approved for submission by the Mayor, THE Council does hereby authorize the purchase of one 2020 Pierce Enforcer Tilt Cab, aluminum body, 1250 GPM Pumper Fire Engine, from Halt Fire, Inc., 50168 W. Pontiac Trail, Unit 5, Wixom MI 48393 (Representative of

Pierce Manufacturing Inc., 2600 American Drive, PO Box 2017, Appleton, WI 54913), for a total amount not to exceed \$630,946.00, to replace a current fire engine which is a 2003 model year that is no longer in proper working order for emergency response; FURTHER, an amount not to exceed \$630,946.00 is hereby authorized to be expended from funds already budgeted for this purpose in Account No. 101-338-985-000 (Capital Outlay-Vehicles); FURTHER, the Council does hereby authorize said purchase without competitive bidding inasmuch as the same is being purchased through the Houston-Galveston Area Council (HGAC-Buy) cooperative purchasing consortium, pursuant to Council Resolution 61-17, adopted on February 27, 2017, 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; FURTHER, the Council does hereby authorize the disposal of the replaced fire engine at public auction hosted by the Michigan Inter-governmental Trade Network (MITN) or commercial auction after receipt of the new fire engine.

#371-20 RESOLVED, that having considered a communication from the Director of Public Works, dated November 19, 2020, which bears the signature of the Director of Finance and is approved for submission by the Mayor, the Council does hereby accept the bid of Allied Distributors, 240 Metty Drive, Suite D, Ann Arbor, MI 48106, for all materials and equipment and performing all work required in connection with the emergency repairs to hoists #3 and #4 that took place in October, 2020 at the DPW equipment maintenance garage, for a total amount not to exceed \$55,468.00, the same having been the second lowest bid received which meets all specifications, and due to the low bidder Equipment Distributors, Inc.'s failure to complete the work, pursuant to CR 317-16, adopted on August 8, 2016; FURTHER, the Council does hereby authorize an expenditure in an amount not to exceed \$55,468.00, payable to Allied, Inc., from funds already budgeted in Account No. 401-000-987-000 (Capital Projects Fund) for this purpose.

#372-20 WHEREAS, the City of Livonia, County of Wayne, State of Michigan (the "City"), has determined that it is necessary for the public health, safety and welfare of the City to acquire, construct, furnish and equip improvements to the water supply system of the City's existing Water Supply and Sewage Disposal System (the "System"), including the replacement and upsizing of approximately 3.9 miles of water mains in the City, together with all related appurtenances and attachments thereto (the "Project"); and

WHEREAS, the City has been advised by the Michigan Department of Environment, Great Lakes and Energy ("EGLE"), that financial assistance to accomplish the acquisition and construction of the Project is available through the Drinking Water State Revolving Fund ("DWSRF") Loan Program administered by EGLE and the Michigan

Finance Authority (the "MFA"); and

WHEREAS, the Revenue Bond Act, Act 94, Public Acts of Michigan, 1933, as amended ("Act 94"), provides a means for financing the purchase, acquisition, construction, improvement, enlargement, extension, and repair of public improvements such as the Project through the issuance of revenue bonds; and

WHEREAS, the issuance of bonds payable from revenues of the System under Act 94 in a total amount not to exceed Six Million Dollars (\$6,000,000) (the "Bonds"), for the purpose of financing all or part of the Project represents the most practical means to that end; and

WHEREAS, the City has made application for participation in the DWSRF loan program; and

WHEREAS, a notice of intent to issue revenue bonds must be published before the issuance of the Bonds in order to comply with the requirements of Section 33 of Act 94; and

WHEREAS, the City intends at this time to state its intentions to be reimbursed from proceeds of the Bonds for any expenditures undertaken by the City for the Project prior to issuance of the Bonds.

NOW, THEREFORE, BE IT RESOLVED THAT:

1. The City Clerk is hereby authorized and directed to publish a notice of intent to issue the Bonds in the *Livonia Observer*, a newspaper of general circulation in the City.
2. The notice of intent shall be published as a display advertisement not less than one-quarter (1/4) page in size in substantially the form attached to this resolution as Exhibit A.
3. The City Council does hereby determine that the foregoing form of Notice of Intent to Issue Bonds, and the manner of publication directed, is adequate notice to the electors of the City and users of the System, and is the method best calculated to give them notice of the City's intent to issue the Bonds, the purpose of the Bonds, the security for the Bonds, and the right of referendum of the electors with respect thereto, and the newspaper named for publication is hereby determined to reach the largest number of persons to whom the notice is directed.
4. The City makes the following declarations for the purpose of complying with the reimbursement rules of Treas. Reg. § 1.150-2 pursuant to the Internal Revenue Code of 1986, as amended:

(a) As of the date hereof, the City reasonably expects to reimburse the City for the expenditures described in (b) below with proceeds of debt to be incurred by the City.

(b) The expenditures described in this paragraph (b) are for the costs of acquiring and constructing the Project which were or will be paid subsequent to sixty (60) days prior to the date hereof.

(c) The maximum principal amount of debt expected to be issued for the Project, including issuance costs, is \$6,000,000.

5. The Mayor, City Clerk, Finance Director and City Treasurer of the City are each authorized to act as an authorized officer or designated representative in connection with the Project and execute and deliver such applications, documents or certificates with EGLE, the MFA or other entities as may be necessary or advisable to enable the City to issue and sell the Bonds as contemplated herein and to meet its obligations under the DWSRF loan program.

6. The City hereby confirms the retention of Miller, Canfield, Paddock and Stone, P.L.C. ("Miller Canfield"), as bond counsel in connection with the Bonds. The City has been advised that Miller Canfield has represented the MFA in the past and may be representing the MFA presently in connection with various matters including the DWSRF loan program and the City consents to the representation of the MFA by Miller Canfield in connection with the DWSRF loan program that may be utilized by the City in connection with the Bonds.

7. The City hereby confirms the retention of PFM Financial Advisors LLC as financial advisor in connection with the Bonds.

8. All resolutions and parts of resolutions insofar as they conflict with the provisions of this resolution be and the same hereby are rescinded.

EXHIBIT A

NOTICE TO TAXPAYERS AND ELECTORS OF THE CITY OF LIVONIA AND TO USERS OF THE CITY'S WATER SUPPLY AND SEWAGE DISPOSAL SYSTEM OF INTENT TO ISSUE REVENUE BONDS AND THE RIGHT OF REFERENDUM RELATING THERETO

PLEASE TAKE NOTICE that the City Council of the City of Livonia, County of Wayne, State of Michigan (the "City"), intends to issue and sell revenue bonds pursuant to Act 94, Public Acts of Michigan, 1933, as amended, in one or more series, in a total amount not to exceed Six Million Dollars (\$6,000,000), for the purpose of paying all or part of the cost to acquire, construct, furnish and equip improvements to the water supply system of the

City's existing Water Supply and Sewage Disposal System, including the replacement and upsizing of approximately 3.9 miles of water mains in the City, together with all related appurtenances and attachments thereto.

SOURCE OF PAYMENT OF REVENUE BONDS

THE PRINCIPAL OF AND INTEREST ON THE REVENUE BONDS
SHALL BE

PAYABLE solely from the revenues received by the City from the operations of the Water Supply and Sewage Disposal System (the "System"). The revenues will consist of rates

and charges billed to the users of the System, a schedule of which is presently on file in the office of the City Clerk. The rates and charges may from time to time be revised to provide sufficient revenues to provide for the expenses of operating and maintaining the System, to pay the principal of and interest on the bonds and to pay other obligations of the System.

BOND DETAILS

THE REVENUE BONDS will be payable in annual installments not to exceed twenty (20) in number and will bear interest at the rate or rates to be determined at public or private sale but in no event to exceed such rates as may be permitted by law on the unpaid balance from time to time remaining outstanding on said bonds.

IN THE EVENT THAT THE CITY DEEMS IT DESIRABLE TO SELL THE REVENUE BONDS TO THE MICHIGAN FINANCE AUTHORITY, THE CITY MAY BE REQUIRED TO PLEDGE FOR THE PAYMENT OF THE BONDS MONEY RECEIVED OR TO BE RECEIVED BY THE CITY DERIVED FROM IMPOSITION OF TAXES BY THE STATE AND RETURNED OR TO BE RETURNED TO THE CITY AS PROVIDED

BY LAW, except for money the use of which is prohibited for such purposes by the State Constitution. The City may enter into an agreement providing for the payment of taxes, which taxes are collected by the State and returned to the City as provided by law, to the authority or a trustee, and such funds may be pledged for the payment of the revenue bonds.

RIGHT OF REFERENDUM

THE REVENUE BONDS WILL BE ISSUED WITHOUT A VOTE OF THE ELECTORS UNLESS A PETITION REQUESTING SUCH A VOTE SIGNED BY NOT LESS THAN 10% OF THE REGISTERED ELECTORS OF THE CITY IS FILED WITH THE CITY CLERK WITHIN FORTY-FIVE (45) DAYS AFTER PUBLICATION OF THIS NOTICE. IF SUCH PETITION IS FILED, THE BONDS MAY NOT BE ISSUED WITHOUT AN APPROVING VOTE OF A MAJORITY

OF THE QUALIFIED ELECTORS OF THE CITY VOTING THEREON.

THIS NOTICE is given pursuant to the requirements of Section 33, Act 94, Public Acts of Michigan, 1933, as amended.

ADDITIONAL INFORMATION will be furnished at the office of the City Clerk upon request.

Susan Nash
City Clerk, City of Livonia

#373-20 RESOLUTION TO ESTABLISH A REQUEST FOR FUNDING, DESIGNATE AN AGENT, ATTEST TO THE EXISTENCE OF FUNDS AND COMMIT TO IMPLEMENTING A MAINTENANCE PROGRAM FOR THE STARK ROAD BIKE LANES FROM HINES DRIVE TO NORTH OF I-96.

WHEREAS, the Transportation Alternatives Program is a federally funded program administered in Michigan by the Michigan Department of Transportation (MDOT).

WHEREAS, the City of Livonia has submitted an application for funds through MDOT from the Transportation Alternatives Program to construct bike lanes on Stark Rd from Edward Hines Dr to North of I-96.

WHEREAS, MDOT requires a formal commitment from the public agency that will be receiving these funds and will be implementing and maintaining these infrastructure projects.

NOW, THEREFORE, BE IT RESOLVED THAT, the City has authorized the City Engineer or his designee to request Transportation Alternatives Program funding, to act as the applicant's agent during the project development, and to sign the Project Interagency Agreement.

BE IT FURTHER RESOLVED THAT, the City attests to the existence of, and commits to, the funds necessary to carry out the project, including engineering for design and construction, permit fees, administration costs, cost overruns, and the required matching funds for the overall project cost.

BE IT FURTHER RESOLVED THAT, the City commits to owning, operating, funding and maintaining the facilities constructed with Transportation Alternatives Program funding.

Susan Nash
City Clerk, City of Livonia

#374-20 RESOLVED, that having considered the report and recommendation of the City Engineer, dated December 3, 2020, submitted pursuant to Council Resolution 365-16, which bears the signatures of the Director of Public Works, the Director of Finance and the City Attorney, and approved for submission by the Mayor, to which is attached a proposed amendment to the Engineering contract between the City of Livonia and OHM Advisors in connection with the 2021 Asphalt Road Program (Contract 21-A), the Council does hereby authorize the Mayor and City Clerk, for and on behalf of the City of Livonia, to execute a contract amendment between the City of Livonia and OHM Advisors, 34000 Plymouth Road, Livonia, Michigan 48150, to provide design engineering services in connection with the 2021 Asphalt Road Program (Contract 21-A) in an amount not to exceed \$172,000.00, said amount being based on the preliminary cost estimates and subject to adjustment based on the actual bids; FURTHER, the Council does hereby authorize an expenditure in an amount not to exceed \$172,000.00 from funds budgeted in Account No. 204-441-818-102 (Road, Sidewalk and Tree Fund) 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.

#375-20 RESOLVED, that having considered a communication from the City Planning Commission, dated November 12, 2020, approved for submission by the Mayor, which transmits its resolution #11-56-2020, adopted on November 10, 2020, with regard to Petition 2020-10-02-09, submitted by Little Caesars/Bent On L.L.C., to add drive-up window facilities to an existing carry-out restaurant (Little Caesars) located on the east side of Ann Arbor Road between West Chicago Boulevard and Ann Arbor Trail (38141 Ann Arbor Road) in the Northeast ¼ of Section 31, the Council does hereby concur in the recommendation made by the City Planning Commission and Petition 2020-10-02-09 is hereby approved and granted, subject to the following conditions:

1. That the plan showing the site improvements and building elevation modifications, identified as Sheet #A1.0, dated November 5, 2020 as revised, prepared by KMG Design, is hereby approved and shall be adhered to;
2. That the awning signage, as shown on the approved plan, is hereby approved and shall be adhered to, subject to the review and approval by the Zoning Board of Appeals;
3. That the drive aisle behind the building will be noted as a one-way, and the tree branches shall be cleared so they do not interfere with the cars of the customers approaching the drive thru;

4. That only conforming directional signage is approved with this petition, and any nonconforming signage shall be separately submitted for review and approval by the Zoning Board of Appeals;
5. That no LED lightband or exposed neon shall be permitted on this site including, but not limited to, the building or around the windows;
6. 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
7. Pursuant to Section 19.10 of Ordinance #543, the 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.

#376-20 RESOLVED, that having considered a communication from the City Planning Commission, dated November 12, 2020, which transmits its resolution #11-57- 2020, adopted on November 10, 2020, with regard to Petition 2020-09-03-04, submitted by Group 10 Management on behalf of Laurel Investment L.L.C., to determine whether or not to vacate the existing public utility easement located on the west side of North Laurel Park Drive, between Six Mile Road and University Park Drive (17117 and 17123 North Laurel Park Drive, Holiday Inn) in the Southeast ¼ of Section 7, the Council does hereby concur in the recommendation of the City Planning Commission and does grant and approve the said Petition 2020-09-03-04, and the Department of Law is hereby requested to prepare the necessary vacating ordinance in accordance with this resolution.

A roll call vote was taken on the foregoing resolutions with the following result:

AYES: Toy, Bahr, White, McCullough, Donovic, Jolly and McIntyre

NAYS: None

The President declared the resolutions adopted.

Jolly took from the table for second reading and adoption the following

Ordinance:

AN ORDINANCE AMENDING SECTION 070 OF CHAPTER 2.36,
(COMMISSION ON AGING), OF THE LIVONIA CODE OF
ORDINANCES, AS AMENDED.

A roll call vote was taken on the foregoing Ordinance with the following result:

AYES: Toy, Bahr, White, McCullough, Donovic, Jolly and McIntyre

NAYS: None

The President declared the foregoing Ordinance duly adopted and would become effective upon publication.

Jolly took from the table for second reading and adoption the following

Ordinance:

AN ORDINANCE AMENDING SECTION 040 OF CHAPTER 2.40
(ARTS COMMISSION) OF THE LIVONIA CODE OF
ORDINANCES, AS AMENDED.

A roll call vote was taken on the foregoing Ordinance with the following result:

AYES: Toy, Bahr, White, McCullough, Donovic, Jolly and McIntyre

NAYS: None

The President declare the foregoing Ordinance duly adopted and would become effective upon publication.

Jolly took from the table for second reading and adoption the following

Ordinance:

AN ORDINANCE AMENDING SECTION 040 OF CHAPTER 2.44
(COMMISSION ON CHILDREN AND YOUTH) OF THE LIVONIA
CODE OF ORDINANCES, AS AMENDED.

A roll call vote was taken on the foregoing Ordinance with the following result:

AYES: Toy, Bahr, White, McCullough, Donovic, Jolly and McIntyre

NAYS: None

The President declared the foregoing Ordinance duly adopted and would become effective upon publication.

Jolly took from the table for second reading and adoption, the following Ordinance:

AN ORDINANCE AMENDING SECTION 020 OF CHAPTER 2.52 (HISTORICAL COMMISSION) OF THE LIVONIA CODE OF ORDINANCES, AS AMENDED.

A roll call vote was taken on the foregoing Ordinance with the following result:

AYES: Toy, Bahr, White, McCullough, Donovic, Jolly and McIntyre

NAYS: None

The President declared the foregoing Ordinance duly adopted and would become effective upon publication.

Jolly took from the table for second reading and adoption, the following Ordinance:

AN ORDINANCE AMENDING SECTION 080 OF CHAPTER 2.56 (HISTORIC PRESERVATION COMMISSION) OF THE LIVONIA CODE OF ORDINANCES, AS AMENDED.

A roll call vote was taken on the foregoing Ordinance with the following result:

AYES: Toy, Bahr, White, McCullough, Donovic, Jolly and McIntyre

NAYS: None

The President declared the foregoing Ordinance duly adopted and would become effective upon publication.

On a motion by Toy, supported by Donovic, and unanimously adopted, it was:

#377-20 RESOLVED, that having considered a communication from the Superintendent of Parks and Recreation, dated November 17, 2020, which is approved for submission by the Mayor, in connection with a request to authorize the Parks and Recreation Commission to set

certain fees and charges for activities at the Livonia Senior Citizen Center and Greenmead, as well as league athletic play, and outdoor activities and rentals, the Council does hereby refer this item to the Committee of the Whole for its report and recommendation.

A communication from the Director of Finance, dated December 7, 2020, re: request to enter into agreements through Qualification Based Selection (QBS) Process for as-needed architectural services, was received and placed on file for the information of the Council.

On a motion by McCullough, supported by Toy, and unanimously adopted, it was:

#378-20 RESOLVED, that having considered a communication from the Director of Finance, dated November 13, 2020, which bears the signatures of the Superintendent of Public Service and the Director of Public Works, and is approved for submission by the Mayor, to which is attached four (4) proposed agreements to be entered into through the Qualification Based Selection (QBS) process between the City of Livonia and Detroit Architectural Group, DLZ Michigan, Inc., Hubbell, Roth & Clark, Inc., and OHM Advisers, to provide as-needed architectural services, THE COUNCIL DOES HEREBY DETERMINE AS FOLLOWS:

1. Authorize the Mayor and City Clerk to enter into agreements with the following architectural firms to provide as-needed architectural services:
 - Detroit Architectural Group, 1644 Ford Avenue, Wyandotte, MI 48192
 - DLZ Michigan, Inc., 607 Shelby Street, Detroit, MI 48226
 - Hubbell, Roth & Clark, Inc., 555 Hulet Drive, Bloomfield Hills, MI 48302
 - OHM Advisers, 34000 Plymouth Road, Livonia, MI 48150;
2. Approve fees for preparing the scope of work for each project to be based on the firm's hourly rates;
3. Authorize the administration to award design, bid and construction services to the firm submitting the low qualified not-to-exceed quote for each project, with the exception that City Council approval be obtained prior to any architectural design services being performed on all projects with an estimated construction cost exceeding \$500,000; and
4. Authorize the Director of Public Works or his or her designee to request that any or all of these firms provide ad-hoc services such as capital

planning, budget prioritization, space needs analysis, programming and asset condition studies at their hourly rates, so long as the estimated construction cost does not exceed \$500,000.

FURTHER, the Council does hereby determine that these services will be paid from budgeted funds allocated for each project. Ad-hoc services, if any, will be paid from the budgeted contractual services account of the appropriate Fund; and the Mayor and City Clerk are hereby authorized to execute the aforesaid agreements, approved as to form and substance by the Department of Law, for and on behalf of the City of Livonia, with Detroit Architectural Group, DLZ Michigan, Inc., Hubbell, Roth & Clark, Inc., and OHM Advisers and to do all things necessary or incidental to the full performance of this resolution.

A communication from Susan Harvey, Senior Vice President, Ashley Capital, dated November 19, 2020, re: enclosing a revised Brownfield Plan and a revised Disbursement and Reimbursement Agreement, was received and placed on file for the information of the Council.

Site drawings received by Ashley Capital, re: Livonia West Commerce Center – Building 2 (Amrhein Rd and Eckles Rd), were received and placed on file for the information of the Council.

On a motion by Jolly, supported by Toy, it was:

#379-20 RESOLVED, that having considered a communication from the Livonia Brownfield Redevelopment Authority, dated October 29, 2020, approved for submission by the Mayor, which transmits its resolution no. 12-2020, adopted on October 28, 2020, and a communication from Susan Harvey, Senior Vice President, Ashley Capital, dated November 19, 2020, and the Council having conducted a Public Hearing with regard to this matter on November 23, 2020, the Council does hereby approve the revised Brownfield Plan for the Livonia West Commerce Center 2 Redevelopment, 12950 and 13100 Eckles Road, dated November 18, 2020 (Version 1.9a), submitted by Ashley Capital, together with exhibits and schedules thereto, in the manner and form herein submitted, subject to approval as to form and substance by the City's Law Department.

President McIntyre passed the gavel to Vice President Bahr at 7:42 p.m. in order to speak on this matter.

Further discussion was held by Council and the Petitioners Susan Harvey and Kyle Morton.

Following discussion by Council and Petitioners Susan Harvey and Kyle Morton, a roll call vote was taken on the foregoing resolution with the following result:

AYES: Toy, White, McCullough, Donovic, Jolly, McIntyre and Bahr

NAYS: None

The Vice President declared the resolution adopted.

On a motion by Toy, supported by Jolly, and unanimously adopted, it was:

#380-20 RESOLVED, that having considered a communication from the Livonia Brownfield Redevelopment Authority, dated October 29, 2020, approved for submission by the Mayor, which transmits its resolution no. 13-2020, adopted on October 28, 2020, and a communication from Susan Harvey, Senior Vice President, Ashley Capital, dated November 19, 2020, and the Council having conducted a Public Hearing with regard to this matter on November 23, 2020, the Council does hereby approve the revised development and reimbursement agreement between the City of Livonia, the Brownfield Redevelopment Authority and the Plymouth Road Development Authority for reimbursement of eligible costs pursuant to the revised Brownfield Plan for the development of a new industrial building located on the east side of Eckles Road between Amrhein Road and the CSX Railroad (12950 and 13100 Eckles Road) in the Northwest ¼ of Section 30, as requested by Ashley Capital in its November 19, 2020 correspondence limiting the reimbursement period to 28 years and the expenses eligible for reimbursement to \$9,724,945, and Livonia West Commerce Center 2, pursuant to and in accordance with Act No. 381 of Public Acts of 1996, as amended, in the manner and form herein submitted; and the Mayor and City Clerk are hereby authorized, for and on behalf of the City of Livonia, to execute such reimbursement agreement, subject to approval as to form and substance by the City's Law Department.

President McIntyre resumed the gavel at 8:05 p.m.

On a motion by Toy, supported by McCullough, and unanimously adopted, it was:

#381-20 RESOLVED, that having considered a communication from the Director of the Livonia Housing Commission, dated November 19, 2020, which bears the signatures of the Director of Finance and the City Attorney, and is approved for submission by the Mayor, and which submits a bid received in connection with the sale of City-owned property purchased through the Wayne County First Right of Refusal program utilizing Federal Community Development Block Grant (CDBG) Program funds regarding the single home located at 10033 Garden, the Council does hereby accept the bid and authorizes the sale of the aforesaid City-owned property to Kembra Ledford, 8409 Brooke Park Drive, Apt. #111, Canton, Michigan 48187, for a total purchase price of \$168,000.00, having been the sole bid actually received, the actions herein being taken in order to best serve the interests of the community; FURTHER, the total proceeds of such sale shall be allocated to the Community Development Block Grant (CDBG) Program as program income; and the Mayor and City Clerk are hereby requested to execute a quit claim deed and such other documents as may be necessary or incidental to fulfill the purpose of this resolution; and the Department of Law is hereby requested to prepare and place in proper form such legal documents as may be necessary to consummate this transaction; and the City Clerk is hereby requested to have said quit claim deed recorded in the Office of the Register of Deeds and to do all other things necessary or incidental to fulfill the purpose of this resolution.

On a motion by Jolly, supported by McCullough, and unanimously adopted, it was:

#382-20 RESOLVED, that having considered a communication from the Department of Law, dated November 24, 2020, approved for submission by the Mayor, transmitting for Council acceptance of a Grant of Easement executed by Allen Dresselhouse, Vice President Construction, Ashley Capital, LLC, a Michigan limited liability company, for a public utility easement in connection with the construction of a water main at the subject location in the South 1/2 of Section 25, more particularly described as:

Twelve-Foot Wide Water Main Easement

A twelve-foot (12') wide water main easement located in the South ½ of Section 25, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan. Being more particularly described as:

Commencing at the Southwest Corner of Section 25, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan; thence S 89°41'00" E, along the South Line of said Section, 2017.95 feet; thence N

00°21'50" E, 60.00 feet to the North Right-of-Way Line of Plymouth Road (120-foot wide); thence N 00°21'50" E, along the Easterly Right-of-Way of Hartel Street (60 feet wide), 2057.03; thence continuing N 00°21'50" E, 245.02 feet; thence N 89°45'40" W, 30.00 feet; thence N 00°21'50" E, 237.36 feet to a Point on the Southerly Right-of-Way of the CSX Railroad; thence along said Southerly Right-of-Way S 89°27'40" E, 660.75 feet; thence continuing along said Southerly Right-of-Way N 88°27'17" E, 1321.49 feet; thence S 00°13'20" W, 301.04 feet; thence S 88°32'00" W, along the Extension of the North Line of Grantland Avenue, 30.01 feet; thence S 00°13'20" W, 210.17 feet; thence N 89°46'40" W, 49.65 feet to a Point on the Nominal Centerline of an Existing Twelve-Foot Wide Public Water Main Easement (Liber 51763, Page 1347, Wayne County Records) and the Point of Beginning of the Centerline of a Twelve-Foot Wide Public Water Main Easement; thence S 00°57'20" E, 254.47 feet; thence S 43°32'40" W, 21.40 feet; thence S 88°02'40" W, 182.63 feet to a Point on the Nominal Centerline of an Existing Twelve-Foot Wide Public Water Main Easement (Liber 51763, Page 1347, Wayne County Records) and the Point of Ending of the Centerline of a Twelve-Foot Wide Public Water Main Easement.

The Council does hereby, for and on behalf of the City of Livonia, accept the aforesaid Grant of Easement and the City Clerk is hereby requested to have the same recorded in the Office of the Register of Deeds and to do all other things necessary or incidental to fulfill the purpose of this resolution.

On a motion by Toy, supported by White, it was:

#383-20 RESOLVED, that having considered a communication from the Human Resources Director, dated December 4, 2020, which bears the signature of the City Attorney and is approved for submission by the Mayor, the Council does hereby, by a two-thirds roll call vote in accordance with Section 7(1) of the Open Meetings Act, direct that a Closed Committee of the Whole meeting be held for the purpose of discussing strategy connected with the negotiations of collective bargaining agreements.

A roll call vote was taken on the foregoing resolution with the following result:

AYES: Toy, Bahr, White, McCullough, Donovic, Jolly and McIntyre

NAYS: None

The President declared the resolution adopted.

President McIntyre thanked all of the employees and residents and businesses and health care facilities in Livonia who stepped up in their role in dealing with the pandemic.

She then spoke about the reorganization of the Office of the City Council.

Councilmember Toy wished everyone in the City a Happy Healthy Holiday season and praised Clerk Nash and her team for the outstanding job they did during this past year with the elections.

Vice President Bahr spoke about missing the in person contact with Council and wished everyone Happy Holidays and thanked Councilmember Donovic for his service to the City and Country.

Councilmember Donovic wished everyone a Merry Christmas and Happy New Year.

There was no Audience Communication at the end of the meeting.

On a motion by Bahr, supported by Toy, and unanimously adopted, this 1,911th Regular Meeting of the Council of the City of Livonia was adjourned at 8:20 p.m. on December 14, 2020.

Susan M. Nash, City Clerk



REPORT TO THE LIVONIA CITY COUNCIL

Finance

November 17, 2020

MEETING DATE

January 13, 2021

PREPARED BY

Sara Kasproicz, Office
Administrator, Council Office

AGENDA ITEM

Communication from the Office of the Mayor, dated January 7, 2021, re: forwarding the Annual report for the Fiscal Year 2019-2020, which reflect the finances and administrative activities in the City.

BACKGROUND

As required by the Livonia City Charter, the Administration presents the Annual Report for the fiscal year 2019-20.

We are providing this year's report in a new, more transparent format designed to be easier to read and share with our community.

Information presented in this report reflects the many challenges of 2020, along with the perseverance of our workforce in continuing to deliver the high level of City services while making significant progress on our community's issues and priorities.

This report highlights four important initiatives -- Together Livonia Cares, Livonia Vision 21, Diversity & Inclusion, and Police And Community Together -- along with data-rich reports from each department.

We are proud of the work of our team at the City of Livonia and hope you will share this report with pride.

Here is the link:

<https://www.calameo.com/read/0065592451d73940b8b55>

RECOMMENDATION

-

FISCAL CONSIDERATION

ATTACHMENTS

1. City of Livonia 2020 Annual Report

APPROVED BY

A handwritten signature in black ink, appearing to read "Maureen Miller Brosnan".

Date: January 07, 2021

Maureen Miller Brosnan, Mayor

Livonia

ANNUAL REPORT

2020



Progress in a Pandemic

A MESSAGE FROM THE MAYOR

Without question, 2020 has been a challenging year for the City of Livonia and our employees, residents, businesses and community partners. Our 2020 City of Livonia Annual Report is a story of perseverance in the face of significant obstacles and tireless effort in pursuit of excellence and achievement.

Across the year, our City workforce has continued to provide the high level of City services Livonia residents and businesses expect, while also making significant progress on your issues and priorities. All the while, we have navigated and responded to the COVID-19 crisis with a commitment to empathy, service and community.

Unsurprisingly, COVID-19 has had a serious impact on all of our Departments' work this year. Our average EMS response time grew as first responders suited up with additional protective equipment, and dispatchers asked new questions about COVID-19 symptoms.

While our traditional circulation of Library books decreased, the use of eBooks and other eResources jumped 59%. The number of City employees equipped to work remotely doubled in just the last eight months. These are just a few of the clear effects that COVID-19 had on our City's operations this year that you will find detailed in this report.

I am incredibly proud of the work our team at the City of Livonia has done this year to move our community forward, and I know you will feel similar pride after reviewing this year's City of Livonia Annual Report.

Mauruen Miller-Brosnan



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Please note: Many of the data points included in this report have changed significantly from last year as a result of the pandemic. The arrows alongside data throughout this report indicates whether a certain figure has increased or decreased compared to the same data point in 2019.

TOGETHER LIVONIA CARES

Our Together Livonia Cares (TLC) program is a first-of-its-kind partnership between City departments, long-term care facilities and St. Mary Mercy Hospital.

The City of Livonia launched the TLC program in mid-April in direct response to the COVID-19 crisis. Our Fire, Parks & Recreation and Economic Development Departments came together to receive and distribute donations of personal protective equipment and other supplies to long-term care facilities facing severe shortages.

BY THE NUMBERS

Long-term care facilities supported	50
Residents offered testing	1,200
PPE DELIVERED TO LIVONIA LTC FACILITIES	
Masks	7,600
Face shields	4,700
Gloves	3,700



Livonia Parks & Recreation won a COVID Engagement Award from the Michigan Parks and Recreation Association. This award was given in recognition of the team's participation in Together Livonia Cares.

As the pandemic continued, the TLC program expanded to offer support to care and residential facilities and City employees. Livonia Firefighters offered COVID-19 testing to 1,200 residents of city-owned housing complexes. Residents were also offered PPE and educational information. COVID-19 testing was also offered in nursing and group homes, while providing these sites guidance about best practices.



Face shields made by AlphaUSA were donated to the City and accepted by Mayor Brosnan and Chief Curtis Caid.



The Together Livonia Cares team offered COVID-19 testing to more than 1,200 residents at city-owned housing sites.

LIVONIA VISION 21

Livonia Vision 21 is a bold master plan that directs a future vision for our community, created through input by community members. It guides how we can be economically, socially and environmentally sustainable. Livonia Vision 21 sets priorities for the future of our City, and over the last year we have taken important steps to lay the foundation for its success over the next few years.

- The City's Planning & Economic Development and Law Departments came together to develop a new zoning ordinance to align with the master plan that will be coming before the Planning Commission early in 2021.
- We embarked on a bold reorganization that established a Communications Department, which will advance a new marketing and branding effort to increase Livonia's profile and awareness of our quality of life.
- The City submitted a grant application and design that we hope to use to extend the Stark Road bike path and connect it to Hines Park, aligned with the idea that non-motorized paths are an area of focus for Livonia Vision 21.
- Developers continue to show interest in infill projects, including those that would fill the "missing middle" housing identified by the master plan.



DIVERSITY & INCLUSION INITIATIVES

In 2020, the City of Livonia continued to build on its identity as a welcoming community. The City made important progress to ensure that diversity, equity and inclusion are a part of our community's culture. Livonia is proud to partner with businesses and community organizations that are willing to engage in these courageous conversations.



"The task of deconstructing prejudice and inequality will be incredibly difficult work. But the good news is that, in the midst of tragedy, change is possible. Indeed, it is already well underway. Together, we are capable of ensuring everyone is treated fairly – regardless of race, ethnicity, national origin, religion, gender, gender identity, sexual orientation, age, disability, or any other identity – starting right here, right now in Livonia."

– Mayor Maureen Miller Brosnan

HIGHLIGHTS

- **For the first time, the City of Livonia offered diversity and inclusion training to its leadership staff through sessions led by the Michigan Roundtable for Diversity and Inclusion and sponsored through a grant by Masco Corp.**
- **All City employees will be provided diversity and inclusion training.**
- **With new appointments, there is now gender parity across the 150 mayoral appointments to the City's boards and commissions.**
- **A rededicated Human Relations Commission is advancing with a mission to work collaboratively with residents and organizations to support fairness, equity, procedural justice, transparency and accountability.**

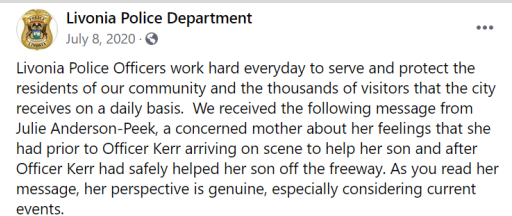
POLICE AND COMMUNITY TOGETHER

The PACT Program is an initiative of the Livonia Police Department. Its goal is to build on the trust our community has in the LPD through increased data transparency, outreach and engagement. This year, the program opened its data transparency page. The breadth of data included online makes the Livonia Police Department one of the leaders in our region when it comes to transparency. The PACT Program is administered by the LPD's Office

of Professional Standards, which is charged with transparency and accreditation, among other work for the Department.

The PACT transparency page includes:

- Data on arrests, traffic citations, and racial demographic data.
- Excerpts of Department policies on use of force, training and personnel complaints.
- A demographic overview of the Department and its recruiting and hiring policies.



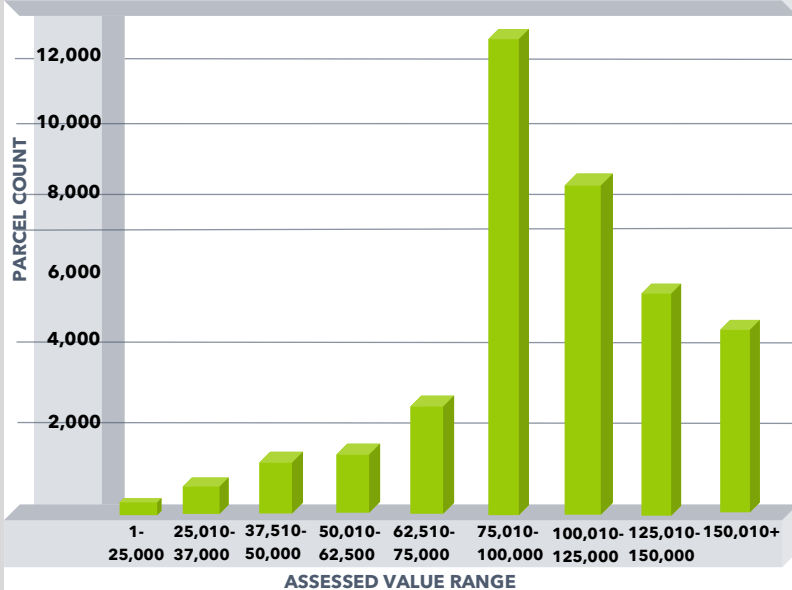
WWW.LIVONIAFACT.ORG



ASSESSMENT DEPARTMENT

The Assessment Department is responsible for the valuation of all residential, commercial, industrial, and personal property in the City of Livonia. The department provides assessed and taxable property values, legal descriptions and lot sizes as well as information on property tax exemptions. The Assessment Department, which consists of seven people, reviews all property types each year to create uniform and equitable property valuations by verifying accurate measurements and properly recording property characteristics. For more information, visit the Assessment Department's [webpage](#).

RESIDENTIAL ASSESSMENT RANGE



AD VALOREM VALUE TOTALS

REAL ESTATE/PROPERTY	STATE EQUALIZED VALUE 2020	% CHANGE FROM 2019	TAXABLE VALUE 2020	% CHANGE FROM 2019
RESIDENTIAL	3,983,938,550	5.65% ↑	3,062,686,826	3.73% ↑
COMMERCIAL	901,683,700	1.21% ↑	763,377,604	3.22% ↑
INDUSTRIAL	277,465,800	6.10% ↑	247,050,455	1.69% ↑
PERSONAL	304,291,400	1.97% ↑	304,195,550	2.07% ↑
TOTALS	5,467,379,450	4.71% ↑	4,377,310,435	3.40% ↑

LIVONIA'S LARGEST TAXPAYERS

COMPANIES	TOTAL TAXABLE VALUE	TAXES AT 2019 MILLAGE RATES
CONSUMERS ENERGY	42,925,152	\$ 2,491,852
DTE ELECTRIC	41,876,598	\$ 2,448,984
SCHOSTAK BROTHERS	33,977,235	\$ 2,000,206
ASHLEY CAPITAL	33,098,790	\$ 1,961,350
FORD MOTOR CO.	29,061,480	\$ 1,556,924
AMAZON	35,422,770	\$ 1,169,034
PROMANAS	16,845,253	\$ 1,003,947
ARC	14,100,353	\$ 826,432
MILLENIUM LIVONIA LLC	13,299,465	\$ 779,491
RNDC-NWS LLC	31,227,889	\$ 769,697
TOTAL	291,834,985	15,007,917

DID YOU KNOW?

Livonia has the lowest city millage rate in Wayne County

13.3510 mills

RESIDENTIAL MARKET



1,497
PROPERTY
TRANSFERS



45
NEW BUILDS



24
LOT SPLITS



980
RESIDENTIAL
PERMITS

CITY CLERK

The City Clerk is an elected official who serves the community for a four-year term. Powers and duties of the Clerk are outlined in the City Charter and Michigan statutes. The Clerk is assisted by the Deputy Clerk and a staff of six, who are trained specialists in delivering a variety of services to the citizens of Livonia. Some duties include:

- Administer oaths
- Record deaths and births
- Serve as clerk to City Council
- Keep permanent record of meetings, agendas, records, etc.
- Handle all City mail

HISTORIC NUMBERS

8,755
Voter Registrations

85,233
Absentee Ballots

WWW.VOTELIVONIA.ORG

BY THE NUMBERS

CATEGORY	2018	2019	2020
Birth records	765	730	666
Death records	1,863	1,811	2,190
Pet licenses issued	3,337	3,182	2,090
Dog Park passes issued	794	578	380
Voter registrations	5,740	4,357	8,755

HIGHLIGHTS

- Ran three elections – safe, fair and accurate – with record-setting numbers of voters and record-setting absentee voters
- Hosted on-site voter and absentee ballot fairs at Livonia senior housing communities
- Obtained state, federal and private grants to purchase equipment to handle unprecedented volume of absentee ballots
- Set up process to accept credit card payments
- Coordinated new software to improve transparency for Council meetings



CITY COUNCIL



Livonia City Council

Kathleen E. McIntyre, President

Scott Bahr, Vice President

Rob Gjonaj Donovic

Jim Jolly

Brandon McCullough

Laura M. Toy

Cathy E. White

The City Council is a seven-member, part-time body elected at-large by the residents of Livonia.

Four Council members are elected every two years. The three receiving the highest number of votes are elected to four-year terms. The fourth highest vote-getter is elected to a two-year term.

The President and Vice President of the Council are determined by voters. The person receiving the most votes is the President and the one with the second-most votes is Vice President.

The City Council has four major responsibilities:

- Approve work on all roads, sewers and drains, sidewalks and streetlights in the City.
- Enact City ordinances.
- Oversee the budget and approve expenditures.
- Approve zoning of all land.

For more information, visit the City Council's [webpage](#).

BY THE NUMBERS

Regular Council meetings	24
Agenda items	429
Study meetings	23
Agenda items	227
Special meetings	1
Public hearings	11
Agenda items	19



YEAR IN REVIEW

- **While delinquent property taxes are turned over to Wayne County, the City handles collection of delinquent personal property taxes for businesses. In 2020, the City collected \$548,624 in delinquent personal property taxes on behalf of all taxing entities.**
- **The Treasurer invoices and collects on weed ordinance violations issued by Inspection. In 2020, there were 267 weed invoices issued.**

DID YOU KNOW?

The busiest day for tax collection at the Treasurer's Office was Sept. 14, with 874 tax customers - which works out to more than 100 people an hour at the counter!

BY THE NUMBERS

Tax bills issued for the 2020 tax season	83,196
Residents who pay their own property tax bills	58%
Residents whose tax bills paid by mortgage companies	42%
Total taxes (all entities) processed in cash, checks, credit	\$204,666,041
City general funds deposited	\$49,246,661
Property owners who pay taxes electronically	1,894
Tax bill reminders mailed	4,786
Livonia business locations filed for bankruptcy	13
Water customer payments accepted at counter	48 per day

The Treasurer's Department is responsible for collection, disbursement and custody of all revenues belonging to and held in trust by the City. All funds collected by City agencies are transmitted to the Treasurer, then verified, recorded, deposited and reported daily to the Finance Department. The Treasurer, Deputy Treasurer and four staff members issue tax bills, send reminders and collect payments; process water bill payments; and invoice and collect for special assessments and weed ordinance violations, among other duties. For more information, visit the City Treasurer's [webpage](#).

TAX LEVY BREAKDOWN

	REAL	PERSONAL	TOTAL
CITY OF LIVONIA	52,891,146	4,246,695	57,137,841
LIVONIA PUBLIC SCHOOLS			
OPERATING	20,296,684	2,517,840	22,814,524
DEBT	15,692,815	1,273,531	16,966,346
SINKING FUND	5,190,513	420,129	5,610,642
RESA SPEC ED	13,118,287	1,049,977	14,168,264
RESA OPERATING	375,708	30,076	405,784
CLARENCEVILLE SCHOOLS			
OPERATING	1,416,060	93,009	1,509,069
DEBT	0	0	0
SINKING FUND	906,870	39,791	946,661
OISD SPEC ED	636,467	27,926	664,393
OISD OPERATING	40,191	1,764	41,955
STATE EDUCATION TAX	24,843,012	1,660,594	26,503,606
SCHOOLCRAFT COLLEGE	9,317,647	728,590	10,046,237
WAYNE COUNTY	27,106,157	2,127,717	29,233,874
WAYNE COUNTY JAIL	3,716,253	298,383	4,014,636
WAYNE COUNTY PARKS	973,975	78,203	1,052,178
HCMA	838,490	67,324	905,814
ZOO AUTHORITY	395,985	31,808	427,793
ART INSTITUTE	792,041	63,615	855,656
PRDA	571,621	154,203	725,824
WC RESA ENHANCEMENT	7,789,254	623,524	8,412,778
SPECIAL ASSESSMENTS	3,263,088	0	3,263,088
TOTAL	190,172,264	15,534,699	205,706,963



CIVIL SERVICE/HUMAN RESOURCES

HIGHLIGHTS

- **Successfully negotiated new, more competitive collective bargaining agreement with Livonia Fire Fighters Union, increasing department back to full staff.**
- **Engaged in negotiating contracts with Livonia Police unions, designed to fill staffing vacancies.**
- **Assisted with development and implementation of pandemic safety policies and protocols.**
- **Coordinated Diversity & Inclusion training sessions for employees.**
- **Provided support to employees with furloughs, unemployment claims, time off questions and returning to work.**

The Civil Service/Human Resources Department ensures that all individuals receive a fair and equal opportunity for public service employment through established recruiting and hiring programs. The team strives to promote a diverse workforce and foster a healthy, safe, and productive work environment for all employees.

The department manages benefits, policies, and programs, and provides expert consultation, resources, services, and solutions for employees. Our goal is to provide exceptional service to our employees and retirees. For more information, visit the Civil Service Department's [webpage](#).



BY THE NUMBERS

Job applications handled	1,505
New employees hired	117
Unemployment claims	437
Employee retirements processed	25
Orientation sessions for new hires for 48 new employees	39
Service recognition awards presented	73
Benefit programs administered (healthcare, dental, worker's comp, etc.)	19
Virtual employee or retiree financial planning sessions with consultant	97

NEW EMPLOYEES

POLICE	13
FIRE	7
LEADERSHIP	2
GENERAL	27
TEMPORARY	50
SEASONAL	18
TOTAL	117

COMMUNITY RESOURCES & COMMUNICATIONS

The Department of Community Resources & Communications delivers access to information about City services and resources on multiple communication platforms, as well as serving as a liaison between residents, City departments and service agencies.

The new department was part of the City's reorganization that realigned services to better match them to technology, resources and talent. The nine-member team designs and publishes engaging, multimedia content through the City's website, social media channels and email lists. The team also includes Livonia Television staff, which produces programs for Livonia's Government Access channel and other media.



Livonia finished second in the country for Census 2020 response rate among cities of at least 50,000 residents, led by the City's Communications team and a grant from the Michigan Municipal League.



DID YOU KNOW?

The Livonia Cable staff produces all videos in-house. Videos are posted on www.LivoniaTV.us.

COMMUNICATIONS DURING A PANDEMIC



175

COVID-19 SITUATION REPORTS, PROVIDING VITAL UPDATES ON CITY SERVICES, TESTING AND SAFETY



18

VIDEO UPDATES ON THE CITY'S RESPONSE TO COVID-19, WHICH RECEIVED MORE THAN 118,000 FACEBOOK VIEWS



17

UPDATES TO "WHAT'S OPEN IN LIVONIA" ON THE STATUS OF CITY SERVICES AND HOW TO ACCESS THEM



1

INTRODUCED A COVID-19 DASHBOARD THAT COLLECTED DATA FROM WAYNE COUNTY AND PUBLISHES LOCAL INFORMATION ON CASES IN OUR COMMUNITY

SOCIAL MEDIA

One large part of the team's responsibility includes managing and producing content for social media channels. This was a record-setting year for Livonia social media, as we continue to grow our reach.



22%

INCREASE IN "LIKES" ON LIVONIA COMMUNITY FACEBOOK PAGE



27%

INCREASE IN "FOLLOWERS" ON LIVONIA COMMUNITY FACEBOOK PAGE

nextdoor

16.8%

INCREASE IN LIVONIA'S NEXTDOOR MEMBERSHIP

38%

OF ALL LIVONIA HOUSEHOLDS USE NEXTDOOR



445,000

UNIQUE VISITORS TO LIVONIA.GOV IN, HALF OF WHOM USE THEIR MOBILE PHONE TO ACCESS THE CITY'S WEBSITE

EMERGENCY PREPAREDNESS

Livonia Emergency Preparedness Department is staffed by the Director of Emergency Preparedness, an appointed position. The goal is to make Livonia a community where sound emergency management protocols are implemented to protect lives, property, and the environment. Working with all the departments in the city, the Director coordinates local, State and Federal resources to mitigate, prevent, respond to or recover from an emergency or disaster, while also providing emergency preparedness resources for the community.

Primary responsibilities include planning, training, equipment procurement, exercise and the management and administration of Livonia personnel, volunteers and resources charged with responding to major incidents. The department is also responsible for the ensuring compliance with state and federal requirements. For more information, visit the Emergency Preparedness [webpage](#).

BY THE NUMBERS

Community Emergency Response Team (CERT) volunteers hours assisting in the emergency response	4,311
National Incident Management System Training courses completed	889
Mutual Aid Agreements set	12
Outreach meetings with long-term care facilities throughout pandemic	18
Public alert system tests	36
Updated Continuity of Operations Plans	22



HIGHLIGHTS

- **Worked with Mayor and Leadership Team to plan and implement City's operational responses to COVID-19 pandemic and health directives from federal and state officials**
- **Ensured closure and reopen plans met health protocols established by the CDC and MDHHS**
- **Helped develop essential functions/operations plans for each city department**
- **Developed and instituted Department Safety Officer program for each city department**
- **Assisted in applying for \$180,000 in grant funds for COVID-19 response**
- **Developed Incident Action Plans for significant events over the year**
- **Finalized Hazardous Mitigation plan, required by FEMA**
- **Developed and executed a full-scale exercise with St. Mary Mercy Hospital, Livonia Police, Livonia Fire and Western Wayne County Special Operations teams**

DEPARTMENT OF FINANCE

The Finance Department is responsible for developing and implementing financial procedures to process transactions and prepare reports in compliance with governmental accounting standards.

Functions within the department include Accounting, Budgeting, Purchasing, Information Systems, Risk Management, and Water and Sewer Billing/Collection, with a total staff of 23 people. The Department serves the Mayor, City Council and City departments to ensure a financially strong and effective city government.



For detailed information about the City of Livonia's budget, visit the Finance Department's [webpage](#).

DID YOU KNOW?

\$360,000

in late payment penalties were waived for residents for April, May and June, in recognition of the economic impact of the pandemic.

BY THE NUMBERS

CATEGORY	2019	2020
Accounts payable checks	13,988	12,229
Payroll items	32,433	26,361
Water bills issued	163,142	166,016
Water bill autopay customers	585	2,778
Water e-bill customers	547	1,682

HIGHLIGHTS



\$63.3 MILLION

Balanced General Fund budget



AA RATING

The department worked with the Council and Mayor's Office to maintain an excellent bond rating by Standard and Poor's, which allows the City to borrow at low interest rates



24.9%

Increased the General Fund balance from 22.2% to 24.9% of annual expenditures



\$3.1 MILLION

The Finance Department has applied for \$6.3 million in COVID assistance from various sources and received \$3.1 million



\$880,000

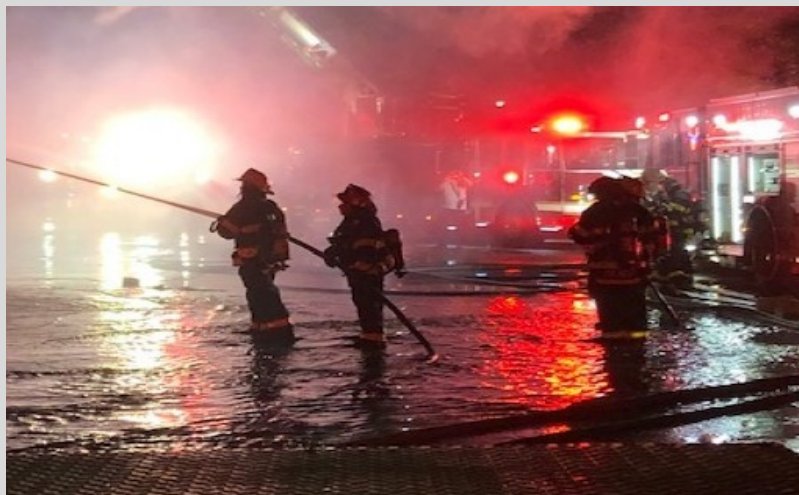
Finance played a key role in meeting state requirements, enabling the City to qualify for \$880,000 in revenue sharing

LIVONIA FIRE & RESCUE

YEAR IN REVIEW

- **Implemented Together Livonia Cares (TLC) initiative, providing COVID-19 testing, PPE and training at long-term care and senior housing facilities.**
- **Provided COVID-19 training, PPE and antibody testing to all city employees to ensure increased workforce safety.**
- **Hired 10 new firefighters to stabilize long-standing staffing shortages, returning to minimum staffing levels.**
- **Partnered with Schoolcraft College and Livonia high schools to establish the Youth High School Cadet Program.**
- **Ensured all staff completed Cultural Diversity for EMS training course.**
- **Took delivery of a new radio system through a grant, improving safety at emergency scenes.**
- **Purchased two drones to ensure firefighter safety on emergency runs and to assist in fire inspections**

Livonia Fire & Rescue is dedicated to protecting and enhancing quality of life through comprehensive public education, prevention and control in the areas of fire, rescue, medical emergencies, hazardous materials incidents, and disasters. The department is made up of 89 full-time, professional firefighters and paramedics protecting homes, businesses and lives in our community 24/7. The department provides fire protection, fire prevention, inspection, emergency medical services, public education, and all-hazard mitigation.



2020 FIRE STATISTICS



LIVONIA HOUSING COMMISSION

The mission of the Livonia Housing Commission is to provide adequate housing and community development assistance and to expand and preserve decent, safe and affordable housing for low- and moderate-income families. Led by a team of 18 full-time and 21 part-time staff, the Commission is committed to providing quality services to our clients in an effective, efficient and respectful manner. The most essential function of the Livonia Housing Commission (LHC) is to identify, obtain, and administer federal, state and

local resources to assist low- and moderate-income families with affordable housing and public services. In 2020 the LHC received just over \$5.5 million in federal funding to administer these programs and services. With its commitment to fostering affordable rental housing in the Wayne, Oakland, and Macomb Counties, approximately 1,374 households were able to establish secure safe and decent housing with use of the federal funding. This included 428 Livonia senior and family households.

BY THE NUMBERS	
Funding directed back into low- and moderate income housing and services. (Livonia and non-Livonia residents)	\$5.5 million
Families obtained affordable housing (Livonia and non-Livonia residents)	1,374
Residents received domestic violence assistance and/or mental health counseling services (Livonia only)	248

DID YOU KNOW?

In 2020, the Livonia Community Transit program provided transportation to local shopping centers, banks, doctor's offices and pharmacies for

15,037 Livonians

maintaining independence and access for seniors and disabled residents.

CDBG FUNDS SUPPORT MANY CITY PROJECTS

The Livonia Housing Commission (LHC) promotes and facilitates neighborhood revitalization through its Community Development Block Grant (CDBG) Home Improvement Loan and Grant programs, as well as its HOMEbuyer program.

This past year, 11 low-and moderate-income Livonia families received about \$116,500 in loans and/or grants so that improvements could be made to their homes, improving the quality of their property and neighborhoods.



The LHC also provided \$143,000 in down-payment assistance to 10 low- and moderate-income families who purchased homes in Livonia. Home ownership is vital to maintaining neighborhood stabilization and property values.



HIGHLIGHTS

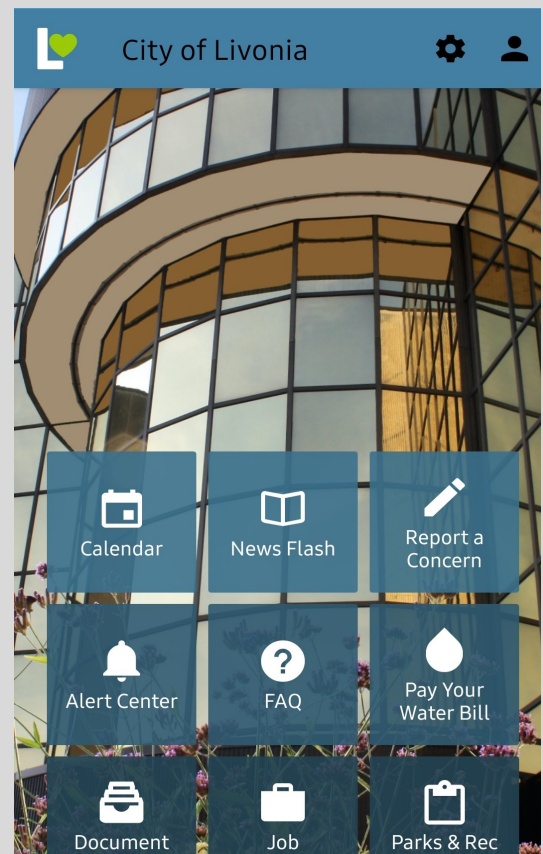
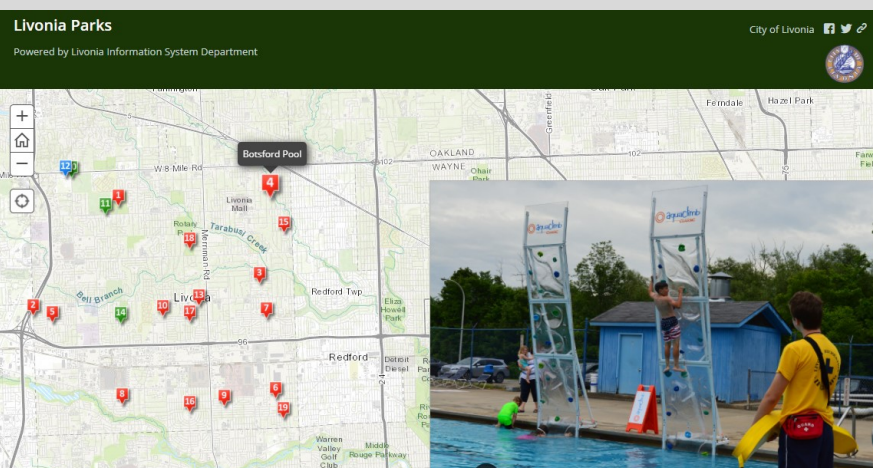
- Responded to the Covid-19 pandemic by shifting technology over to remote capability, including doubling the number of employees using City's network off-campus, routing phones to be answered via cell phone, and creating web forms that allow residents to schedule appointments.
- Implemented CivicClerk, allowing for a digital workflow for City Council agendas. This system improves efficiency and ensures more transparency for the public accessing motions, votes and minutes online.
- Updated the Data Center in City Hall, with large server cabinets and properly sized cabling during the pandemic shutdown and replaced Data Center cooling system from a water-cooled unit to an air-cooled system, which will save \$7,000 a year and is more environmentally friendly.
- Launched the City's first-ever mobile app, available in Apple and Google Play stores. The Livonia app complements the City website by providing a quick resource to contact Departments, register for Parks programs, pay your water bill, receive alerts and more.
- Built a Covid-19 tracking dashboard with ArcGIS mapping software, providing updated numbers and trends of Covid cases and deaths in the City of Livonia, as well as the county, state, nation and world.

The Information Systems Department is responsible for the computer hardware and software used by the City. The IS Department assists other City Departments in evaluating, selecting, and implementing computer systems. It also sets the standards for City computer systems.

The Information Systems Director is appointed by the Mayor and reports to the Finance Director. The staff of the Information Systems Department consists of five employees who have five primary areas of responsibility: Computer and Network, Application Software, Telephones, Website and Internet, and Geographic Information Systems. For more information, visit the Information Systems' [webpage](#).

BY THE NUMBERS

Computers managed	406
New computers deployed	70
Help Desk tickets closed	2,509
Livonia.gov website visitors	439,887
Livonia.gov website pageviews	1,855,955
City maps created/maintained	340



INSPECTION DEPARTMENT

The Inspection Department is dedicated to ensuring the construction of safe, sustainable, affordable and resilient structures. The department's 25 fulltime employees focus on building inspection, plan review, sanitation and ordinance enforcement. Other areas of involvement include Zoning Board of Appeals, Building Code Board of Appeals, Community Development Block Grant Program, Cost Recovery Appeal Hearings, and various civic groups. The department also develops new ordinances, issues permits, and investigates health, safety, and quality of life complaints. For more information, visit the Inspection Department's [webpage](#).

HIGHLIGHTS

- **The Inspection Department continued converting historic paper files and construction drawings to electronic media, to make sharing and searching for documents more efficient and accessible.**
- **The department made significant changes to update and expand website offerings to facilitate contactless submission of plans and permits, questions and concerns.**
- **Staff set up a desk in the City Hall lobby and met with patrons and residents outside the building to ensure safer delivery of services.**



BY THE NUMBERS

INSPECTION	
Inspections performed	17,584
Permits issued	8,442
Plan reviews	5,754
Valuation of construction	\$150.6 million
Total fees	\$2.9 million
Rental licenses issued	1,477
SANITATION/ORDINANCE	
Complaints and violations investigated	14,415
Recycle bins distributed	335
Tall grass and weeds	947
Business licenses	305
Zoning grants	134

SANITATION AND ORDINANCE ENFORCEMENT

Sanitation and Ordinance Enforcement has the responsibility of ensuring compliance with the City Zoning and Code of Ordinances as it pertains to the majority of all nuisance and non-criminal violations that affect the health, safety, welfare, and quality of life of the residents, business owners and their employees and visitors of the City. For more information, visit the Sanitation and Ordinance Enforcement Department's [webpage](#).



LAW DEPARTMENT

DID YOU KNOW?

Working with the Treasurer's Office, the Law Department sent 68 letters seeking payment of past due personal property taxes and filed 23 lawsuits against delinquent taxpayers. These efforts generated \$49,734 in payments, repayment contracts and judgments.

The Law Department represents the City in all lawsuits filed by or against the City. The department also offers legal advice to the Mayor, City Council, City Boards, Commissions, Committees, and all City departments on issues such as employment, contracts, ethics, land use, real estate transactions and Freedom of Information Act requests. It represents the City in all misdemeanor criminal cases and municipal civil infractions that occur in the City.

The department includes the City Attorney, Chief Assistant City Attorney, two Assistant City Attorneys and two support staff. All Civil litigation is also handled within the department, with a 2020 case-load of 44 civil lawsuits and 21 Michigan Tax Tribunal lawsuits. For more information, visit the Law Department's [webpage](#).

BY THE NUMBERS

Misdemeanor warrants reviewed	1,385
Civil infractions prosecuted	10,195
Traffic misdemeanors prosecuted	1,035
Non-traffic misdemeanors prosecuted	1,382
Jury trials	5
Code of Ordinances amendments	13
Livonia Zoning Ordinance amendments	11

YEAR IN REVIEW

- **Provided continual legal counsel and advice to the Administration and Departments to ensure compliance with applicable CDC guidelines, Executive Orders and MDHHS orders for the safety of employees and residents.**
- **Ensured compliance with requirements of the Open Meetings Act during the pandemic by amending ordinances to allow for remote meetings.**
- **Prepared a thorough review of Zoning Ordinances, in conjunction with Planning and Economic Development, to ensure conformity with Livonia Vision 21.**



LIVONIA PUBLIC LIBRARY

The Livonia Public Library serves the educational, informational and recreational needs of the community by providing materials, programs and services. The vision is expanding minds, building community, and inspiring curiosity, while promoting a lifelong love of reading and learning.

Values are focused on inclusion, intellectual freedom, innovation, and integrity. Bennett Civic Center and Carl Sandburg library staff consists of 29 full-time, five part-time and 13 library pages whose purpose is to serve all patrons with a commitment to excellence.

LIVONIA PUBLIC LIBRARIES

STATISTICS	2019	2020
CIRCULATION	401,431	249,331
eRESOURCES CIRCULATION	82,866	103,554
INTERLIBRARY LOAN	105,167	78,785
LIBRARY PROGRAMS	32,758	13,225
LIBRARY CARD HOLDERS	27,839	27,797
FUNDING/DONATIONS		
PENAL FINES AND STATE AID	\$212,694	\$297,389
FRIENDS OF THE LIBRARY (BOOKS)	\$57,000	\$40,500
ARTS COMMISSION (CONCERTS)	\$1,800	N/A
MEMORIAL DONATIONS	\$2,530	\$3,470
PROCTORING FEES, ETC.	\$2,055	\$500
GRANT FUNDING	N/A	\$5,956

BY THE NUMBERS

Library cards renewed (virtually)	2,011
Library patrons registered (virtually)	183
Kids, tweens and teens in Summer Reading Program	424
Minutes of reading in Summer Reading Program	362,589
Kids at 16 Summer Reading Storytimes	319

DID YOU KNOW?

Livonia residents will be able to check out one of 14 portable hotspots in 2021, thanks to a grant from the Library of Michigan.

YEAR IN REVIEW

- **New eResources platforms were set up to fill the need for online books.**
- **Staff learned to create online programming so patrons would have virtual activities.**
- **Livonia Libraries were closed for seven months, due to Covid-19, and construction at the Bennett Civic Center Library.**
- **The Alfred Noble Library remains closed indefinitely due to serious mold issues.**





Livonia Parks & Recreation won an Innovative Programming Award from the Michigan Parks and Recreation Association. This is the second year in a row winning this award, which recognizes new and creative programming.

CHANGING TO MEET THE CHALLENGES

Like every department, Parks and Recreation faced difficulties in 2020. The Jack E. Kirksey Recreation Center was closed for almost six months, classes were canceled and the outdoor pools were delayed from opening in the summer.

However, the pandemic reestablished the importance of Parks and Recreation in our community. The parks were bustling. Thousands of residents explored new places and discovered or rediscovered the joys of our outdoor offerings. Pools and golf courses reopened to record attendance. Special events were adjusted to include drive-in movies and social distancing for adult and youth concerts. Fitness classes, Kids Nights Out and new events, such as Super Saturdays for youth, were moved outside as we innovated to continue serving the community.

PROJECTS COMPLETED THIS YEAR

- Jack E. Kirksey Recreation Center Leisure Pool
- Playground replacement at Greenwood Park
- Tennis and pickleball courts at Bicentennial Park
- Accessibility paving project at the archery range

WWW.LIVONIA PARKS.ORG

PARKS & RECREATION

A vital part of Livonia's quality of life is the commitment to Parks and Recreation. Our mission is to enhance our community through engaging and accessible experiences.

We provide facilities, programs, classes, events and opportunities for leisure time to develop healthy habits, improve fitness, develop skills and create lifelong memories. The Parks and Recreation Department consists of 18 full-time and 200 part-time employees overseeing 68 park sites, 1,382 acres of parkland, three 18-hole golf courses, two indoor ice arenas, three outdoor swimming pools, 20 park shelters, 15 sand volleyball courts, 28 tennis courts, 12 pickleball courts, 43 ball diamonds, 25 soccer fields, 25 playgrounds, a dog park, skateboard park, and archery range.

DID YOU KNOW?

As part of a reorganization this year, the Parks & Recreation family was expanded to include Greenmead Historical Park and the Livonia Senior Center. These changes were made to improve services for residents, make better use of technology and better align talent with programs.

BY THE NUMBERS

Rounds of golf played	109,050
Visits to the outdoor pools	17,524
Total program enrollment	9,640
Jack E. Kirksey Recreation Center Memberships	11,870
Players compete on our outdoor fields and courts	16,365
Survey rating (Membership surveyed on likeliness they would recommend to family or friends.)	7.7/10



PLANNING & ECONOMIC DEVELOPMENT

The Planning & Economic Development Department is involved in both short-range and long-range planning and economic development initiatives, including the creation and adoption of the city's master plan, Livonia Vision 21. The department also reviews land use applications, including zoning changes, residential development projects, and new developments or modifications to existing commercial, office and industrial structures.

The five-member staff assists businesses looking to locate or expand, with the goals of promoting and attracting quality development, increasing employment, and establishing a diversified economic base. The toolbox includes tax incentives and brownfield redevelopment financing. Despite many challenges in 2020, Livonia's economy continues to thrive. For more information, visit the Planning Department [webpage](#).

BY THE NUMBERS

Planning Commission Meetings	26
Land use applications processed	31
Square feet of commercial, healthcare and multi-family housing under construction	846,770
Proposed new single-family lots	109
Average rent for two-bedroom apartment	\$1,150
September unemployment rate	5.7%



Livonia Budget Storage
Former Toys-R-Us



Bad Brad's BBQ
Former G. Subu's Leather Bottle



IHA/St. Joe's Medical Center
Campus of Schoolcraft College



Beaumont Outpatient Care
Former Site of A123

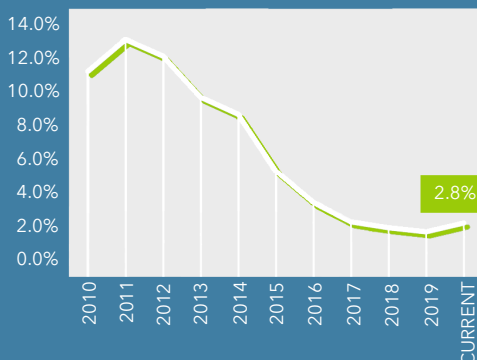
UNDER CONSTRUCTION

IHA & St. Joe's Medical Center
St. Joe's Mercy Elite Sports Center
Beaumont Outpatient Care Facility
St. Michael Church Renovation
BioLife
Haggerty Square
Bad Brad's BBQ Restaurant
Unleashed Pet Care
Livonia Budget Storage
Chipotle
Clear Path Assisted Living
Western Wayne Physicians
Vision Quest
Capri Court Site Condominiums
Mastronardi USA Produce
Livonia Manor 3 Site Condominiums

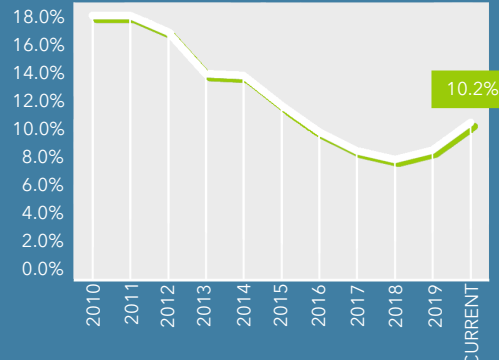
UNDER REVIEW

Webster School Rezoning
Adams School Rezoning
Wilson School Rezoning
Middlebelt-Plymouth Venture Rezoning
Livonia West Commerce Center 2

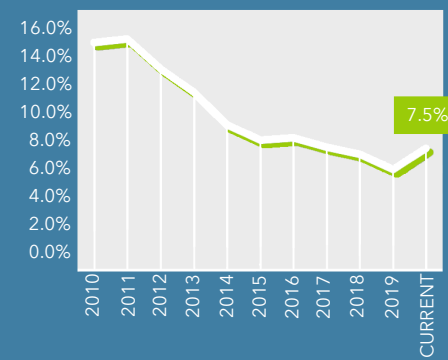
INDUSTRIAL VACANCY



OFFICE VACANCY



RETAIL VACANCY



LIVONIA POLICE DEPARTMENT

YEAR IN REVIEW

- **Developed an Office of Professional Standards, focused on transparency and accreditation.**
- **Established a program to address the social and mental health needs that are increasingly left to police agencies.**
- **Sent out 383 Thank You letters to citizens and businesses in appreciation for food donations.**
- **Dispatch Center answered more than 93,000 phone calls - over 44,800 were 9-1-1 calls.**
- **Special Operations Unit was disbanded due to staffing shortages.**
- **All LPD Officers completed MCOLES Firearms Proficiency Standards assessment. Officers participated in 32 firearms training sessions and attended 70 off-campus training courses.**
- **Computer Services converted to virtual servers, migrated to a new email system, and initiated remote work projects due to COVID-19.**
- **CERT volunteers worked 84 activations throughout Southeast Michigan.**

The 157 men and women of the Livonia Police Department share the mission of responding to the needs of all persons within the City by providing excellence in police service. In partnership with the community, the Livonia Police Department is committed to the highest standard of professionalism, integrity and accountability. In 2020, the Police Department added 11 members to its staff; however, the Police Department also experienced 20 separations of service (five retirements and 15 resignations). The department is committed to maintaining adequate staffing levels without sacrificing high standards of candidates. As of Dec. 1, 2020, the Police Department remains 33 members short of our goal.



2020 POLICE STATISTICS



37,188
CALLS
FOR SERVICE



5,250
CASES
INVESTIGATED



6,505
REPORTS
TAKEN



2,313
ADULT
ARRESTS



265
DRUNK
DRIVING CASES



17
OWI VEHICLE
FORFEITURES



1,916
TRAFFIC
CRASH TOTALS



7,930
CIVIL
TICKETS ISSUED

DEPARTMENT OF PUBLIC WORKS

The Department of Public Works includes the Public Service Division and the Engineering Division. Public Service is responsible for numerous maintenance functions, including all City buildings and vehicles, plus public utilities, parks, roads, animal control, forestry, leaf collection, snow removal, and water and sewer.

Engineering is responsible for all construction in public rights-of-way or public easements. In total, DPW has a total of 142 employees. Construction of a new DPW building is underway to ensure public access is safer and easier, City equipment is protected, and employees are more secure. For more information, visit the Department of Public Work's [webpage](#).

DID YOU KNOW?

The DPW's annual household hazardous waste (HHW) collection was changed this year. The former two-day, drive-up event was replaced by an ongoing drop-off for residents from March 1 through Oct. 2 at the site of contractor, ERG. This change increased the amount of HHW collected by more than six times the 2019 total – a staggering 281,600 lbs. of waste was safely disposed!

BY THE NUMBERS

Water main breaks repaired	91
Miles of sanitary sewer cleaned	90
Cubic yards of leaves picked up (Bulk Leaf Pick-up Program)	60,178
Right-of-way trees planted	405
Animal Control service calls	1,025
Service requests for brush collection (June-October)	3,073
Cubic yards of woodchips from brush collection program	2,742
Service requests for potholes	214
Vertical separations on sidewalks cold patched	434
Tons of cold patch used	98
Tons of salt used for snow, ice over 19 days	1,683
Snow Emergency declared (City streets cleared in 29 hours)	1
Miles of roads improved	10.5
Square feet of sidewalk replaced (661 locations)	93,048
Intersections improved with barrier-free sidewalk ramps	17
Lineal feet of water main replaced (4.34 miles)	22,941

COVID-19 RESPONSE

The DPW was integral to identifying and initiating new safety measures at City buildings – installing plexiglass shields, obtaining of hundreds of gallons of hand sanitizer and adding sanitizer stations.

DPW custodial staff began daily cleaning protocols to keep working areas clean for staff and safe for the public, including sanitizing surfaces with electrostatic sprayer units. DPW custodians were recognized for their efforts by the Livonia City Council at the Nov. 17, 2020, council meeting.



16TH DISTRICT COURT

BY THE NUMBERS

	2020	CHANGE FROM 2019
Felonies	241	-24% ↓
Misdemeanors	2,601	-46% ↓
Civil infractions	10,857	-56% ↓
Probations	3,302	-48% ↓

The 16th District Court enforces statutes and ordinances and resolves legal disputes in a way that assures due process, fair treatment, timely resolution, and justice for all citizens. It aims to create and maintain a feeling of respect and confidence in the legal system, while providing efficient and effective probation services. The court has 33 employees, (31 full-time and two permanent part-time employees). For more information, visit the 16th District Court's [webpage](#).



SOBRIETY COURT

Since 2006, the Court has intensively focused on targeting the substance abuse and addiction problems among the probationers through intervention, treatment and offender accountability. Under strict supervision, participants must comply with court-ordered requirements including substance abuse treatment, alcohol testing, education and life skill development. This has proven to have a positive impact on the recidivism rates.

94% SUCCESS RATE

Sobriety Court graduates are nearly three times less likely to be convicted of a new offense within three years!



COMMUNITY WORK PROGRAM

This program gives Judges a sentencing alternative, whereby low-risk misdemeanor offenders may perform manual labor as an alternative to incarceration. The offenders pay the Court's cost for supervision and are assigned to work projects in Livonia. Projects include collecting trash on streets and highways, distributing food to low-income families, cleaning parks, general maintenance, and flower and basket beautification projects.

DID YOU KNOW?

This year, a total of 22,120 community service hours have been contributed by this program, saving approximately \$96,775 in jail housing costs.



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**CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD JANUARY 6, 2021**

Meeting was called to order via Zoom remote technology at 8:00 p.m. by President Kathleen McIntyre. Present: Cathy White (Lehigh Acres, Florida), Brandon McCullough (Livonia, Michigan), Rob Donovic (Deployed), Jim Jolly (Livonia, Michigan); Laura Toy (Livonia, Michigan) and President Kathleen McIntyre (Livonia, Michigan). Absent: Scott Bahr.

Councilmember White led the meeting in the Pledge of Allegiance.

Elected and appointed officials present: Mark Taormina, Director of Planning and Economic Development; Todd Zilincik, City Engineer; Paul Bernier, City Attorney; Susan Nash, City Clerk; Denise Maier, Director of Human Resources; Linda Gosselin, City Assessor; Ted Davis, Superintendent of Parks and Recreation; and Casey O'Neil, Director of Information Systems.

- 1) REQUEST FOR CONSIDERATION OF PROPOSED ORDINANCE AMENDMENT: Steve Johnson, re: to require all animals be held on a leash when off the owner's property with exceptions at the City dog park, within a confined area, or a Police K-9 Unit.

Steve Johnson presented this request to Council. He stated he represents a group of residents that are concerned about the growing number of loose dogs that are around our home. Although we recognize the need for people to exercise their dogs, because of the unpredictable nature of animals and the risks that loose dogs pose, the public's safety is being put in jeopardy. The large vacant piece of land that we live next to has become a nightmare for individuals and groups who bring their dogs to run loose there. We feel our safety is being compromised daily with dogs running on to our property and often out of sight of their owner. Because the land is private property, the current leash ordinance does not apply there. Professionals we have consulted agree that reasonable control outside of a confined area is only gained when an animal is held by a leash. As I have shared with you by email, other nearby cities do indeed define reasonable control as animals being held by a leash when outside of a confined area. Livonia has a sensible solution to those who want to run their dogs off leash. There's a Livonia Dog Park inside the Bicentennial Park. There is also the Wayne County Dog Park near Farmington Road on Hines Drive. In these locations dogs are allowed to run loose in a controlled environment and are required to be licensed as well as up to date on their shots. We are requesting that Council amend the current ordinance and require animals be leashed when off their owner's property unless in a dog park, confined in a fenced area, in a vehicle, or if it is part of a K-9 unit. We want to thank Councilmember McCullough and Councilmember Donovic for their support in our effort for this change and the entire Council for considering this important public safety matter. Thank you.

President McIntyre opened the floor for questions from Council.

Councilmember White stated she has a question for Mr. Johnson. Seeing that the major problem here has been the dogs running loose on school property, have you approached the Board of Education of the Livonia Public Schools about the issue and if so, what has been their response. I have seen some of the emails, I know you have corresponded with them, but has this matter been formally brought to them.

Johnson replied they have contacted the schools; their position is that they cannot regulated the area properly. This area is not only the Livonia Public Schools, but also a private property of a church which is an unfenced area. So we've made appeals to both the schools and the private property owner and have not gotten any response whatsoever. They don't seem to be interested in enforcing the current rules. We were told in conversation with the Animal Control Officer, if they would make a complaint, then they could enforce it but they don't seem to be interested in having any type of enforcement on the property.

Councilmember White asked Johnson if these discussions were at a Board meeting and Johnson replied yes, it has. He stated he's had comments made to the Board at one of their Zoom meetings and we've called there and spoke to their representative, Mr. Francis, and have written letters to them and emails, we've shared videos with them as we've shared with the Council of loose dogs running in the area. So, they're well aware of the situation and they're just choosing not to address the matter.

Councilmember White stated because of her long tenure with the City and I think Councilmember Toy can comment on this as well, but this has come up in the past over the years with the City Council. It does tend to open a door where you get some very lively discussion on both sides that's very strong, in the past anyway, there's always been a very strong contingent of folks that want to be able to take their dog places not on a leash because they feel their dogs do obey the commands of the owner. There is also an equally ardent group of folks usually that have the same opinion that you do, Mr. Johnson, that a leash law would promote public safety and is a good thing for a community. So, I just want to remind everybody that this does tend to bring out a lot of folks on both sides in the past because of the great difference of opinion on either side. The Council has not gone forward with the planning of a leash law, so I'm openminded on this, I'm willing to hear from anybody who has an opinion on it, but I just kind of want to caution everybody that that tends to be the history.

Johnson asked if he could respond and President McIntyre replied that Councilmember Jolly would like to speak first.

Councilmember Jolly stated that they had addressed not specifically the dog issue on this property, I think Council had addressed remote control airplanes at the behest of Mr. Johnson if my memory serves me correctly. When we went to the

Law Department to get advice and counseling in regard to what we could or could not do in the past regarding this, there seems to be a lack of understanding of what we can control and what we cannot control on school property. Because the schools do have their own elected bodies, they are entitled to make their own rules, their own regulations as to their property. There's also limitations on what we can do in terms of enforcement of some things on private property. Mr. Bernier, can you kind of shed some light as to what your opinion is on the matter. And I'll tell you I'm confused about it because I know and I'm sure Councilmember White would say the same thing. We've all spent a lot of time in District Court and we've all seen prosecutions of City Ordinances on school property and elsewhere. One in particular comes to mind of throwing a missile, a kid was throwing a rock and it's against school ordinance, City Ordinance, and he was prosecuted for it. There's other things that happened as well. And the schools also do post on a lot of their properties big signs that say, "Playing golf or doing this or that is against City Ordinance and people who do so will be prosecuted." So, anyways, I'm just wondering even if we wanted to go down this road, what effect and what ability do we have to do it?

City Attorney Bernier replied there were a lot of questions asked in that one question, I'll try to answer as many as I can remember. The first one is the school property is, as far as the City of Livonia is concerned, it is treated like private property because like private property because the Livonia Public Schools is a completely separate legal entity than the City of Livonia. We don't have a lot of jurisdiction over a lot of things that happen on the school property, for a lot of things we do. For instance, if a crime takes place on the school property, we certainly can enforce our criminal laws that take place on there. A lot of the things that we don't have any jurisdiction over are the zoning type issues when it comes to the property. Now should the school enforce a no dog on their property, we could probably enforce that but they don't do it. They don't have a rule, they don't have it posted, there's nothing telling anybody if you have your dog off leash it's a trespass. There's nothing to say that is a violation of their rules. So until they come to us saying we have asked them to leave our property and they won't do it, it's not a trespass. So there's nothing we can enforce on that. We don't enforce School Board rules, we enforce the criminal law as such. So if there is a violation of a criminal law such that you're asked to leave the property and they won't leave the property, then it becomes a trespass and we could enforce that. To date nobody has told us, nobody has gone to the owner or posted and saying, "It's trespassing to be on there with your dog off leash". I guess the next question is could we have a leash law. Absolutely we could have a leash law that's on the City but that's a political decision as Councilmember White brought up that I'm unequipped to discuss. That's a decision for a Council and people smarter than me to decide. We just enforce it.

Councilmember Jolly stated he has one follow-up to ask Mr. Bernier. So, you're saying if we were to enact a leash law and a Police Officer or an Animal Control

Officer employed by the City of Livonia, could enforce such an ordinance on school property without a complaint of the property owner?

Bernier stated he would want to do some investigation on the law and I could probably give you an answer on that. However, if we do do that, you're also saying that I can't take my dog to your house. It's a difficult question. Because we can't just have an ordinance that says if you're at Mr. Johnson's house on the school property, it has to be on a leash, but then at Mr. Jolly's house it can be off leash. Either we have a leash law in Livonia or we don't have a leash law in Livonia.

Jolly said and these are the exact things that we would have to find out answers to if we wanted to proceed with this, that's my input.

Bernier stated like I said, to date we haven't had – this is not as we know as Councilmember White said, is not a new issue to Council or to the Law Department. To date I have never had any Livonia Public Schools call us up and ask that we enforce either a leash law or kick anybody off their property for having a dog off leash on their property.

Johnson stated the first issue about the school property and it is declared private property, I've given you numerous examples of other cities and I would ask you and I will send the email again, that covers school property as well as off of the owner's property. So if I brought my dog over to your house, as long as my dog was confined, in a confined area, in a fenced area, then we would be fine. So, realistically you're not going to take your dog over to a friend's house and then just let it off leash and run loose. The other issue like Councilmember White brought up about this issue has been raised before, the difference now, and I talked to the Animal Control Officer, and she was part of the group that wanted to get the more stringent laws enacted. The difference now is after December of 2017, we have a Livonia Dog Park where people can run their dogs off leash if they wish to and it's in a confined area. I would think that the wisdom of the Council at the time, some of you were in the decision making process for it, was public safety was probably towards the top of the list, if not the top of the list. So what's happening here, we have people coming from other cities bringing their dog onto this property and it isn't just a few dogs, this is we counted forty dogs last summer in just a six-hour period. So what has this become is an unlicensed, and unregulated and an unsafe dog park. Like I say, the property is split, the church owns half of it, the schools own half of it, so we're not restricting the church, if the church owner wanted to run his dog out there that would be fine. But for the church to just allow people to just come by the carload with animals and individuals and groups of dogs and let dogs run, they don't have a fenced area. A lot of the houses over here don't have yards, so this is why we've had close calls. I've shared with the Council a video of a Husky that was loose in the woods, we never even saw the owner of the dog, but the dog almost intersected with two young boys, and that was only a six-minute video. If we would have called Animal Control, they wouldn't have even gotten out there by that time. If the boys had been – thankfully, they

got away, but one of the boys fell in the creek trying to escape from the dog. So, it's a daily problem, if it was not a growing problem, we would not have brought it to the attention of the Council. And I might add that over a year ago I contacted all of the Council members and invited them out to the property. I know Councilman McCullough was there, I know Councilman Donovic visited the property, I'm sorry if others had visited that I didn't know of. And they recognized the problem and both have indicated they would be advocates for a change.

Councilmember Toy stated she wanted to comment on Councilmember White's good memory. And thank you, Mr. Johnson. This has come up time and time again and with two new council members on, Mr. McCullough and Mr. Donovic, now looking into the issue, perhaps something can be done in regard to some of regardless of what's going on with the property. I get the legal stuff but I also get that there is an issue out there and it's still there after all these years and it's unfortunate, but you know maybe our two new guys have some good solutions to it possibly. I know Mr. McCullough's worked real hard as well on that so you know I'd be an advocate to take a closer look, Madam Chair, at it.

Councilmember McCullough stated he has visited the property. I feel that as a dog lover, but I always have my two crazy pups on a leash every time we go out. I do see that there is a need, I don't like the fact that there are dogs that can roam. I have tried to bridge the gap a little bit with the schools, I think that is a great opportunity there. I think there is a disconnect between this matter and the schools, I think it's something that could be easy for them to adopt this and especially having a child that sometimes visits playgrounds, having dogs jump around. Obviously, that's not a decision we can make but something like this, I've kind of done some research on different ordinances that are around in neighboring communities. There are neighboring communities that do have a variant of a leash law that seems to be working where it kind of leaves more open space rather than a fenced yard. I'm going to say that I don't have all the answers here now because there's a lot of legalities that go into this, and for that I'd like to offer a motion to move this to the Law and Education Committee, if I may.

Councilmember Donovic stated he thinks that's a great recommendation from Councilmember McCullough, and investigate it and look deeper into it and listening to members of Council that were present when this topic was brought up, let's look into this and figure out some way to control unleashed animals on their property and that's apparently from my understanding not happening so I feel like it is up to us to look into issues that are affecting residents of our city and I've been to the property during the summertime, beautiful day outside, there's tons of dogs that I saw on the particular day that I was there that were not on a leash. And I have two dogs, I'm a big dog guy, I love my dogs, but at the end of the day there's got to be some control when you have multiple dogs running around in an area that is not confined, that has no control. Luckily, we have a beautiful dog park right down the street that my dogs can enjoy, it's a beautiful park and I recommend that they can take their dogs there, a lot of fun, you meet a lot of great Livonia

residents. But I'm not here to tell people what they can or cannot do with their own dogs, that's not my intention but my perspective, when you're on public property, you are affecting the lives of residents next door and other people that are just bringing their children to the park to enjoy the playground or a nice day outside.

President McIntyre opened the floor for questions and comment from the audience.

Wendy Stone stated she lives in Nottingham Woods Subdivision, and they are adjacent to a public school but that's not really my issue. My address is 31925 Balmoral Court. My issue is with a neighbor who never controls his animal ever. And last night this dog attacked our family. We were walking down the street. This dog came from behind the house, we were nowhere near it and charged our family and it was very scary. And this homeowner didn't even care. So this morning I had to call Animal Control because we're afraid to come out of our house because this person doesn't control his animal. He never walks the dog on a leash, the dog is in everybody's yard, poops everywhere. He takes it on the school grounds, let's the dog run loose, when he yells for the dog, the dog never comes. Yesterday he sauntered from behind his house and was casually calling his dog and his dog was about ready to attack us and bit us and we were in the street. So, yes, I think we need a leash law. Our subdivision doesn't have a lot of fenced yards. All of our properties are over a half-acre and most of us don't have fences. We do because we have a pool and that's an ordinance. So these people who have a dog should have some sort of fence or have an invisible fence or if they're outside this dog has to be on a leash. It was horrible.

President McIntyre thanked Ms. Stone for sharing her experience.

Councilmember Jolly asked Bernier that the woman who just spoke just described a situation that to me is already covered under our ordinances "Animals at large" and could be prosecuted. And connecting those dots, if these other dogs are causing problems or disruptions to Mr. Johnson or his property or his neighbor's property, I would think that those same dogs and their owners could be prosecuted under an "Animal at large" ordinance that we do have. If the only hold-up is the Livonia Public Schools for Mr. Johnson's situation here, that they're just not interested in making a ruling against it, they're saying we can't do this.

Bernier replied there are two different reasons when I heard Mrs. Stone talking. One is the dog, and I have no doubt that what she's saying is true, if this dog is attacking people, that's at least a potentially vicious dog and/or a vicious dog. So that is covered no matter where that takes place. If that takes place on school property, your property, my property, or on the City streets. If you have a potentially dangerous animal, that is a violation of our ordinance no matter where that takes place. A dog at large is the bigger problem because that's on private property. And our ordinance talks about a dog being under reasonable control, that of course is always subject to interpretation, too, what is reasonable control.

Because there are people who can control their dogs off leash, a lot of people who can't. I completely agree with that sentiment. But the dog off leash, the animal off leash, that is more of a problem, that is the one that's a problem with the school, not the vicious animal. So if we have an animal that's attacking or menacing, we can still prosecute no matter where it is for the potentially or the vicious animal. Off leash is the problem.

Councilmember Toy recalled an incident when Don Knapp was the City Attorney where a woman came in, she had a little dog, I believe it was a Yorkie, she walked it on a leash and a certain breed of dog came up and killed the dog right in front of her. And so that's when we got into what I think Mr. Bernier's saying, that vicious animal situation as well. And we actually created a Maddie Law because the dog's name was Maddie. And I remember that because it was such a standout meeting, Councilmember White may remember it as well, but there is precedence on some of that field and we do have that ordinance already. So, hopefully Mrs. Stone was well advised of what to do in her situation in regard to that. So, I just wanted to interject that, try to give you a little history there.

Councilmember White stated she would like to comment on Mrs. Stone's situation. I've had that experience twice, once walking our dog and a dog rushed out of somebody's property, the gates had been left open, and there was a concern that either I or my dog was going to be bitten by the dog, it was very aggressive. That fortunately did not happen. But another situation where my daughter was walking our very large 90-pound Mastiff in a City Park, and again, a dog from a property that adjoined the park ran out, again, the gate had been left open or somehow the dog had gotten out of the owner's property to the chagrin of the owner and started, this was a little tiny dog attacking our big Mastiff and the only way to get the dog away from our large dog was my daughter's boyfriend had to kick the little dog with his boot in order to get that dog away. And the owner who did finally come out with, was just as I said, was just chagrined that this had happened. So I am sympathetic to both circumstances but I also don't want us to get in a situation where we're lumping every kind of situation together because I do think there are dog owners who have very good control of their dogs when they're not on leash. So again, I'm openminded, I haven't really reached a conclusion in my own mind one way or the other and I do appreciate this dialogue and I do want to hear what residents have to say before voting on this.

Julie Backus, 30630 Jeanine, stated she also lives adjacent to the property that Mr. Johnson spoke about and I've been here two years and over the two years I have witnessed an ever increasing number of loose dogs on the property. And I have a dog myself and young children and have found myself unfortunately avoiding the property in many cases for fear of a run-in for the dogs that are running loose. When I have been on the property, my dogs have been on leash and they've been approached by every dog and my children have been approached by dogs off leash also. Thankfully, we've never had a very bad circumstance come up but I don't ever want to have that happen. And I want to

also say that I appreciate that LPS and the church let people use the property because it's a great big open field that could be used for lots of activities and it's so nice that they have it open for everybody but I think to have residents' freedom infringed upon by people who feel that they can use it how they feel and putting public safety at risk potentially is not acceptable to me. And I also have done my own research about the communities surrounding us to have similar things in place and I think it really comes down to the wording of reasonable control and that it needs to be better defined. It's up to interpretation certainly and not everyone will define it the same way and use it the same way for their own animals. So I would really urge the Council to adopt better language to define that, to put the safety of everyone at the forefront. That's all I have to say, thank you.

President McIntyre thanked Ms. Backus for her comments.

She then stated before she goes back to Council that she would like to ask a question and that is and maybe I don't know if it should go to Mr. Bernier or really to my colleagues. We have an existing law about having dogs under control, that's not complied with, and when it's not complied with the problem is by the time the noncompliance and the threat happens, it's gone, it's evaporated and so enforcement is very difficult. We have leash laws in all of our nature preserves and all of our nature trails. And I'm on many of those trails frequently with my dog who is always on a leash and I cannot tell you how many dogs we encounter most times we are on the trails who are not on leashes. Now, some of those dogs are well behaved and fine. There have been a number of occasions where we come around the bend and all of a sudden there's a dog charging at you and the owner's trying to get it under control. We've also encountered dogs who are on leashes that the owner had no business having them out even on leashes because they were barely controllable. In those situations, by the time again by the time it happens, it's over. And obviously if somebody's hurt or a dog is attacked, at that point it's way, way too late. But how does a leash law get us to compliance or the ability to enforce. And I don't mean that as a rhetorical question, I really mean that as a point of consideration as we look at the complexity and difficulty of this issue.

DIRECTION: REFER TO THE LAW AND EDUCATION COMMITTEE CONSENT



REPORT TO THE LIVONIA CITY COUNCIL

Council Office
December 22, 2020

MEETING DATE

January 13, 2021

PREPARED BY

Sara Kasprovicz, Office
Administrator, Council Office

AGENDA ITEM

REQUEST FOR CONSIDERATION OF PROPOSED ORDINANCE AMENDMENT: Steve Johnson, re: to require all animals be held on a leash when off the owner's property with exceptions at the City dog park, within a confined area, or a Police K-9 Unit.

BACKGROUND

Rationale for this change is:

1. Public Safety.

The instinctive and unpredictable nature of animals require they be restrained in either a fenced area or by a leash. A leash is an effective safety device to keep animals from running away from owners, and possibly attacking people or other animals. The Livonia dog park, located inside the Bicentennial Park, is a fenced, contained area, where dogs are segregated by size, where strict rules are to be adhered to, and where each dog must be licensed and up to date on their shots. The dog park was opened in 2017, and it can be assumed at least part of the reasoning was to have a place where dogs could run off leash in a safe and controlled environment. With that said, there is no excuse for dogs to be allowed to run off leash in any other area of the city.

2. Animal Safety.

Having witnessed a leashed dog being attacked by an unleashed dog I can attest to the safety hazard in this situation. Not only was the leashed dog put at risk from the attack, it's owner was nearly injured when they were trying to keep their dog away from the unleashed dog. A leashed dog in the attack is more apt to get injured because they are being restrained, whereas the unleashed dog has the advantage of not being held back in any way. Another issue is the very real possibility that the animal can run away and get lost from the owner. This creates a public safety hazard with the animal roaming without any control on it.

3. Environmental Safety.

An animal being held on a leash allows it's owner to be aware of where and when the animal defecates. It is very difficult to know when or where the animal defecates if the owner is strolling ahead of the animal or the animal is out of their view. On a leash allows the owner to be more responsible for their dog's waste, a major source of pollution and a source for rats to be attracted to. In the 1990's, dog waste was classified as a "Non Point Pollutant", which means it's negative effects on the environment can be extended beyond the spot it is left.

The city of Livonia, at considerable expense, has erected a safe and clean place for dogs to run off leash. It is not unreasonable to expect those who wish to run their dogs off leash to take them there and utilize that facility, or the dog park inside of Hines Park, run by Wayne county. To allow animals to be run in other areas that do not have safety measures in place is not granting the residents near these areas the right to live with safety and peace on their own properties.

Thank you for taking up this important issue.

Regards,

Steven Johnson

RECOMMENDATION

Requesting that the Livonia City Council amend the animal leash ordinance, to require all animals be held on a leash when off the owner's property. Exceptions would be if animal is in the city dog park, in a fenced area, in a vehicle, in a cage, or a Police K-9 Unit.

FISCAL CONSIDERATION

ATTACHMENTS

1. S010621 Request to amend Livonia Leash Ordinance (Steve Johnson)

APPROVED BY

From: [steve.johnson](#)
To: [CityCouncil](#)
Subject: Amendment to Livonia Leash Ordinance
Date: Tuesday, December 22, 2020 9:08:56 AM

Requesting that the Livonia City Council amend the animal leash ordinance, to require all animals be held on a leash when off the owner's property. Exceptions would be if animal is in the city dog park, in a fenced area, in a vehicle, in a cage, or a Police K-9 Unit.

Rationale for this change is:

1. Public Safety.

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Having witnessed a leashed dog being attacked by an unleashed dog I can attest to the safety hazard in this situation. Not only was the leashed dog put at risk from the attack, it's owner was nearly injured when they were trying to keep their dog away from the unleashed dog. A leashed dog in the attack is more apt to get injured because they are being restrained, whereas the unleashed dog has the advantage of not being held back in any way. Another issue is the very real possibility that the animal can run away and get lost from the owner. This creates a public safety hazard with the animal roaming without any control on it.

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to. In the 1990's, dog waste was classified as a "Non Point Pollutant", which means it's negative effects on the environment can be extended beyond the spot it is left.

The city of Livonia, at considerable expense, has erected a safe and clean place for dogs to run off leash. It is not unreasonable to expect those who wish to run their dogs off leash to take them there and utilize that facility, or the dog park inside of Hines Park, run by Wayne county. To allow animals to be run in other areas that do not have safety measures in place is not granting the residents near these areas the right to live with safety and peace on their own properties.

Thank you for taking up this important issue.

Regards,

Steven Johnson

From: [Julie Backus](#)
To: [CityCouncil](#)
Subject: Dog leash law
Date: Tuesday, December 22, 2020 11:01:13 PM

To Whom it May Concern:

I wanted to let city council know I am in favor of the proposal to amend the city's leash ordinance to include keeping dogs on leash anywhere off the owner's property or the dog park. I agree that it is in the best interest of the safety of both people and animals. Thank you in advance for your consideration in this matter.

Sincerely,
Julie Backus

Sent from my iPhone

From: [LPSReformer](#)
To: [CityCouncil](#)
Subject: Amendment to the leash law
Date: Saturday, December 26, 2020 8:45:14 PM

Dear Council,

I heard about the proposed changes in our leash law.

I would like to express my support for the change, and hope that this will help lower the number of dog bites in the city.

Loyd Romick

From: sgolonka@mi.rr.com
To: [CityCouncil](#)
Subject: Amendment to Livonia Leash Ordinance
Date: Sunday, December 27, 2020 7:48:08 PM

I am in support of requesting the Livonia City Council amend the animal leash ordinance, to require all dogs be held on a leash when off the owner's property. Exceptions would be if dog is in the city dog park, in a fenced area, in a vehicle, in a cage, or a Police K-9 Unit.

Long time Livonia resident
Stanley Golonka

**CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD JANUARY 6, 2021**

Meeting was called to order via Zoom remote technology at 8:00 p.m. by President Kathleen McIntyre. Present: Cathy White (Lehigh Acres, Florida), Brandon McCullough (Livonia, Michigan), Rob Donovic (Deployed), Jim Jolly (Livonia, Michigan); Laura Toy (Livonia, Michigan) and President Kathleen McIntyre (Livonia, Michigan). Absent: Scott Bahr.

Councilmember White led the meeting in the Pledge of Allegiance.

Elected and appointed officials present: Mark Taormina, Director of Planning and Economic Development; Todd Zilincik, City Engineer; Paul Bernier, City Attorney; Susan Nash, City Clerk; Denise Maier, Director of Human Resources; Linda Gosselin, City Assessor; Ted Davis, Superintendent of Parks and Recreation; and Casey O'Neil, Director of Information Systems.

- 2) TAX RATE REQUEST FOR THE WAYNE COUNTY ART INSTITUTE AUTHORITY FOR THE YEAR 2020: Office of the City Clerk, re: to set the rate of tax to be levied and requesting that it be collected as a winter tax.

Councilmember Jolly offered an approving for Consent. This is an approving for Consent. This is a pro forma function of the City Council to take tax requests as the City processes them. And that same applies for the next two items as well.

DIRECTION:

RECEIVE & FILE

CONSENT



REPORT TO THE LIVONIA CITY COUNCIL

City Clerk
December 8, 2020

MEETING DATE

January 13, 2021

PREPARED BY

Lori Miller, Deputy City Clerk, City Clerk

AGENDA ITEM

TAX RATE REQUEST FOR THE WAYNE COUNTY ART INSTITUTE AUTHORITY FOR THE YEAR 2020: Office of the City Clerk, re: to set the rate of tax to be levied and requesting that it be collected as a winter tax.

BACKGROUND

Attached is a communication from Scott T. Vandemergel, Director of Assessment & Equalization, with the appropriate 2020 Tax Rate Request Form (L-4029) requesting that the City collect the appropriate tax levy for the Wayne County Art Institute Authority (WCAIA) as a winter tax.

RECOMMENDATION

Receive and File.

FISCAL CONSIDERATION

ATTACHMENTS

1. WCAIA - L4029

APPROVED BY

A handwritten signature in black ink, appearing to read "Susan Nash".

Susan Nash, City Clerk

Date: December 09, 2020

L-4029

Carefully read the instructions on page 2.

2020 Taxable Value of ALL Properties in the Unit as of 5-26-2020

2020: Taxable value of All Properties in the Unit as of 5-25-2020

For LOCAL School Districts: 2020 Taxable Value excluding Principal Residence, Qualified Agricultural, Qualified Forest, Industrial Personal and Commercial Personal Properties.

Personal and Commercial Personal Properties

This form must be completed for each unit of government for which a property tax is levied. Penalty for non-filing is provided under MCL Sec 211.119. The following tax rates have been authorized for levy on the 2020 tax roll.

Prepared by Scott T. Vandemergel, MMAO (4)	Telephone Number (313) 224-2329	Title of Preparer Dir. of Assessment & Equalization	Date 9/17/2020
--	---	---	--------------------------

Local School District Use Only. Complete if requesting millage to be levied. See STC Bulletin 2 of 2020 for instructions on completing this section.

Rates to be Levied (HH/Supp and NH Oper ONLY)	Rate

For Principal Residence. Qualified
An Qualified Forest Land Induction

Ag. Qualified Forest and Industrial
Personal

	Personal
	For Commercial Personal

For Commercial Kerosene

**** IMPORTANT:** See instructions on page 2 regarding where to find the millage rate used in column (5).

**CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD JANUARY 6, 2021**

Meeting was called to order via Zoom remote technology at 8:00 p.m. by President Kathleen McIntyre. Present: Cathy White (Lehigh Acres, Florida), Brandon McCullough (Livonia, Michigan), Rob Donovic (Deployed), Jim Jolly (Livonia, Michigan); Laura Toy (Livonia, Michigan) and President Kathleen McIntyre (Livonia, Michigan). Absent: Scott Bahr.

Councilmember White led the meeting in the Pledge of Allegiance.

Elected and appointed officials present: Mark Taormina, Director of Planning and Economic Development; Todd Zilincik, City Engineer; Paul Bernier, City Attorney; Susan Nash, City Clerk; Denise Maier, Director of Human Resources; Linda Gosselin, City Assessor; Ted Davis, Superintendent of Parks and Recreation; and Casey O'Neil, Director of Information Systems.

- 3) TAX RATE REQUEST FOR THE WAYNE COUNTY ZOOLOGICAL AUTHORITY FOR THE YEAR 2020: Office of the City Clerk, re: to set the rate of tax to be levied and requesting that it be collected as a winter tax.

Councilmember Jolly offered the same approving for the Consent Agenda. It is not a City issue but a pro forma out of courtesy.

DIRECTION:

RECEIVE & FILE

CONSENT



REPORT TO THE LIVONIA CITY COUNCIL

City Clerk
December 8, 2020

MEETING DATE

January 13, 2021

PREPARED BY

Lori Miller, Deputy City Clerk, City Clerk

AGENDA ITEM

TAX RATE REQUEST FOR THE WAYNE COUNTY ZOOLOGICAL AUTHORITY FOR THE YEAR 2020: Office of the City Clerk, re: to set the rate of tax to be levied and requesting that it be collected as a winter tax.

BACKGROUND

Attached is a communication from Maseer Rabbai, Treasurer for the Wayne County Zoological Authority (WCZA), with the appropriate 2020 Tax Rate Request Form (L-4029) requesting that the City collect the appropriate tax levy for the Wayne County Zoological Authority as a winter tax.

RECOMMENDATION

Receive and file.

FISCAL CONSIDERATION

ATTACHMENTS

1. Wayne Co Zoological Auth - L4029

APPROVED BY

A handwritten signature in black ink, appearing to read "Susan Nash".

Susan Nash, City Clerk

Date: December 11, 2020

ORIGINAL TO: County Clerk(s)
COPY TO: Equalization Department(s)
COPY TO: Each township or city clerk

2020 Tax Rate Request (This form must be completed and submitted on or before September 30, 2020)

MILLAGE REQUEST REPORT TO COUNTY BOARD OF COMMISSIONERS

This form is issued under authority of MCL Sections 211.24a, 211.34 and 211.34d. Filing is mandatory. Penalty applies.

Country(s) Where the Local Government Unit Levies Taxes

2020 Taxable Value of ALL Properties in the Unit as of 5-25-2020

Wayne County

ad valorem: \$43.917.546.387 ad valorem minus renaisance zones

Local Government Unit Requesting Milayan Levy

For LOCAL School Districts: 2020 Taxable Value excluding Principal Residence, Qualified Agricultural, Qualified For

Wayne County Zoological Authority (WCZA)

Personal and Commercial Personal Properties.

This form must be completed for each unit of government for which a property tax is levied. Penalty for non-filing is provided under MCL Sec 211.119. The following tax rates have been authorized for use on this 2020 tax roll.

[illegible]Prepared by: **Maseer Rabbai**

Telephone Number 313-967-6005

Title of Preparation Treasurer

Date: 9/15/2020

CERTIFICATION: As the representatives for the local government unit named above, we certify that these requested tax levy rates have been reduced, if necessary to comply with the state constitution (Article 9, Section 31), and that the requested levy rates have also been reduced, if necessary, to comply with MCL Sections 217.24a, 217.34 and, for LOCAL school districts which levy a Supplemental (Hold Harmless) Millage, 380.12(113).

☐ Clerk	Signature	Print Name	Date
☒ Secretary	<i>Dawn Lee Cotton</i>	<i>Dawn Lee Cotton</i>	<i>9/15/2020</i>
☒ Chairperson	Signature	Print Name	Date
☐ President	<i>Alicia Bell</i>	<i>Alicia Bell</i>	<i>9/15/2020</i>

* Under Truth in Taxation, MCL Section 211.24e, the governing body may decide to levy a rate which will not exceed the maximum authorized allowed in Taxation §. The requirements of MCL 211.24e must be met prior to levying an operating levy which is larger than the base tax rate but not larger than the rate in column 9.

**** IMPORTANT:** See instructions on page 2 regarding where to find the millage rate used in column (5).

Local School District Use Only. Complete if requesting millage to be levied. See SVC Bulletin 2 of 2020 for instructions on completing this section.	
Total School District Operating Rates to be Levied (HH/Supp and NH Oper ONLY)	Rate
For Principal Residence, Qualified Ag, Qualified Forest and Industrial Personal	
For Commercial/Personal	
For all Other	

**CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD JANUARY 6, 2021**

Meeting was called to order via Zoom remote technology at 8:00 p.m. by President Kathleen McIntyre. Present: Cathy White (Lehigh Acres, Florida), Brandon McCullough (Livonia, Michigan), Rob Donovic (Deployed), Jim Jolly (Livonia, Michigan); Laura Toy (Livonia, Michigan) and President Kathleen McIntyre (Livonia, Michigan). Absent: Scott Bahr.

Councilmember White led the meeting in the Pledge of Allegiance.

Elected and appointed officials present: Mark Taormina, Director of Planning and Economic Development; Todd Zilincik, City Engineer; Paul Bernier, City Attorney; Susan Nash, City Clerk; Denise Maier, Director of Human Resources; Linda Gosselin, City Assessor; Ted Davis, Superintendent of Parks and Recreation; and Casey O'Neil, Director of Information Systems.

- 4) TAX RATE REQUEST FOR THE HURON CLINTON METROPOLITAN AUTHORITY FOR THE YEAR 2020: Office of the City Clerk, re: to set the rate of tax to be levied and requesting that it be collected as a winter tax.

Councilmember Jolly offered the same approving for the Consent Agenda.

DIRECTION:

RECEIVE & FILE

CONSENT



REPORT TO THE LIVONIA CITY COUNCIL

City Clerk
December 8, 2020

MEETING DATE

January 13, 2021

PREPARED BY

Lori Miller, Deputy City Clerk, City Clerk

AGENDA ITEM

TAX RATE REQUEST FOR THE HURON CLINTON METROPOLITAN AUTHORITY FOR THE YEAR 2020:
Office of the City Clerk, re: to set the rate of tax to be levied and requesting that it be collected as a winter tax.

BACKGROUND

Attached is a communication from Rebecca Franchock, Chief of Finance for Wayne County, with the appropriate 2020 Tax Rate Request Form (L-4029) requesting that the City collect the appropriate tax levy for the Wayne County Huron Clinton Metropolitan Authority as a winter tax.

RECOMMENDATION

Receive and File.

FISCAL CONSIDERATION

ATTACHMENTS

1. Huron Clinton Metro Authority - L4029

APPROVED BY

A handwritten signature in black ink, appearing to read "Susan Nash".

Date: January 06, 2021

Susan Nash, City Clerk

Carefully read the instructions on page 2.

This form is issued under authority of MCL Sections 211.24e, 211.34 and 211.34d. Filing is mandatory. Penalty applies.

County(ies) Where the Local Government Unit Levies Taxes Wayne	2020 Taxable Value of ALL Properties in the Unit as of 5-26-2020 43,690,621,315
Local Government Unit Requesting Millage Levy Huron-Clinton Metropolitan Authority	For LOCAL School Districts: 2020 Taxable Value excluding Principal Residence, Qualified Agricultural, Qualified Forest, Industrial, Personal and Commercial Personal Properties.

This form must be completed for each unit of government for which a property tax is levied. Penalty for non-filing is provided under MCL Sec 211.119. The following tax rates have been authorized for levy on the 2020 tax roll:

[illegible]

Prepared by Rebecca Franchock	Telephone Number (810) 494-6047	Title of Preparer Chief of Finance	Date 07/24/2020
---	---	--	---------------------------

CERTIFICATION: As the representatives for the local government unit named above, we certify that these requested tax levy rates have been reduced, if necessary to comply with the state constitution (Article 9, Section 31), and that the requested levy rates have also been reduced, if necessary, to comply with MCL Sections 211.24a, 211.34 and, for LOCAL school districts which levy a Supplemental (Hold Harmless) Millage, 330.1211(3).

☐ Clerk	☒ Secretary	Signature 	Print Name Amy McMillan	Date 07/24/2020
☒ Chairperson	☐ President	Signature 	Print Name Robert w. Marans	Date 07/24/2020

*Under Truth in Taxation/MCL Section 211.24a, the governing body may decide to levy a rate which will not exceed the maximum authorized rate allowed in column 9. The requirements of MCL 211.24a must be met prior to levying an operating levy which is larger than the base tax rate but not larger than the rate in column 9.

Local School District Use Only: Complete if requesting millage to be levied. See State Bulletin 2 of 2020 for instructions on completing this section.	Date 07/24/2020
Total School District Operating Rates to be Levied (H/H/Supp and NH Oper ONLY)	Rate
For Principal Residence, Qualified Ag, Qualified Forest and Industrial Personal	
For Commercial Personal	
For all Other	

Under Truth in Taxation MGL Section 211.24e, the governing body may decide to levy a rate which will not exceed the maximum authorized rate allowed in column 9. The requirements of MGL 211.24e must be met prior to laying an operating levy which is larger than the base tax rate but not larger than the rate in column 9.

IMPORTANT: See instructions on page 2 regarding where to find the millage rate used in column (5).

**CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD JANUARY 6, 2021**

Meeting was called to order via Zoom remote technology at 8:00 p.m. by President Kathleen McIntyre. Present: Cathy White (Lehigh Acres, Florida), Brandon McCullough (Livonia, Michigan), Rob Donovic (Deployed), Jim Jolly (Livonia, Michigan); Laura Toy (Livonia, Michigan) and President Kathleen McIntyre (Livonia, Michigan). Absent: Scott Bahr.

Councilmember White led the meeting in the Pledge of Allegiance.

Elected and appointed officials present: Mark Taormina, Director of Planning and Economic Development; Todd Zilincik, City Engineer; Paul Bernier, City Attorney; Susan Nash, City Clerk; Denise Maier, Director of Human Resources; Linda Gosselin, City Assessor; Ted Davis, Superintendent of Parks and Recreation; and Casey O'Neil, Director of Information Systems.

- 5) REQUEST TO APPROVE SALARY AND FRINGE BENEFIT ADJUSTMENTS FOR THE CLASSIFICATION OF FIRE CHIEF AND DEPUTY CHIEF: Civil Service Division, re: for the period of December 1, 2018 through November 30, 2021.

Denise Maier, Director of Human Resources, presented this request to Council. She stated back in October the Civil Service Commission and City Council approved the three-year Collective Bargaining Agreement for our Livonia Firefighters Union covering the period of December 1, 2018 through November 30, 2021. And it is historically for salary and benefit adjustments negotiated between the City and the Firefighters Union are extended to the Fire Chief and the Deputy Fire Chief as well. In November, the Civil Service Commission approved and recommended submission to Council the updated salary schedule and associated benefit changes for these two classifications. So I am reporting this evening so you can approve all four of the related benefit changes and similar salary schedule for the Deputy Fire Chief and the Fire Chief.

Councilmember Jolly offered an approving resolution for the Consent Agenda. This has been the past practice of the City, there's no reason to deviate at the time.

DIRECTION:

APPROVING

CONSENT



REPORT TO THE LIVONIA CITY COUNCIL

Civil Service
December 2, 2020

MEETING DATE

January 13, 2021

PREPARED BY

Jillian Emmitt, Personel Clerk, Civil Service

AGENDA ITEM

REQUEST TO APPROVE SALARY AND FRINGE BENEFIT ADJUSTMENTS FOR THE CLASSIFICATION OF FIRE CHIEF AND DEPUTY CHIEF: Civil Service Division, re: for the period of December 1, 2018 through November 30, 2021.

BACKGROUND

November 25, 2020

Honorable Members of City Council

City of Livonia

Subject: Recommendation for Salary and Benefit Adjustments for the Classifications of Fire Chief and Deputy Fire Chief

Dear Council Members:

At the Civil Service Commission meeting of November 18, 2020, with Chairperson Roger L. Spence, Commissioners Charlotte S. Mahoney, and James Wenson being present, with minutes to be approved on December 9, 2020, the Civil Service Commission approved the following resolution:

Upon a motion by Ms. Mahoney, seconded by Mr. Wenson, and adopted, it was

20-133 RESOLVED that having reviewed the memorandum of November 12, 2020, from Denise C. Maier, Human Resources Director, approved for submission by Mayor Maureen Miller Brosnan, recommending salary and benefit adjustments for the classifications of Fire Chief and Deputy Fire Chief, the Civil Service Commission does hereby approve the recommended salary and benefit adjustments for the period December 1, 2018, through November 30, 2021, to be submitted to City Council for their

review and consideration.

A copy of the correspondence mentioned above, which outlines the recommended changes, and the draft salary table is attached.

RECOMMENDATION

To approve as submitted

FISCAL CONSIDERATION

ATTACHMENTS

1. Letter to Council Re Salary and Benefit Adjustments for Fire Chief and Deputy Fire Chief 2018-2021
2. Memo to Commission Re Salary and Benefit Adjustments for Fire Chief and Deputy Fire Chief 2018-2021

APPROVED BY

Denise Maier, Human Resources Director

Date: December 02, 2020



Michael T. Slater, Finance Director

Date: December 03, 2020



Paul Bernier, City Attorney

Date: December 04, 2020



Maureen Miller Brosnan, Mayor

Date: December 07, 2020

CIVIL SERVICE DEPARTMENT

MAUREEN MILLER BROSNAN
MAYOR

CIVIL SERVICE COMMISSION

ROGER L. SPENCE, CHAIRPERSON
CHARLOTTE S. MAHONEY, COMMISSIONER
JAMES WENSON, COMMISSIONER



MEMBER IPMA-HR /SHRM
International Public Management Association
for Human Resources
Society for Human Resources Management

DENISE C. MAIER, SPHR
HUMAN RESOURCES DIRECTOR

November 25, 2020

Honorable Members of City Council
City of Livonia

**Subject: Recommendation for Salary and Benefit Adjustments for the
Classifications of Fire Chief and Deputy Fire Chief**

Dear Council Members:

At the Civil Service Commission meeting of November 18, 2020, with Chairperson Roger L. Spence, Commissioners Charlotte S. Mahoney, and James Wenson being present, with minutes to be approved on December 9, 2020, the Civil Service Commission approved the following resolution:

Upon a motion by Ms. Mahoney, seconded by Mr. Wenson, and adopted, it was

20-133 RESOLVED that having reviewed the memorandum of November 12, 2020, from Denise C. Maier, Human Resources Director, approved for submission by Mayor Maureen Miller Brosnan, recommending salary and benefit adjustments for the classifications of Fire Chief and Deputy Fire Chief, the Civil Service Commission does hereby approve the recommended salary and benefit adjustments for the period December 1, 2018, through November 30, 2021, to be submitted to City Council for their review and consideration.

A copy of the correspondence mentioned above, which outlines the recommended changes, and the draft salary table is attached.

If you have any questions concerning this matter, please call me at (734) 466-2527.

APPROVED FOR SUBMISSION:

Sincerely,

Maureen Miller Brosnan
Mayor

Denise C. Maier
Denise C. Maier, SPHR
Human Resources Director

FUNDS AVAILABLE:

Michael T. Slater, Director of Finance

kb

Attachment

cc: Maureen Miller Brosnan, Mayor; Susan, Nash, City Clerk; Paul Bernier, City Attorney; Michael T. Slater, Director of Finance; Ted Davis, Superintendent of Parks and Recreation; Civil Service Commission

MEMORANDUM

TO: Civil Service Commission
FROM: Denise C. Maier, Human Resources Director *DCM*
DATE: November 12, 2020
SUBJECT: Salary and Benefit Adjustments for Fire Chief and Deputy Fire Chief

Historically, the salary and benefit adjustments negotiated between the City and the Livonia Fire Fighters Union are extended to the Fire Chief and Deputy Fire Chief classifications. The Civil Service Commission and City Council have approved a contract for the period of December 1, 2018 through November 30, 2021 for the LFFU. The contract includes a three (3) year salary schedule and various benefit changes.

It is recommended that the Civil Service Commission approve the updated salary schedule and associated benefit changes for the Fire Chief and Deputy Fire Chief. These changes have been reviewed with Mayor Brosnan and she agrees with extending them to the Fire Chief and Deputy Fire Chief effective 12/01/18. The adjustments are as follows:

1. Salary increases to all employees as follows:

Effective December 1, 2018:	3% increase
Effective December 1, 2019:	2% increase
Effective December 1, 2020:	2.5% increase

2. Clarification that only the spouse at the time of retirement is eligible for health care insurance upon employee's retirement.
3. New pension provisions as outlined in the Tentative Agreement.
4. Memorialization of an online health care office visit with 50% regular office visit co-pay
5. Creation of a 4th tier prescription co-pay of 10% of the cost for the drug up to a maximum of \$100 per prescription for specialty drugs.
6. Increased maximum retiree health insurance premium from \$200 to \$250 effective November 30, 2021.
7. Increased dental reimbursement from \$850 to \$900.
8. Increased alternate optical coverage from \$200 to \$300 every 2 years.
9. Increased City's contribution to RHSP participants' accounts from \$70 per

bi- weekly pay period to \$80 per bi-weekly pay period.

10. Clarified employee's right to workers compensation in presumed cancer cases.

11. Incorporation of language providing that employees who retire after the date of ratification will maintain health care provided at the time of retirement for the remainder of their life.

APPROVED FOR SUBMISSION



Mayor Maureen Miller Brosnan

FUNDS AVAILABLE



Michael T. Slater
Director of Finance

DRAFT

**CITY OF LIVONIA
FIRE DIVISION ADMINISTRATIVE PERSONNEL
12/1/2018 THRU 11/30/2021**

		3%	2%	2.5%
		12/1/2018	12/1/2019	12/1/2020
FIRE CHIEF	Step 1	\$110,739.20	\$112,944.00	\$115,772.80
		\$4,259.20	\$4,344.00	\$4,452.80
		\$53.24	\$54.30	\$55.66
	Step 1 1/2	\$112,964.80	\$115,232.00	\$118,123.20
		\$4,344.80	\$4,432.00	\$4,543.20
		\$54.31	\$55.40	\$56.79
	Step 2	\$115,128.00	\$117,436.80	\$120,369.60
		\$4,428.00	\$4,516.80	\$4,629.60
		\$55.35	\$56.46	\$57.87
	Step 3	\$119,787.20	\$122,179.20	\$125,236.80
		\$4,607.20	\$4,699.20	\$4,816.80
		\$57.59	\$58.74	\$60.21
	Step 4	\$124,571.20	\$127,067.20	\$130,249.60
		\$4,791.20	\$4,887.20	\$5,009.60
		\$59.89	\$61.09	\$62.62
	Step 5	\$129,542.40	\$132,142.40	\$135,449.60
		\$4,982.40	\$5,082.40	\$5,209.60
		\$62.28	\$63.53	\$65.12
DEPUTY CHIEF	Step 4	\$113,880.00	\$116,168.00	\$119,080.00
		\$4,380.00	\$4,468.00	\$4,580.00
		\$54.75	\$55.85	\$57.25
	Step 5	\$118,456.00	\$120,827.20	\$123,843.20
		\$4,556.00	\$4,647.20	\$4,763.20
		\$56.95	\$58.09	\$59.54

**CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD JANUARY 6, 2021**

Meeting was called to order via Zoom remote technology at 8:00 p.m. by President Kathleen McIntyre. Present: Cathy White (Lehigh Acres, Florida), Brandon McCullough (Livonia, Michigan), Rob Donovic (Deployed), Jim Jolly (Livonia, Michigan); Laura Toy (Livonia, Michigan) and President Kathleen McIntyre (Livonia, Michigan). Absent: Scott Bahr.

Councilmember White led the meeting in the Pledge of Allegiance.

Elected and appointed officials present: Mark Taormina, Director of Planning and Economic Development; Todd Zilincik, City Engineer; Paul Bernier, City Attorney; Susan Nash, City Clerk; Denise Maier, Director of Human Resources; Linda Gosselin, City Assessor; Ted Davis, Superintendent of Parks and Recreation; and Casey O'Neil, Director of Information Systems.

- 6) REQUEST TO APPROVE LOCATION AND SCHEDULE OF DATES AND TIMES FOR THE 2021 BOARD OF REVIEW MEETINGS, AS WELL AS COMPENSATION RATES FOR MEMBERS: Department of Assessment, re: per the requirements of State of Michigan Statute MCL 211.30.

Linda Gosselin, City Assessor, presented this request to Council. She stated this is an annual request that comes before you each year to approve the dates and times of our Board of Review as well as the compensation for our Board members. The Board will meet five days and one evening this year valuation as well as hardship appeals.

Councilmember White stated this is really a housekeeping item and offered an approving resolution for the Consent Agenda.

Councilmember Toy commented that it is nice to see Ms. Gosselin at our Council meeting, she does such an excellent job in the Assessor's Office. I had the privilege of working with her for many years, very professional and good people and kudos so much for all you do.

DIRECTION:

APPROVING

CONSENT



REPORT TO THE LIVONIA CITY COUNCIL

Assessing
December 3, 2020

MEETING DATE

January 13, 2021

PREPARED BY

Linda Gosselin, City Assessor, Assessing

AGENDA ITEM

REQUEST TO APPROVE LOCATION AND SCHEDULE OF DATES AND TIMES FOR THE 2021 BOARD OF REVIEW MEETINGS, AS WELL AS COMPENSATION RATES FOR MEMBERS: Department of Assessment, re: per the requirements of State of Michigan Statute MCL 211.30.

BACKGROUND

2021 Approval of the March Board of Review dates and times.

RECOMMENDATION

Dear Council Members:

According to Chapter VIII, Section VI of the City Charter, the Council shall designate the time and place of the Board of Review meetings. Attached find a recommended schedule of dates and compensation of the 2021 meetings, which complies with the requirements of the State of Michigan statute, MCL 211.30.

Council Resolution No. 72-86 previously determined the daily rate of compensation paid to the members of the Board to be \$120.00 for the Chairperson and \$100.00 for other members. Please incorporate these rates in this year's resolution as maximum daily rates.

For the 2021 meetings, I recommend the Council:

1. Designate the place as the Board of Review conference room, Assessor's Office 33000 Civic Center Drive.

2. Approve the attached schedule of dates and times.

3. Approve the daily rate of compensation as follows:

Chairperson \$120.00 Members \$100.00

FISCAL CONSIDERATION

ATTACHMENTS

1. 2021 March Board of Review dates and times

APPROVED BY



Linda Gosselin, City Assessor

Date: December 03, 2020



Michael T. Slater, Finance Director

Date: December 03, 2020



Maureen Miller Brosnan, Mayor

Date: December 17, 2020

PUBLIC NOTICE
TO ALL PROPERTY OWNERS IN THE
CITY OF LIVONIA
BOARD OF REVIEW MEETING – 2021

You are hereby notified pursuant to chapter VIII Section 6, of the Charter of Livonia, the Board of Review will conduct Public Hearings on the following dates in the Board of Review Conference Room of the Assessor's Office in the City Hall, 33000 Civic Center Drive, Livonia, Michigan, and such additional meetings as may be necessary for the purpose of reviewing the assessment roll for the year 2021 and hearing any taxpayers deeming themselves aggrieved by the said assessments.

The meetings of the Board of Review provide the only opportunity after March 2, 2021 for property owners to present protests or suggestions relative to the assessed valuation placed on property by the Assessor for the year 2021. Property owners deeming themselves aggrieved by the assessments will have the opportunity to be heard and may obtain further information from the Office of the City Assessor.

Tuesday	March 2, 2021	Organizational Meeting	9:00a.m.
Monday	March 8, 2021	9:00a.m. - 12:00p.m.	1:30p.m. - 4:00p.m.
Tuesday	March 9, 2021	9:00a.m. - 12:00p.m.	1:30p.m. - 4:00p.m.
Wednesday	March 10, 2021	5:00p.m. - 9:00p.m.	
Thursday	March 11, 2021	9:00a.m. - 12:00p.m.	1:30p.m. - 4:00p.m.
Friday	March 12, 2021	9:00a.m. - 12:00p.m.	1:30p.m. - 4:00p.m.
Monday	March 15, 2021	9:00a.m. - 12:00p.m.	

Pursuant to Public Act No. 165, Public Acts of 1971, we hereby give notice that the following tentative ratio and multipliers will be used to determine the State Equalized Value (S.E.V.) for the year 2021.

CLASS	RATIO	S.E.V. FACTOR (MULTIPLIER)
Agricultural	50.00	1.0000
Commercial	50.00	1.0000
Industrial	50.00	1.0000
Residential	50.00	1.0000
Personal	50.00	1.0000

Note: Appointments for the Board of Review may be made by calling the Assessor's Office at 734.466.2220.

Linda Gosselin, MMAO (4)
City Assessor

**CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD JANUARY 6, 2021**

Meeting was called to order via Zoom remote technology at 8:00 p.m. by President Kathleen McIntyre. Present: Cathy White (Lehigh Acres, Florida), Brandon McCullough (Livonia, Michigan), Rob Donovic (Deployed), Jim Jolly (Livonia, Michigan); Laura Toy (Livonia, Michigan) and President Kathleen McIntyre (Livonia, Michigan). Absent: Scott Bahr.

Councilmember White led the meeting in the Pledge of Allegiance.

Elected and appointed officials present: Mark Taormina, Director of Planning and Economic Development; Todd Zilincik, City Engineer; Paul Bernier, City Attorney; Susan Nash, City Clerk; Denise Maier, Director of Human Resources; Linda Gosselin, City Assessor; Ted Davis, Superintendent of Parks and Recreation; and Casey O'Neil, Director of Information Systems.

- 7) REQUEST TO APPROVE PURCHASE OF MAC GYM FLOORING THROUGH THE SOURCEWELL PURCHASING PROGRAM: Department of Parks and Recreation, re: to replace the existing MAC flooring, from budgeted funds.

Ted Davis, Superintendent of Parks and Recreation, presented this request to Council. He stated they are asking Council to approve MAC gym flooring project. The flooring we currently have in there is original with the facility. It's fine for some purposes but for any ball sports, basketball, in particular pickleball, it is defective and it has dead spots in the floor. We are looking to replace that with a Robbins Bio-cushion Classic, which is a 6 millimeter floor. It's very similar, actually it's the same type of flooring that's currently in the Schoolcraft College volleyball facility, if you've seen that, that's pretty nice. This would allow us to continue our multi-sport activities and we'll be providing a better surface for basketball and pickleball players. We are looking to use Sourcewell Purchasing Program which does meet our purchasing ordinance and we're asking that Council approve a contract in the amount of \$116,589.50 with Foster Specialty Flooring.

Councilmember McCullough stated this is an incredible enhancement and asked Davis if this is going to be striped the same way that it is currently existing and Davis replied he believes it will be striped for the most part, but he doesn't think they're adding volleyball court lines in it, so there will be a few less lines than what are currently in the floor.

McCullough stated he is an avid ball hockey player, he's on this rink usually two times a week and I'm super in support of this upgrade so I would offer an approving for the Consent Agenda.

Councilmember Toy stated this is a great idea but I do have a question and I don't have my notes in front of me, is Foster a local company, if you will, where are they out of and Davis replied they are out of Wixom. They are the local distributor and installer for this type of flooring.

Councilmember Donovic asked Davis how long does he expect to use this floor, is it ten years, fifteen years, five years, what do you estimate?

Davis stated there is a 10-year warranty on this floor. We looked at facilities that had this floor for 15-plus years without issues, so I would expect it could last as long as our current floor has lasted which that might be up for a little debate but I would say fifteen years would be our goal on this. And again, it's a large area, that's why it's a large dollar figure but you're talking about 10,000 square feet of flooring so it is significant.

DIRECTION:

APPROVING

CONSENT



REPORT TO THE LIVONIA CITY COUNCIL

Parks and Recreation

December 21, 2020

MEETING DATE

January 13, 2021

PREPARED BY

Ann Cox, Program Supervisor, Parks and Recreation

AGENDA ITEM

REQUEST TO APPROVE PURCHASE OF MAC GYM FLOORING THROUGH THE SOURCEWELL PURCHASING PROGRAM: Department of Parks and Recreation, re: to replace the existing MAC flooring, from budgeted funds.

BACKGROUND

The Department of Parks and Recreation is undertaking a project during 2021 to remove and replace our existing MAC Gym flooring. The current flooring is original to the facility and is limited as a real multi-sport surface. Through extensive research, we have selected Robbins Pulastic Classic 60 as the replacement flooring of choice. This is the same flooring type in the recently completed Schoolcraft College Volleyball facility.

We do not have an installation date but would prefer to install as soon as possible based on COVID-19 restrictions, taking advantage of the slower reopening period. Installation would be no later than September 1, 2021.

RECOMMENDATION

We recommend purchasing the flooring through the Sourcewell purchasing program. Sourcewell is a cooperative purchasing organization that combines the buying power of more than 50,000 government, education, and nonprofit organizations. Sourcewell holds hundreds of competitively solicited cooperative contracts ready for use. The City of Livonia is a member of this purchasing program. Foster Specialty Floors is the only authorized and qualified Robbins Sport Surfaces installer in Michigan. This program meets our Finance ordinance requiring competitive bidding.

FISCAL CONSIDERATION

We request that City Council authorize the Mayor and City Clerk to execute a contract in the amount of \$116,589.50 with Foster Specialty Floors, 30681 Wixom Road, PO Box 930382, Wixom, MI 48393. Attached is the quote, sole-source, and Sourcewell information.

We request that City Council waive the formal bidding process in accordance with the provisions set

forth in Section 3.04.140.D.4 of the Livonia Code of Ordinances, as amended, in as much as the same is based upon the Sourcewell pricing and no advantage to the City would result from competitive bidding.

Budgeted funds are available in account 208-755-976-000.

ATTACHMENTS

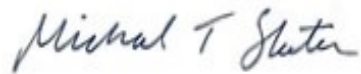
1. 2021 Mac Gym Floor Replacement

APPROVED BY



Date: December 22, 2020

Ted Davis, Directory of Parks



Date: December 22, 2020

Michael T. Slater, Finance Director



Date: December 22, 2020

Maureen Miller Brosnan, Mayor

Robbins Sports Surfaces: Authorized Robbins Dealer Pricing per NJPA Contract
Synthetic flooring systems for Gyms, Auxilliary Gyms, Indoor Running Tracks, Outdoor Running Tracks, Weight Rooms and Auxilliary Areas.

All prices in U.S. Dollars. All installations by Authorized Robbins Dealers.

Solution/Product	Std. Price	Member Ceiling Price - per SF	Thickness	Description
Multi-Purpose Synthetic Gym Floor Systems				
Pulastic Pro 165	\$ 13.89	\$ 12.08	16.5mm	Pulastic seamless resilient floor system.
Pulastic Classic 110	\$ 10.06	\$ 8.75	11mm	Pulastic seamless resilient floor system.
Pulastic Classic 90	\$ 9.59	\$ 8.34	9mm	Pulastic seamless resilient floor system.
Pulastic Classic 60	\$ 9.12	\$ 7.93	6mm	Pulastic seamless resilient floor system.
Comfort Court 50	\$ 11.50	\$ 10.00		
Pulastic "Eco" option	NA	add \$0.78/sf	na	Enhanced strength urethane option.
Pulastic FL "face-lift"	\$ 7.54	\$6.56	na	Urethane facelift to existing floor system.
Weight Room Cardio Fitness Floors				
Galaxy Classic iLock Tiles	\$ 7.13	\$ 6.20	3/8"	iLock Tile 10% color, Interlocking tile, loose lay.
Galaxy Classic Roll 10% Color	\$ 9.63	\$ 8.37	3/8"	Rolls, adhered to concrete
Galaxy Classic Roll 20% Color	\$ 10.22	\$ 8.89	3/8"	Rolls, adhered to concrete
Galaxy Classic Roll 35% Color	\$ 10.84	\$ 9.43	3/8"	Rolls, adhered to concrete
Galaxy Ultra Tiles	\$ 14.65	\$ 12.74	10mm	Square edge high color, adhered to concrete.
	\$ 15.12	\$ 13.15		
Galaxy FIT Tiles			10mm	Square edge high color, adhered to concrete.
Galaxy Extreme Tiles 10% Color	\$ 13.31	\$ 11.57	1"	Floating, with dowels, no adhesive.
Galaxy Extreme Tiles 35% Color	\$ 13.73	\$ 11.94	1"	Floating, with dowels, no adhesive.
Galaxy Extreme Tiles 95% Color	\$ 14.34	\$ 12.47	1"	Floating, with dowels, no adhesive.
Pulastic GT 100	\$ 13.18	\$ 11.46	10mm	Seamless Pulastic cardio/fitness flooring.
	\$ 16.10	\$ 14.00		
Galaxy Xtreme R			18mm	Rolled Weight Room Flooring
Indoor Running Track Surfaces				
Durathon Elite 10mm	\$ 11.70	\$ 10.17	10mm	IAAF certified, spike resistant track surface, including adhesive.
Durathon Elite 13.5mm	\$ 13.19	\$ 11.47	13.5mm	IAAF certified, spike resistant track surface, including adhesive.
	\$ 9.49	\$ 8.25	9mm	Pulastic seamless resilient floor system.
Outdoor Running Track Surfaces				
Durathon Elite	\$ 13.19	\$ 11.47	13.5mm	IAAF certified, spike resistant track surface, including standard adhesive. Does not include site work, drainage, asphalt etc. Surface work only.
Custom Solutions				
Custom System Solutions	NA	Pricing per project	Some projects may require custom solutions to best meet customer requirements.	

Modifications				
Special Labor	NA	Pricing per project	Some regions of the US and Canada may require pricing modification due to union labor agreements or specified prevailing wage requirements. Examples of these regions include; NY, NJ, HI, CA, AK, IL, DC, CT. Please allow dealer to modify price to accomodate additional labor cost.	

Ancillary Products and Services Provided by Authorized Robbins Dealer in Support of NJPA Contract			
Sales Tax, Duties, Fees	NA	Not included	Per project. International sales may require additional fees.
Freight	NA	Pricing per project.	Freight cost varies per project depending on location and project size.
Custom Logos and Graphics	NA	Pricing per project.	Basic graphics included, see description below. Extra gamelines and logos to be priced per project.
Wall Base	NA	Pricing per project.	Generally "vented cove" base. Must be calculated per project dimensions.
Thresholds	NA	Pricing per project.	Aluminium thresholds at doorways and transitions. Must be calculated on a per project basis.
Custom Colors	NA	Pricing per project.	Occasionally, customers will request custom floor colors. There may be a nominal charge for color matching and formulation.
Moisture Suppression	NA	Pricing per project.	Moisture suppression systems are occasionally required and the prescribed solution depends on the situation.
Modifications for LEED	NA	Pricing per project.	Some project being constructed per LEED guidelines may require substitute components that may require price increase.
IAAF/NCAA Surveyed and Certified Track and Field Line Markings	NA	Pricing per project.	IAAF/NCAA Surveyed and certified Track and Field Line Markings. Some indoor and outdoor track and field floors require certified line markings in order to host sanctioned events.
Demolition	NA	Pricing per project.	Some projects may require removal of existing surfaces.
Concrete Correction	NA	Pricing per project.	Some project may require concrete correction to meet floor system requirements.



How it Works

Cooperative Purchasing with Sourcewell

IN THIS SECTION

Cooperative Purchasing

Solicitation Process

Purchasing

Eligibility

Cooperative Purchasing

Save time and money by purchasing from our ready-to-use, competitively solicited contracts.

Cooperative purchasing is “Procurement conducted by, or on behalf of, one or more Public Procurement Units” as defined by the American Bar Association Model Procurement Code for State and Local Governments.

Sourcewell's analysts streamline the procurement process by developing RFPs and IFBs for national, competitive solicitations that meet or exceed local requirements. Our rigorous process is continually refined to best meet the needs of participating agencies and allows us to offer exceptional products from nationally acclaimed suppliers.

All Awarded Contracts →

Solicitation Process

[Detailed RFP Solicitation Process \(PDF\)](#)

[Construction Contracting & IFB information](#)

Our Procurement Team takes care of the entire competitive solicitation process—both request for proposals on general purchases and invitations to bid on construction contracting—so you don't have to. Still have questions? We've got you covered.

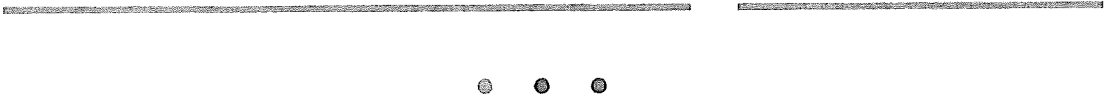
[Compliance & Legal Information](#)

Develop Request for Proposal

We study our clients' needs and conduct industry research.

Public Notice & Adverti

Advertise RFP notice, and I conference.



Purchasing

Ready to get started? Simply follow these three easy steps to begin realizing the benefits of cooperative purchasing.

1

Register

Schools, universities, nonprofits, and government agencies can quickly and easily register to participate for free. There are no fees to use our contracts, no commitment, and no obligation to purchase—and the **online registration** takes just a few minutes.

Businesses are not eligible. [Learn about becoming a supplier.](#)

Video: How Do I Register as a Participating Agency? →

2

Find a Contract

Sourcewell has hundreds of awarded supplier contracts in a wide variety of industries. You can quickly **search contracts by product type**, or browse **construction contracts** by state and county.

Video: How Do I Find a Contract? →

3

Contact the Supplier

Once you've located a contract you'd like to utilize, you can quickly **obtain a quote**, and finalize the sale with the supplier or your local dealer using the contract number and your agency's Sourcewell account number. It's that easy!

Video: How Do I Make a Purchase? →

Eligibility

Participating in Sourcewell is available to all government entities; public and private K-12 schools, colleges, and universities; and nonprofit organizations.

There is no cost, no obligation, and no liability.

Businesses, private consumers, and for-profit organizations are not eligible.

[Register as a Participating Agency](#)



[Sourcwell for Vendors](#) →

[Terms & Conditions](#)

[Privacy Policy](#)

[Sitemap](#)

[Accessibility](#)

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Robbins, Inc.
4777 Eastern Avenue
Cincinnati, OH 45226-2339
Tel: 513-871-8988
Fax: 513-871-7998



Kevin Price
Regional Manager/Sales Team Leader
kprice@robbinsfloor.com

December 10, 2020

Mr. Jordan Foster, President
Foster Specialty Floors
30681 Wixom Road
Wixom, MI 48393

RE: Robbins Qualification Letter – Foster Specialty Floors

Jordan,

This letter serves as notice that Foster Specialty Floors is a member in good standing and is the only authorized and qualified Robbins Sports Surfaces and Robbins Performing Arts dealer/installer in Michigan. In addition, Foster Specialty Floors is an authorized agent of Robbins Sports Surfaces and has been properly trained in Robbins' operational and installation procedures and procedures for the installation of our floors. Foster Specialty Floors is qualified to sell, promote and install any and all of the Robbins Sports Surfaces product line, including wood, synthetic sports and Performing Arts floor systems.

Additionally, Foster Specialty Floors, as an authorized Robbins dealer, is allowed to promote and perform work in accordance with the Sourcewell program.

I hope that this letter provides you with the information that you have requested. If I can provide you with any additional information, please feel free to let me know.

As always, thank you for your interest and support of Robbins Sport Surfaces products!

Sincerely,
ROBBINS SPORTS SURFACES AND ROBBINS PERFORMING ARTS

A handwritten signature in black ink that reads "Kevin Price". The signature is written in a cursive, flowing style.

Kevin Price
Central Region Manager

**CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD JANUARY 6, 2021**

Meeting was called to order via Zoom remote technology at 8:00 p.m. by President Kathleen McIntyre. Present: Cathy White (Lehigh Acres, Florida), Brandon McCullough (Livonia, Michigan), Rob Donovic (Deployed), Jim Jolly (Livonia, Michigan); Laura Toy (Livonia, Michigan) and President Kathleen McIntyre (Livonia, Michigan). Absent: Scott Bahr.

Councilmember White led the meeting in the Pledge of Allegiance.

Elected and appointed officials present: Mark Taormina, Director of Planning and Economic Development; Todd Zilincik, City Engineer; Paul Bernier, City Attorney; Susan Nash, City Clerk; Denise Maier, Director of Human Resources; Linda Gosselin, City Assessor; Ted Davis, Superintendent of Parks and Recreation; and Casey O'Neil, Director of Information Systems.

- 8) REQUEST TO AUTHORIZE PURCHASE OF A DELL POWERSTORE 1000T SAN: Information Systems Department, re: to increase storage capacity, from budgeted funds.

Casey O'Neil, Director of Information Systems, presented this request to Council. He stated this is a proposal for a Dell Powerstore storage area network that will replace our current storage for the City's virtual environment. Our current storage holds 30 separate virtual servers for the City and its nearing full capacity. The new system will give us 30% growth and giving us 44 terabytes of usable space with the ability to expand further as needed. Dell is giving us State contract pricing in the amount of \$71,038.93 and that includes a five-year warranty as well as installation and support.

President McIntyre stated she does have a question and it's a general question. When we moved to the Cloud as we've done, right, our need for storage capacity, physical storage capacity diminishes, is that correct?

O'Neil replied to an extend but we're growing digitally at a faster rate, I'd say, so we still have some things on site and some of the things on site are actually in the Cloud, so it's kind of a mixture of all of those technologies.

President McIntyre stated that was just a general question because sometimes it's a point of confusion but we'll approve expenditures, significant expenditures to move to the Cloud and everyone understands why that's done and why that's needed. But at the same time we'll be needing additional storage, physical storage space and I think you just answered the question.

O'Neil replied that the Cloud is just someone else's computer.

Councilmember Jolly offered an approving resolution for the Consent Agenda.

DIRECTION:

APPROVING

CONSENT



REPORT TO THE LIVONIA CITY COUNCIL

Information Systems
December 1, 2020

MEETING DATE

January 13, 2021

PREPARED BY

Casey O'Neil, Information Systems
Director, Information Systems

AGENDA ITEM

REQUEST TO AUTHORIZE PURCHASE OF A DELL POWERSTORE 1000T SAN: Information Systems Department, re: to increase storage capacity, from budgeted funds

BACKGROUND

The City utilizes a VMWare environment to house 30 virtual servers for its data and systems. As we have continued to grow, our need for storage capacity that this system relies on has increased as well. The City has a 27 terabyte storage area network that is nearing capacity.

Dell has recommended replacement with a Dell Powerstore 1000T SAN to increase our capacity to over 44 terabytes. This storage system is also expandible so it will allow continued storage growth for several years to come.

RECOMMENDATION

Approve the purchase of a Dell Powerstore 1000T SAN for the City Hall Data Center in the amount of \$71,038.93 from Dell Technologies, One Dell Way, Mail Stop 8129, Round Rock, TX 78682.

FISCAL CONSIDERATION

Dell has provided a quote using state contract pricing in the amount of \$71,038.93. This price includes a 5-year warranty on the system as well as installation and support. No additional appropriation is necessary since funds are budgeted in the Information Systems Capital Outlay account for the fiscal year 2020-21 in Account Number 101-915-982-000.

ATTACHMENTS

1. Dell Power Store Quote
2. Dell PowerStore Storage Specifications

APPROVED BY



Casey O'Neil, Information Systems Director

Date: December 08, 2020



Michael T. Slater, Finance Director

Date: December 08, 2020



Maureen Miller Brosnan, Mayor

Date: December 17, 2020



A quote for your consideration.

Based on your business needs, we put the following quote together to help with your purchase decision. Below is a detailed summary of the quote we've created to help you with your purchase decision.

To proceed with this quote, you may respond to this email, order online through your [Premier page](#), or, if you do not have Premier, use this [Quote to Order](#).

Quote No.	3000073445148.2	Sales Rep	Jessica Murray
Total	\$71,038.93	Phone	(800) 456-3355, 6179055
Customer #	10250716	Email	Jessica_Murray@Dell.com
Quoted On	Nov. 18, 2020	Billing To	ACCOUNTS PAYABLE
Expires by	Dec. 18, 2020		CITY OF LIVONIA
Solution ID	13381613		33000 CIVIC CTR
Deal ID	21057168		LIVONIA, MI 48154-3060

Message from your Sales Rep

Please contact your Dell sales representative if you have any questions or when you're ready to place an order. Thank you for shopping with Dell!

Regards,
Jessica Murray

Shipping Group

Shipping To	Shipping Method	Install At
CASEY O'NEIL CITY OF LIVONIA 33000 CIVIC CTR DR LIVONIA, MI 48154-3060 (734) 466-2279	Standard Delivery	CASEY O'NEIL CITY OF LIVONIA 33000 CIVIC CTR DR LIVONIA, MI 48154-3060 (734) 466-2279

Solution Name:

Livonia Powerstore 1000T

Product	Unit Price	Qty	Subtotal
Dell EMC AppSync for PowerStore - AMER	\$0.00	1	\$0.00
Dell EMC PowerStore 1000 T - AMER	\$71,038.93	1	\$71,038.93

Subtotal:	\$71,038.93
Shipping:	\$0.00
Non-Taxable Amount:	\$71,038.93
Taxable Amount:	\$0.00
Estimated Tax:	\$0.00

Total:	\$71,038.93
---------------	--------------------

Consult your DFS rep. Special lease pricing may be available.

Shipping Group Details

Shipping To

CASEY O'NEIL
CITY OF LIVONIA
33000 CIVIC CTR DR
LIVONIA, MI 48154-3060
(734) 466-2279

Shipping Method

Standard Delivery

Install At

CASEY O'NEIL
CITY OF LIVONIA
33000 CIVIC CTR DR
LIVONIA, MI 48154-3060
(734) 466-2279

Solution Name:

Livonia Powerstore 1000T

	Qty	Subtotal
Dell EMC AppSync for PowerStore - AMER	\$0.00	\$0.00

Estimated delivery if purchased today:

Dec. 07, 2020

Contract # C000000181093

Customer Agreement # MHEC-07012015

Description	SKU	Unit Price	Qty	Subtotal
AppSync for PowerStore	210-ATXO	-	1	-
On-Site Installation Declined	900-9997	-	1	-
Storage Software Info	626-BBBG	-	1	-
Thank you for Your Order	929-3709	-	1	-
Thank you for Your Order	935-6720	-	1	-
ProSupport Mission Critical for AppSync Starter Pack Software Support Contract 5 Years	828-5768	-	1	-
AppSync Str Pk for PowerStore=CB	528-BYHF	-	1	-
ProSupport Mission Critical for AppSync Starter Pack Software Support Maintenance 5 Years	828-5724	-	1	-
			Qty	Subtotal
Dell EMC PowerStore 1000 T - AMER		\$71,038.93	1	\$71,038.93

Estimated delivery if purchased today:

Dec. 18, 2020

Contract # C000000181093

Customer Agreement # MHEC-07012015

Description	SKU	Unit Price	Qty	Subtotal
PowerStore 1000T BASE ENC. FLD INST	210-ASTZ	-	1	-
BASE UNIT CONFIG KIT	343-BBMR	-	1	-
384GB Appliance DIMM 192GB Per Node	370-AEZP	-	1	-
PowerStore Base SW	528-BTZK	-	1	-
25GBE OPTICAL 4 PORT CARD PAIR	406-BBOO	-	1	-
Dual 1800W (200-240V) Power Supply, includes C13/C14 Power Cords	450-AIOM	-	1	-
Thank you for buying Dell EMC	800-BBQV	-	1	-
ISG Product (info)	379-BDPD	-	1	-
Dell Hardware Limited Warranty Plus On Site Service	825-9489	-	1	-
ProSupport: Mission Critical 4-Hour 7x24 On-Site Service with Emergency Dispatch 1 Year	825-9502	-	1	-
ProSupport: Mission Critical 4-Hour 7x24 On-Site Service with Emergency Dispatch 4 Years Extended	825-9505	-	1	-

ProSupport: Mission Critical 7x24 HW/SW Tech Support and Assistance 5 Years	825-9511	-	1	-
Dell Hardware Limited Warranty Plus On Site Service Extended Year	955-9041	-	1	-
Thank you choosing Dell ProSupport. For tech support, visit //www.dell.com/support or call 1-800- 945-3355	989-3439	-	1	-
Thank you for buying Dell EMC	800-BBQV	-	1	-
Promotional - ProDeploy for PowerStore Base Enclosure	838-0351	-	1	-
P1 25X2.5 NVME SED SSD 1.92TB	400-BGGI	-	10	-
16GB FC 4 PORT IO MODULE PAIR	565-BBJP	-	1	-
ProSupport: Mission Critical 4-Hour 7x24 On-Site Low Capacity SSD Add-On, 5 Years	828-4821	-	10	-
IDM Data Migration Virtual to Virtual Base	821-4508	-	1	-
IDM Data Migration Virtual to Virtual Add On	821-4509	-	1	-

Subtotal:	\$71,038.93
Shipping:	\$0.00
Estimated Tax:	\$0.00
Total:	\$71,038.93

Important Notes

Terms of Sale

This Quote will, if Customer issues a purchase order for the quoted items that is accepted by Supplier, constitute a contract between the entity issuing this Quote ("Supplier") and the entity to whom this Quote was issued ("Customer"). Unless otherwise stated herein, pricing is valid for thirty days from the date of this Quote. All product, pricing and other information is based on the latest information available and is subject to change. Supplier reserves the right to cancel this Quote and Customer purchase orders arising from pricing errors. Taxes and/or freight charges listed on this Quote are only estimates. The final amounts shall be stated on the relevant invoice. Additional freight charges will be applied if Customer requests expedited shipping. Please indicate any tax exemption status on your purchase order and send your tax exemption certificate to Tax_Department@dell.com or ARSalesTax@emc.com, as applicable.

Governing Terms: This Quote is subject to: (a) a separate written agreement between Customer or Customer's affiliate and Supplier or a Supplier's affiliate to the extent that it expressly applies to the products and/or services in this Quote or, to the extent there is no such agreement, to the applicable set of Dell's Terms of Sale (available at www.dell.com/terms or www.dell.com/oemterms), or for cloud/as-a-Service offerings, the applicable cloud terms of service (identified on the Offer Specific Terms referenced below); and (b) the terms referenced herein (collectively, the "Governing Terms"). Different Governing Terms may apply to different products and services on this Quote. The Governing Terms apply to the exclusion of all terms and conditions incorporated in or referred to in any documentation submitted by Customer to Supplier.

Supplier Software Licenses and Services Descriptions : Customer's use of any Supplier software is subject to the license terms accompanying the software, or in the absence of accompanying terms, the applicable terms posted on www.Dell.com/eula. Descriptions and terms for Supplier-branded standard services are stated at www.dell.com/servicecontracts/global or for certain infrastructure products at www.dell.com/en-us/customer-services/product-warranty-and-service-descriptions.htm

Offer-Specific, Third Party and Program Specific Terms: Customer's use of third-party software is subject to the license terms that accompany the software. Certain Supplier-branded and third-party products and services listed on this Quote are subject to additional, specific terms stated on www.dell.com/offeringsspecificterms ("Offer Specific Terms").

In case of Resale only: Should Customer procure any products or services for resale, whether on standalone basis or as part of a solution, Customer shall include the applicable software license terms, services terms, and/or offer-specific terms in a written agreement with the end-user and provide written evidence of doing so upon receipt of request from Supplier.

In case of Financing only: If Customer intends to enter into a financing arrangement ("Financing Agreement") for the products and/or services on this Quote with Dell Financial Services LLC or other funding source pre-approved by Supplier ("FS"), Customer may issue its purchase order to Supplier or to FS. If issued to FS, Supplier will fulfill and invoice FS upon confirmation that: (a) FS intends to enter into a Financing Agreement with Customer for this order; and (b) FS agrees to procure these items from Supplier. Notwithstanding the Financing Agreement, Customer's use (and Customer's resale of and the end-user's use) of these items in the order is subject to the applicable governing agreement between Customer and Supplier, except that title shall transfer from Supplier to FS instead of to Customer. If FS notifies Supplier after shipment that Customer is no longer pursuing a Financing Agreement for these items, or if Customer fails to enter into such Financing Agreement within 120 days after shipment by Supplier, Customer shall promptly pay the Supplier invoice amounts directly to Supplier.

Customer represents that this transaction does not involve: (a) use of U.S. Government funds; (b) use by or resale to the U.S. Government; or (c) maintenance and support of the product(s) listed in this document within classified spaces. Customer further represents that this transaction does not require Supplier's compliance with any statute, regulation or information technology standard applicable to a U.S. Government procurement.

For certain products shipped to end users in California, a State Environmental Fee will be applied to Customer's invoice. Supplier encourages customers to dispose of electronic equipment properly.

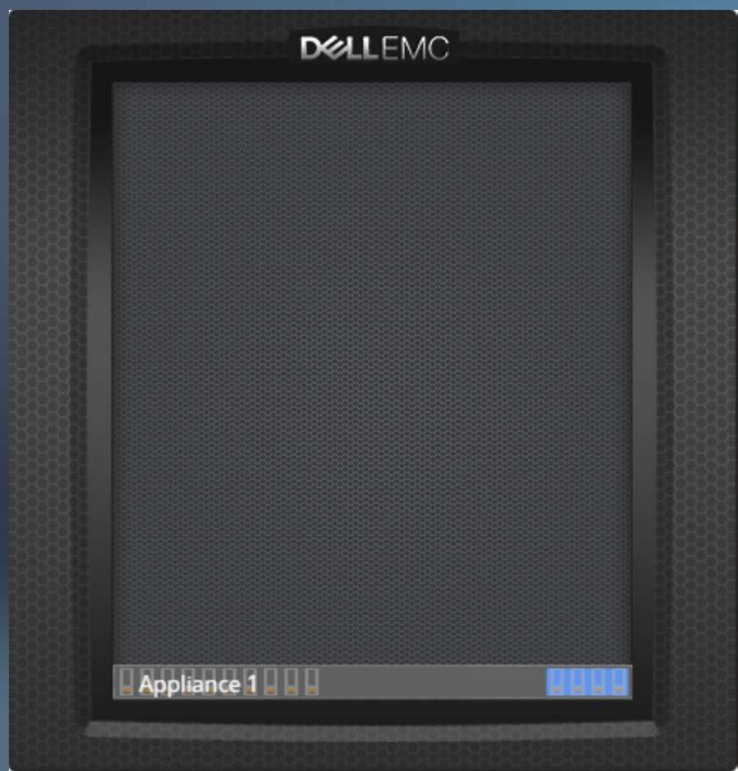
Electronically linked terms and descriptions are available in hard copy upon request.

^Dell Business Credit (DBC):

OFFER VARIES BY CREDITWORTHINESS AS DETERMINED BY LENDER. Offered by WebBank to Small and Medium Business customers with approved credit. Taxes, shipping and other charges are extra and vary. Minimum monthly payments are the greater of \$15 or 3% of account balance. Dell Business Credit is not offered to government or public entities, or business entities located and organized outside of the United States.

PowerStore

1000T 44TB



Cluster Information

Model Mode	PowerStore T	Data Reduction Ratio	4.00:1
Appliances	1	Rack Units	2U
Effective Capacity	50.84 TiB	Performance	83750.00 IOPS/654.30 MiB/s
Usable Capacity	12.71 TiB	Maximum Performance	83757.00 IOPS/654.35 MiB/s
Raw Capacity	17.46 TiB		

Workload 1

Workload Type	Block	Performance	83750.00 IOPS / 654.30 MiB/s
Block Workload Details	Seq: 0% 0K Read / 0% 0K Write Rand: 70% 8K Read / 30% 8K Write	Response Time	2.17 ms
Effective Capacity	44.00 TiB	Storage Performance Saturation	99.99 %
Data Reduction Ratio	4.00:1	Capacity Utilization	86.55 %
Growth	Cap: 0% / Perf: 0%	Connectivity	Fibre Channel



REPORT TO THE LIVONIA CITY COUNCIL

Information Systems
December 1, 2020

MEETING DATE

January 13, 2021

PREPARED BY

Casey O'Neil, Information Systems
Director, Information Systems

AGENDA ITEM

REQUEST TO AUTHORIZE PURCHASE OF A DELL DATA DOMAIN DD6900: Information Systems Department;
re: to increase backup storage system capacity, from budgeted funds

BACKGROUND

One of the most important roles of Information Systems is secure City data with a quickly accessible and reliable backup system. The City utilizes Veeam with a Dell Data Domain storage platform to accomplish this. In correlation with the requested vmware storage upgrade, we also need to increase our backup storage capacity.

Dell has recommended we upgrade our backup system to a Data Domain 6900 storage system with 60 terabytes of space to increase capacity and give us room for continued growth. This system has industry leading compression and deduplication technology which will allow us to safely secure our backup data for many years.

RECOMMENDATION

Approve the purchase of a Dell Data Domain 6900 for the City Hall Data Center in the amount of \$108,675.12 from Dell Technologies, One Dell Way, Mail Stop 8129, Round Rock, TX 78682.

FISCAL CONSIDERATION

Dell has provided a quote in the amount of \$108,675.12 using state contract pricing. This price includes a 5-year warranty on the system as well as installation and support. No additional appropriation is necessary since funds are budgeted in the Information Systems Capital Outlay account for fiscal year 2020-21 in Account Number 101-915-982-000.

ATTACHMENTS

1. Dell Data Domain Quote
2. Dell Data Domain Specifications

APPROVED BY



Casey O'Neil, Information Systems Director

Date: December 08, 2020



Michael T. Slater, Finance Director

Date: December 08, 2020



Maureen Miller Brosnan, Mayor

Date: December 17, 2020



A quote for your consideration.

Based on your business needs, we put the following quote together to help with your purchase decision. Below is a detailed summary of the quote we've created to help you with your purchase decision.

To proceed with this quote, you may respond to this email, order online through your [Premier page](#), or, if you do not have Premier, use this [Quote to Order](#).

Quote No.	3000073087489.3	Sales Rep	Jessica Murray
Total	\$108,675.12	Phone	(800) 456-3355, 6179055
Customer #	10250716	Email	Jessica_Murray@Dell.com
Quoted On	Nov. 18, 2020	Billing To	ACCOUNTS PAYABLE
Expires by	Dec. 18, 2020		CITY OF LIVONIA
Solution ID	13363646		33000 CIVIC CTR
			LIVONIA, MI 48154-3060

Message from your Sales Rep

Please contact your Dell sales representative if you have any questions or when you're ready to place an order. Thank you for shopping with Dell!

Regards,
Jessica Murray

Shipping Group

Shipping To	Shipping Method	Install At
CASEY O'NEIL CITY OF LIVONIA 33000 CIVIC CTR DR LIVONIA, MI 48154-3060 (734) 466-2279	Standard Delivery	CASEY O'NEIL CITY OF LIVONIA 33000 CIVIC CTR DR LIVONIA, MI 48154-3060 (734) 466-2279

Solution Name:

DD6900 5 Year Support

Product	Unit Price	Qty	Subtotal
PowerProtect DD 4TB ES40 - 60TB AMER	\$68,573.30	1	\$68,573.30
PowerProtect DD6900 - AMER	\$40,101.82	1	\$40,101.82

Subtotal:	\$108,675.12
Shipping:	\$0.00
Non-Taxable Amount:	\$108,675.12
Taxable Amount:	\$0.00
Estimated Tax:	\$0.00

Total:	\$108,675.12
---------------	---------------------

Consult your DFS rep. Special lease pricing may be available.

Shipping Group Details

Shipping To

CASEY O'NEIL
CITY OF LIVONIA
33000 CIVIC CTR DR
LIVONIA, MI 48154-3060
(734) 466-2279

Shipping Method

Standard Delivery

Install At

CASEY O'NEIL
CITY OF LIVONIA
33000 CIVIC CTR DR
LIVONIA, MI 48154-3060
(734) 466-2279

Solution Name:

DD6900 5 Year Support

		Qty	Subtotal
PowerProtect DD 4TB ES40 - 60TB AMER	\$68,573.30	1	\$68,573.30

Estimated delivery if purchased today:

Dec. 11, 2020

Contract # C000000181093

Customer Agreement # MHEC-07012015

Description	SKU	Unit Price	Qty	Subtotal
ES40 SHELF 12G 15X4TB SAS PL ENB FLD	210-AXLJ	-	1	-
Thank you for buying Dell EMC	800-BBQV	-	1	-
FIELD INSTALLED DAE	800-BBSU	-	1	-
Parts Only Warranty 12 Months	709-BBNH	-	1	-
Prodeploy Plus for FSXX ESXX	827-5822	-	1	-
Prodeploy Plus for FSXX ESXX Deployment Verification	827-5823	-	1	-
ProSupport and 4Hr Mission Critical Initial, 12 Month(s)	199-BBBB	-	1	-
ProSupport and 4Hr Mission Critical Extension, 48 Month(s)	199-BBBC	-	1	-
Thank you for buying Dell EMC	379-BDTQ	-	1	-
DD New Software=CB	528-BYIR	-	60	-
ProSupport Mission Critical, DD New, 1TB, Software Support/Maintenance, 60 Month(s)	487-BBNG	-	60	-
ES40 4TB Act 30TB Raw=CB	528-CKZM	-	2	-
ProSupport Mission Critical DD Raw ES40 4TB Active 30TB Software Support Maint, 60 Month(s)	487-BGUW	-	2	-
DD 30TB Capacity Pack	400-BLDQ	-	2	-
DD Boost Software=CB	528-BYIS	-	60	-
ProSupport Mission Critical, DD Boost, 1TB, Software Support/Maintenance, 60 Month(s)	487-BBMX	-	60	-
DD Replication Software=CB	528-BYIT	-	60	-
ProSupport Mission Critical, DD Replication, 1TB, Software Support/Maintenance, 60 Month(s)	487-BBNC	-	60	-
			Qty	Subtotal
PowerProtect DD6900 - AMER		\$40,101.82	1	\$40,101.82

Estimated delivery if purchased today:

Dec. 11, 2020

Contract # C000000181093

Customer Agreement # MHEC-07012015

Description	SKU	Unit Price	Qty	Subtotal
Thank you for buying Dell EMC	800-BBQV	-	1	-

Controller DD6900 NFS CIFS	210-ATZK	-	1	-
SYSTEM DD6900 NFS CIFS	321-BEYX	-	1	-
DD6900 Field Install kit	750-ABNU	-	1	-
DD OS 7.3=IA	619-APJT	-	1	-
Thank you for buying Dell EMC	379-BDTQ	-	1	-
LICENSE BASE DD OE =IA	528-BYIF	-	1	-
ProSupport Mission Critical Operating Environment Software Support Maintenance, 60 Month(s)	487-BBNW	-	1	-
Parts Only Warranty 12 Months	709-BBNH	-	1	-
ProDeploy Plus Training Credits 500 Redeem at education.dellemc.com Expires 1Yr from Order Date	812-4037	-	1	-
Prodeploy Plus for PowerProtect Data Domain 6XXX 9XXX	827-4637	-	1	-
Prodeploy Plus for PowerProtect Data Domain 6XXX 9XXX Deployment Verification	827-4638	-	1	-
ProSupport and 4Hr Mission Critical Initial, 12 Month(s)	199-BBBB	-	1	-
ProSupport and 4Hr Mission Critical Extension, 48 Month(s)	199-BBBC	-	1	-
DD 1.92TB internal Cache SSD	400-BHKT	-	2	-
PDU 1M Included	800-BBSX	-	1	-
DD 10GSFP IO MODULE NDC	406-BBPE	-	1	-
DD 12G 4 port SAS HBA	406-BBPF	-	2	-
DD 3M SAS HD FLEX	470-ADZE	-	1	-

Subtotal:	\$108,675.12
Shipping:	\$0.00
Estimated Tax:	\$0.00
Total:	\$108,675.12

Important Notes

Terms of Sale

This Quote will, if Customer issues a purchase order for the quoted items that is accepted by Supplier, constitute a contract between the entity issuing this Quote ("Supplier") and the entity to whom this Quote was issued ("Customer"). Unless otherwise stated herein, pricing is valid for thirty days from the date of this Quote. All product, pricing and other information is based on the latest information available and is subject to change. Supplier reserves the right to cancel this Quote and Customer purchase orders arising from pricing errors. Taxes and/or freight charges listed on this Quote are only estimates. The final amounts shall be stated on the relevant invoice. Additional freight charges will be applied if Customer requests expedited shipping. Please indicate any tax exemption status on your purchase order and send your tax exemption certificate to Tax_Department@dell.com or ARSalesTax@emc.com, as applicable.

Governing Terms: This Quote is subject to: (a) a separate written agreement between Customer or Customer's affiliate and Supplier or a Supplier's affiliate to the extent that it expressly applies to the products and/or services in this Quote or, to the extent there is no such agreement, to the applicable set of Dell's Terms of Sale (available at www.dell.com/terms or www.dell.com/oemterms), or for cloud/as-a-Service offerings, the applicable cloud terms of service (identified on the Offer Specific Terms referenced below); and (b) the terms referenced herein (collectively, the "Governing Terms"). Different Governing Terms may apply to different products and services on this Quote. The Governing Terms apply to the exclusion of all terms and conditions incorporated in or referred to in any documentation submitted by Customer to Supplier.

Supplier Software Licenses and Services Descriptions : Customer's use of any Supplier software is subject to the license terms accompanying the software, or in the absence of accompanying terms, the applicable terms posted on www.Dell.com/eula. Descriptions and terms for Supplier-branded standard services are stated at www.dell.com/servicecontracts/global or for certain infrastructure products at www.dell.com/en-us/customer-services/product-warranty-and-service-descriptions.htm

Offer-Specific, Third Party and Program Specific Terms: Customer's use of third-party software is subject to the license terms that accompany the software. Certain Supplier-branded and third-party products and services listed on this Quote are subject to additional, specific terms stated on www.dell.com/offeringsspecificterms ("Offer Specific Terms").

In case of Resale only: Should Customer procure any products or services for resale, whether on standalone basis or as part of a solution, Customer shall include the applicable software license terms, services terms, and/or offer-specific terms in a written agreement with the end-user and provide written evidence of doing so upon receipt of request from Supplier.

In case of Financing only: If Customer intends to enter into a financing arrangement ("Financing Agreement") for the products and/or services on this Quote with Dell Financial Services LLC or other funding source pre-approved by Supplier ("FS"), Customer may issue its purchase order to Supplier or to FS. If issued to FS, Supplier will fulfill and invoice FS upon confirmation that: (a) FS intends to enter into a Financing Agreement with Customer for this order; and (b) FS agrees to procure these items from Supplier. Notwithstanding the Financing Agreement, Customer's use (and Customer's resale of and the end-user's use) of these items in the order is subject to the applicable governing agreement between Customer and Supplier, except that title shall transfer from Supplier to FS instead of to Customer. If FS notifies Supplier after shipment that Customer is no longer pursuing a Financing Agreement for these items, or if Customer fails to enter into such Financing Agreement within 120 days after shipment by Supplier, Customer shall promptly pay the Supplier invoice amounts directly to Supplier.

Customer represents that this transaction does not involve: (a) use of U.S. Government funds; (b) use by or resale to the U.S. Government; or (c) maintenance and support of the product(s) listed in this document within classified spaces. Customer further represents that this transaction does not require Supplier's compliance with any statute, regulation or information technology standard applicable to a U.S. Government procurement.

For certain products shipped to end users in California, a State Environmental Fee will be applied to Customer's invoice. Supplier encourages customers to dispose of electronic equipment properly.

Electronically linked terms and descriptions are available in hard copy upon request.

^Dell Business Credit (DBC):

OFFER VARIES BY CREDITWORTHINESS AS DETERMINED BY LENDER. Offered by WebBank to Small and Medium Business customers with approved credit. Taxes, shipping and other charges are extra and vary. Minimum monthly payments are the greater of \$15 or 3% of account balance. Dell Business Credit is not offered to government or public entities, or business entities located and organized outside of the United States.

Data Domain Results for City of Livonia

Recommendations:

- DD OS Level: 7.2 Model: DD6900-10G Qty : 1
- Data Domain High Availability Selected: N/A
- Shelf Type Used: ES40-4TB
- Active Tier Shelves or Shelves & Packs Recommended per DD: 1
- Retention Tier Shelves or Shelves & Packs Recommended per DD: 0
- Total Backup Environment(TB): 15.43

Performance:

- Required Write Throughput(MB/sec): 609.21
- Required Read Throughput(MB/sec): 0.0

Capacity Requirement:

- Total Active Tier Capacity(TB): 39.72
- Total Physical Size Configured(TB): 43.7
- Percent of Configured Capacity Used: 90.9%
- Logical Capacity Retained(TB) : 209.15
- Overall Data Reduction Ratio: 83.86%
- Maximum Logical Capacity Possible(TB): 1783.92

* Logical Capacity represents capacity needed if data reduction technology was not used

**CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD JANUARY 6, 2021**

Meeting was called to order via Zoom remote technology at 8:00 p.m. by President Kathleen McIntyre. Present: Cathy White (Lehigh Acres, Florida), Brandon McCullough (Livonia, Michigan), Rob Donovic (Deployed), Jim Jolly (Livonia, Michigan); Laura Toy (Livonia, Michigan) and President Kathleen McIntyre (Livonia, Michigan). Absent: Scott Bahr.

Councilmember White led the meeting in the Pledge of Allegiance.

Elected and appointed officials present: Mark Taormina, Director of Planning and Economic Development; Todd Zilincik, City Engineer; Paul Bernier, City Attorney; Susan Nash, City Clerk; Denise Maier, Director of Human Resources; Linda Gosselin, City Assessor; Ted Davis, Superintendent of Parks and Recreation; and Casey O'Neil, Director of Information Systems.

- 10) REQUEST TO APPROVE THE ESTABLISHMENT OF IMPROVEMENT BONDS: Engineering Division, re: to assure the installation of public improvements at Livonia Manor III Site Condominium, located on the north side of Seven Mile Road, between Canterbury Avenue and Shrewsbury Drive in the Southeast 1/4 of Section 3. (CR 272-20)

Todd Zilincik, City Engineer, presented this request to Council. He stated this is just a housekeeping issue when they do a new development for condos we want to make sure we take the bonds in case something happens; the developer walks away. Obviously, there's only four homes here and this is an effort to connect two dead-ends and have a connection point, obviously to help out the water quality with the dead-end water mains there. We are appreciative of the development to help again have a continuous loop along Shrewsbury and Canterbury and a portion of area where the four houses will be placed. Looking for Council's approval so we can collect the bonds from the developer and protect the City in case something does happen which we don't anticipate it but you never know.

Councilmember White offered an approving resolution for the Consent Agenda.

DIRECTION:

APPROVING

CONSENT



REPORT TO THE LIVONIA CITY COUNCIL

Engineering
December 15, 2020

MEETING DATE

January 13, 2021

PREPARED BY

Karen Worley, Secretary IV, Engineering

AGENDA ITEM

REQUEST TO APPROVE THE ESTABLISHMENT OF IMPROVEMENT BONDS: Engineering Division, re: to assure the installation of public improvements at Livonia Manor III Site Condominium, located on the north side of Seven Mile Road, between Canterbury Avenue and Shrewsbury Drive in the Southeast 1/4 of Section 3. (CR 272-20)

BACKGROUND

RECOMMENDATION

Upon review of the plans for the subject development the Engineering Division has determined that the following bonds should be established pursuant to Section 18.66 of Ordinance No. 543. The bonds in question are required at this time to assure the installation of public improvements.

General Improvement Bond	\$95,466.00 (\$9,547.00 minimum cash)
Sidewalk Bond	\$3,300.00 (\$330.00 minimum cash)
Grading & Soil Erosion Control Bond	Not Applicable
Entrance Markers/Landscaping	Not Applicable
Monuments and Markers Bond	\$250.00 (all cash)
As-Built Drawings Bond	\$4,000.00 (all cash)

An estimate of the cost of the public improvements for the purpose of establishing the improvement

bond requirement, along with the required cash payments, is shown on the attached schedule in accordance with Section 18.66 of Ordinance No. 543. In accordance with Section 16.24.310 (modification of requirements of the Livonia Code of Ordinances), it will be noted that a cash payment is being recommended herein representing a contribution in aid for possible future street lighting within the subject development. The contribution amount has been based on the number of future street lights (as determined by this office) and cost factors as estimated by the Detroit Edison Company in accordance with a ruling of the Michigan Public Service Commission in December 1990.

To facilitate the maintenance of our records, the Engineering Division will require that "as built" plans of all public improvements installed in connection with the development be submitted to this office on Mylar reproducible material. Further, appropriate utility easements and deeds will be required for future maintenance by the City.

FISCAL CONSIDERATION

ATTACHMENTS

1. 12-15-20 Schedule of Bonds & Fee Requirements
2. CR 272-20

APPROVED BY



Todd Zilincik, City Engineer

Date: December 15, 2020



Donald Rohraff, Director of Public Works

Date: December 16, 2020



Maureen Miller Brosnan, Mayor

Date: December 17, 2020

To: Honorable Members of the City Council
Re: Livonia Manor III Site Condominiums
S.E. ¼ Section 3, City of Livonia
Establishment of Improvement Bonds

December 15, 2020
Page 3

SCHEDULE OF BONDS & FEE REQUIREMENTS

I. Bond Requirements

A. General Improvement Bond

Water Mains		\$13,800.00
Sanitary Sewers		\$17,070.00
Storm Sewers, including Footing Drain		
Storm Sewers		\$22,550.00
Paving (Public Street)		<u>\$37,500.00</u>
Estimated Construction Cost	\$90,920.00	
Construction Contingencies (Approximately 5%)		<u>\$4,546.00</u>
Total		\$95,466.00
		(\$9,547 min. cash bond)

B. Sidewalk Bond

Sidewalks		\$3,000.00
Construction Contingencies (Approx. 10%)		<u>\$300.00</u>
Total		\$3,300.00
		(\$330 min. cash bond)

C. Grading & Soil Erosion Control Bond

Not Required
(Less than 1 acre)

D. Entrance Markers/Landscaping

Not Applicable

E. Monuments & Markers (Ord. #951)

\$250.00 (cash)

F. As-Built Drawings Bond

\$4,000.00 (cash)

TOTAL CASH BONDS **\$14,127.00**

**TOTAL CASH BONDS
CURRENTLY DUE** **\$14,127.00**

To: Honorable Members of the City Council
Re: Livonia Manor III Site Condominiums
S.E. ¼ of Section 3, City of Livonia
Establishment of Improvement Bonds

December 15, 2020
Page 4

II. Fees (Cash Payments to the City)

A. Trees	\$1,000.00
B. Street Name Sign	N/A
C. Traffic Control Signs	N/A
D. Street Light Contribution in Aid (First Year Cost)	\$3,000.00*
E. Engineering Services Gen. Improv. & Sidewalk	
1. Plan Review & Admin. (2%)	\$1,728.00
2. Field Inspection (5%)	<u>\$4,696.00</u>
(includes Sidewalk, Drive Approaches, Storm Connection Fee and Water Connection Fee)	\$6,424.00
F. Engineering Services	Not Required
† Less \$400 Payment Received Previously for Plan Review (Received on 9.15.20 per receipt #6953)	†(\$400.00)
TOTAL CASH PAYMENTS (NON-REFUNDABLE)	<u>\$10,024.00</u>
TOTAL CURRENTLY DUE	<u>\$24,151.00</u>

*To be adjusted and/or refunded based on streetlight public hearings and the type of lighting units to be determined by the City Council.

Regular Meeting Minutes of September 21, 2020

On a motion by Bahr, supported by Donovic, and unanimously adopted, it was:

SITE PLANS

(Belaggio Homes, Inc)
Petition 2020-07-08-05
Approval to develop a
site condominium
(Livonia Manor 3),
consisting of four (4)
single-family homes,
on the north side of
Seven Mile Road
between Merriman
Road and Osmus
Avenue (31670 Seven
Mile Road), Section 3.

#272-20 RESOLVED, that having considered a communication from the City Planning Commission, dated August 19, 2020, which transmits its resolution #08-38-2020, adopted on August 18, 2020, with regard to Petition 2020-07-08-05, submitted by Belaggio Homes, Inc., requesting approval to develop a site condominium (Livonia Manor 3), consisting of four (4) single-family homes, on the north side of Seven Mile Road between Merriman Road and Osmus Avenue (31670 Seven Mile Road), in the Southeast ¼ of Section 3, the Council does hereby concur in the recommendation of the Planning Commission and Petition 2020-07-08-05 is hereby approved and granted, subject to the following conditions:

1. That the Site Plan identified as Sheet 1 dated July 20, 2020, prepared by Arpee/Donnan, Inc., is hereby approved and shall be adhered to.
2. That the condominium Master Deed and Bylaws comply with the requirements of the Subdivision Control Ordinance, Title 16, Chapter 16.04-16.40 of the Livonia Code of Ordinance, and Article XX, Section 20.01-20.06 of Zoning Ordinance #543.
3. That the brick used in the construction of each condominium unit shall be full face four-inch (4") brick.
4. In the event of a conflict between the provisions set forth in the Master Deed and bylaws, and the requirements set forth in the City of Livonia Zoning Ordinance No. 543, as amended, the Zoning Ordinance requirements shall prevail and petitioner shall comply with the Zoning Ordinance requirements.
5. That the petitioner shall include language in the Master Deed and bylaws or a separate recordable instrument wherein the condominium association shall reimburse the City of Livonia for any maintenance or repair costs incurred for the storm water detention/retention and outlet facilities, and giving the City of Livonia the right to impose liens on each lot owner's property pro rata and place said charges on their real estate tax bills in the event said charges are not paid by the condominium association (or each lot owner) within thirty (30) days of billing for the City of Livonia.
6. That all required cash deposits, certified checks, irrevocable bank letters of credit and/or surety bonds which shall be established by the City Engineer pursuant to Article XVIII of Ordinance No. 543, Section 18.66 of the ordinance, shall be deposited with the City

September 21, 2020

Regular Meeting Minutes of September 21, 2020

prior to the issuance of engineering permits for this site condominium development; and

7. Pursuant to Section 19.10 of Ordinance #543, the 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.

September 21, 2020

UNFINISHED BUSINESS (Regular Meeting of September 21, 2020)

Motion by:	Bahr
Seconded by:	Donovic
ROLL CALL:	
Ayes:	Bahr, White, McCullough, Donovic, Jolly, Toy, McIntyre
Nays:	None
Absent:	None

**CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD JANUARY 6, 2021**

Meeting was called to order via Zoom remote technology at 8:00 p.m. by President Kathleen McIntyre. Present: Cathy White (Lehigh Acres, Florida), Brandon McCullough (Livonia, Michigan), Rob Donovic (Deployed), Jim Jolly (Livonia, Michigan); Laura Toy (Livonia, Michigan) and President Kathleen McIntyre (Livonia, Michigan). Absent: Scott Bahr.

Councilmember White led the meeting in the Pledge of Allegiance.

Elected and appointed officials present: Mark Taormina, Director of Planning and Economic Development; Todd Zilincik, City Engineer; Paul Bernier, City Attorney; Susan Nash, City Clerk; Denise Maier, Director of Human Resources; Linda Gosselin, City Assessor; Ted Davis, Superintendent of Parks and Recreation; and Casey O'Neil, Director of Information Systems.

- 11) VACATING REQUEST: Engineering Division, re: to vacate a public utility easement within the 18th St. Development, located at 39000 Seven Mile Road. Parcel I.D. No. 46-023-99-0001-004.

Todd Zilincik, City Engineer, presented this request to Council. He stated the old A-123 Building at Seven Mile and 275 was demolished and Beaumont Hospital is placing a hospital there and we wanted to make sure that we vacate the water main easement that was running through the property so they can relocate it properly. We're looking for your assistance to send it the Planning Commission so it can route through the process, it usually takes two to three months and should be again a housekeeping issue to make sure that we can vacate that proposed water main public easement that's going through the proposed building and reroute that. As you all know the steel is up there for the building and going quite nicely so we appreciate the efforts in there and they're looking to start utilities here shortly. So another nice development in the City of Livonia, I know it took some time but appreciate Beaumont's patience and looking forward to working with them on completing this project.

Councilmember Toy offered an approving resolution for the Consent Agenda.

DIRECTION:

APPROVING

CONSENT



REPORT TO THE LIVONIA CITY COUNCIL

Engineering
December 16, 2020

MEETING DATE

January 13, 2021

PREPARED BY

Karen Worley, Secretary IV, Engineering

AGENDA ITEM

VACATING REQUEST: Engineering Division, re: to vacate a public utility easement within the 18th St. Development, located at 39000 Seven Mile Road. Parcel I.D. No. 46-023-99-0001-004.

BACKGROUND

Pursuant to the August 19, 2020 request from Anderson, Eckstein & Westrick, Inc., on behalf of the owner, Botsford General Hospital, the Law Department has approved the request as to form and the Engineering Division has reviewed the utilities located on the property in question and found that the request for the vacation of the public utility easement is warranted.

RECOMMENDATION

In order to proceed, the Engineering Division respectfully request that the City Council do all things necessary for the vacation of the following 20-foot wide public utility easement (previously recorded in Liber 23477, Page 043, Wayne County Records) A map with the original easement to be vacated is attached:

Part of the Southwest ¼ of Section 6, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, being described as:

Commencing at the southwest corner of Section 6; thence S 88°14'49" E, 946.05 feet along the south line of Section 6; thence N 03°00'56" E, 60.02 feet to the northerly right-of-way line of Seven Mile Road (120.00 feet wide); thence S 88°14'49" E, 228.95 feet along the northerly right-of-way line of Seven Mile Road to the point of beginning of the centerline of a 20.00 feet wide water main easement, as recorded in Liber 23477 of Deeds, Page 43, Wayne County Records, to be vacated, lying 10.00 feet each side of the following described centerline; thence N 01°45'11" E, 185.00 feet; thence N 61°45'11" E, 88.00 feet; thence N 39°15'11" E, 128.00 feet; thence N 08°15'11" E, 162.00 feet; thence N 24°15'11" E, 145.00 feet; thence N 35°30'11" E, 200.00 feet; thence N 15°30'11" E, 170.00 feet; thence N 43°00'11" E, 90.00 feet; thence N 15°30'11" E, 137.00 feet; thence N 43°00'11" E, 90.00 feet; thence N 15°30'11" E, 292.00 feet to the point of ending of this described centerline.

FISCAL CONSIDERATION

ATTACHMENTS

1. Request for Vacation of Water Main for 18th St. Development 8-19-20

APPROVED BY



Date: December 16, 2020

Todd Zilincik, City Engineer



Date: December 16, 2020

Donald Rohraff, Director of Public Works



Date: December 16, 2020

Paul Bernier, City Attorney



Date: December 17, 2020

Maureen Miller Brosnan, Mayor



ANDERSON, ECKSTEIN & WESTRICK, INC.

CIVIL ENGINEERS - SURVEYORS - ARCHITECTS

51301 Schoenherr Road, Shelby Township, MI 48315

586.726.1234 | www.aewinc.com

*xc: Law - Approve as to form
Engineering
E-Agenda S*

August 19, 2020

City Council
City of Livonia
33000 Civic Center Drive
Livonia, Michigan 48154

Reference: Water Main Easement Vacation Request
18th Street Development
AEW Project No. 0496-0041

REC'D
DEC 10 2020
**CITY OF
ENGINEERING**

Dear City Council:

As part of the 18th Street Development project, located at the northwest corner of 7 Mile Road and I-275, a portion of the existing 16-inch water main, and its associated easement, is proposed to be relocated. As such it is our request that the existing 20-foot wide water main easement (Liber 23477, Page 043) be vacated from the extents shown on Exhibit A, attached.

Please note that the relocated section of water main will be granted a new easement as required.

Sincerely,

Juli Sala, PE
Licensed Civil Engineer

RECEIVED
OFFICE OF THE CITY CLERK
2020 DEC 10 PM 3:17

Enclosure: Exhibit A – Water Main Easement Vacation

M:\0496\0496-0041\Gen\Letters\LTR - 2020-08-19 - Water Main Easement Vacation.docx



CITY of LIVONIA
OFFICE OF THE CITY CLERK

33000 CIVIC CENTER DRIVE, LIVONIA, MICHIGAN 48154
TELEPHONE (734) 466-2230

Received From: Anderson, Eckstein & Westrick
Address _____
City _____ Zip _____ Date 12/10/2020

CERTIFICATES

Dollar Amount

BIRTHS ☐ LF# _____ CC _____ PARCHMENT _____

DEATHS ☐ LF# _____

PAID

DEC 10 2020

CITY OF LIVONIA

GENERAL

☐ Maps, Books _____
☐ F.O.I.A. Copies _____
☐ Signs _____
☐ Grading Bond _____
☒ Petition, Waiver VACATING
☐ Election Fees EASEMENT
☐ Other Water Main
NW corner of
(7-mile & I-275)

CASH ☒ CK# _____

Total Amt. >

Card# 0129

650.00

BY. mlg

No. 068994

CITIZEN'S COPY

Payment Entry Form

Result: Payment Authorized

Confirmation Number: 85560129

Your payment has been authorized successfully and payment will be processed.

The City of Livonia thanks you for your payment. For questions about your account, please call 734-466-2230 Thank you for using our bill payment services.

Please save or print a copy of this receipt for record keeping purposes.

My Bills

Description	Amount
Miscellaneous payment of \$650.00	\$650.00

Subtotal:	\$650.00
Convenience Fee:	\$0.00
Total Payment:	\$650.00

Customer Information

First Name: CHARLES

Last Name: MYSLINSKI

Address Line 1:

Address Line 2:

City:

State:

Zip Code:

Phone Number:

Email Address:

Payment Information

Payment Date: 12/10/2020

Card Type: Visa

Card Number: *****2194

Signature: _____ Date: ____/____/____

By signing this receipt you agree to the terms and conditions of this service.

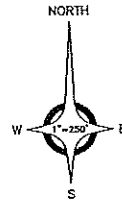
You will see one line item on your credit or debit card statement indicating the amount you paid and will be identified as *City of Livonia*. If you have any questions about the charges please call 1-888-891-6064.



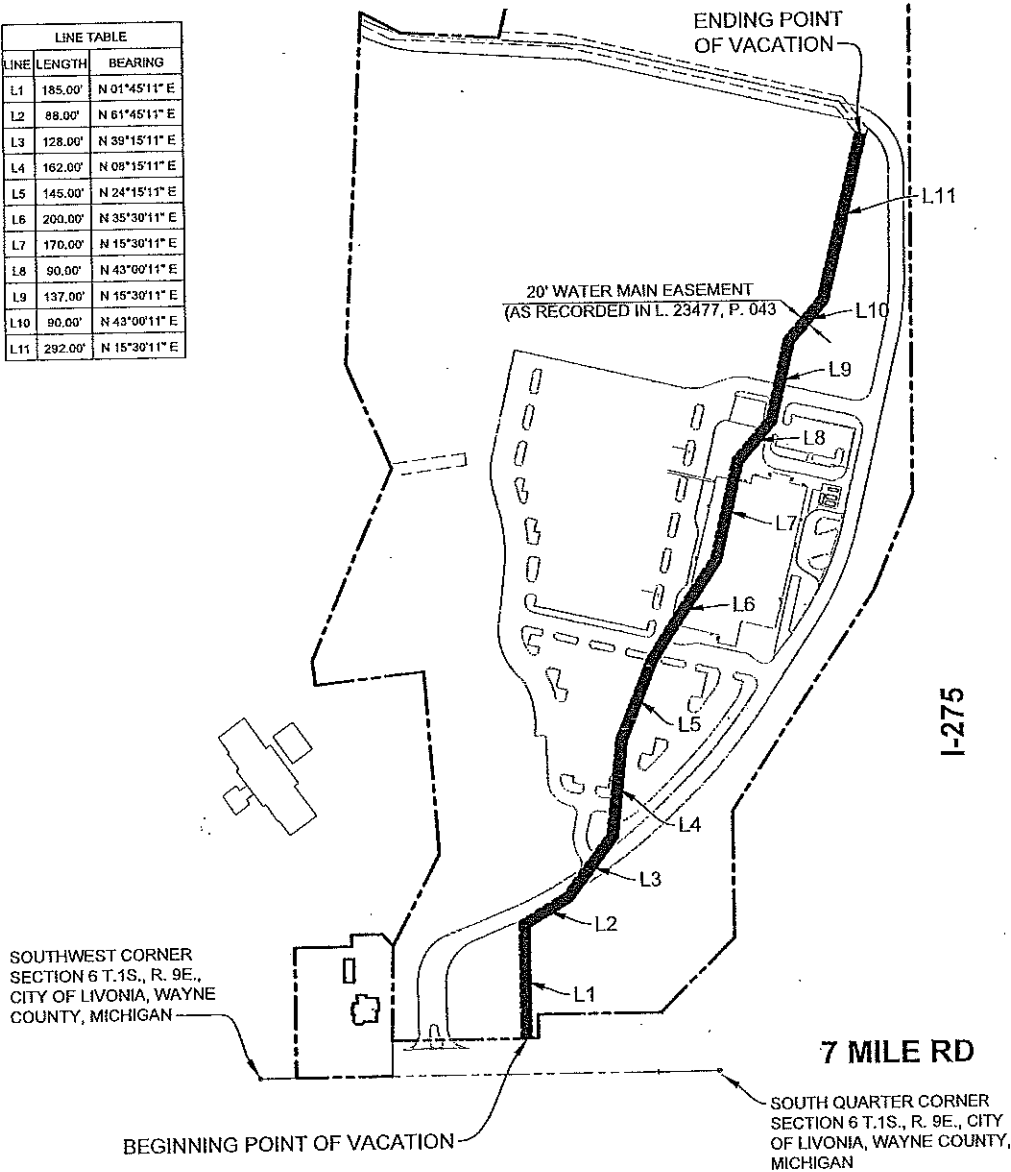
ANDERSON, ECKSTEIN AND
WESTRICK, INC.

CIVIL ENGINEERS SURVEYORS ARCHITECTS
51301 Schoenherr Rd Phone 586 726 1234
Shelby Township Fax 586 726 8780
Michigan 48315 www.aewinc.com

EASEMENT VACATION EXHIBIT "A"



LINE TABLE		
LINE	LENGTH	BEARING
L1	185.00'	N 01°45'11" E
L2	88.00'	N 61°45'11" E
L3	128.00'	N 39°15'11" E
L4	162.00'	N 08°15'11" E
L5	145.00'	N 24°15'11" E
L6	200.00'	N 35°30'11" E
L7	170.00'	N 15°30'11" E
L8	90.00'	N 43°00'11" E
L9	137.00'	N 15°30'11" E
L10	90.00'	N 43°00'11" E
L11	292.00'	N 15°30'11" E



WATER MAIN EASEMENT VACATION DESCRIPTION

PART OF THE SOUTHWEST QUARTER OF SECTION 6, TOWN 1 SOUTH, RANGE 9 EAST, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN, BEING DESCRIBED AS:

COMMENCING AT THE SOUTHWEST CORNER OF SECTION 6; THENCE SOUTH 88 DEGREES 14 MINUTES 49 SECONDS EAST 946.05 FEET ALONG THE SOUTH LINE OF SECTION 6; THENCE NORTH 03 DEGREES 00 MINUTES 58 SECONDS EAST 60.02 FEET TO THE NORTHERLY RIGHT OF WAY LINE OF SEVEN MILE ROAD (120.00 FEET WIDE); THENCE SOUTH 88 DEGREES 14 MINUTES 49 SECONDS EAST 228.95 FEET ALONG THE NORTHERLY RIGHT OF WAY LINE OF SEVEN MILE ROAD TO THE POINT OF BEGINNING OF THE CENTERLINE OF A 20.00 FEET WIDE WATER MAIN EASEMENT, AS RECORDED IN LIBER 23477 OF DEEDS, PAGE 43, WAYNE COUNTY RECORDS, TO BE VACATED, LYING 10.00 FEET EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE; THENCE NORTH 01 DEGREES 45 MINUTES 11 SECONDS EAST 185.00 FEET; THENCE NORTH 61 DEGREES 45 MINUTES 11 SECONDS EAST 88.00 FEET; THENCE NORTH 39 DEGREES 15 MINUTES 11 SECONDS EAST 128.00 FEET; THENCE NORTH 08 DEGREES 15 MINUTES 11 SECONDS EAST 162.00 FEET; THENCE NORTH 24 DEGREES 15 MINUTES 11 SECONDS EAST 145.00 FEET; THENCE NORTH 35 DEGREES 30 MINUTES 11 SECONDS EAST 200.00 FEET; THENCE NORTH 15 DEGREES 30 MINUTES 11 SECONDS EAST 170.00 FEET; THENCE NORTH 43 DEGREES 00 MINUTES 11 SECONDS EAST 90.00 FEET; THENCE NORTH 15 DEGREES 30 MINUTES 11 SECONDS EAST 137.00 FEET; THENCE NORTH 43 DEGREES 00 MINUTES 11 SECONDS EAST 90.00 FEET; THENCE NORTH 15 DEGREES 30 MINUTES 11 SECONDS EAST 292.00 FEET TO THE POINT OF ENDING OF THIS DESCRIBED CENTERLINE.

FROM RECORDS ONLY. NO SURVEY PERFORMED.

SEC: 6	TWP: CITY OF LIVONIA	COUNTY: WAYNE	AEW NO.: 0496-0041	BOOK NO.:
DRAWN BY: SAK	CHECKED BY: CMA	SCALE: 1" = 250'	EASEMENT NO.:	CONST. PLAN PAGE NO.:
SHEET 1 OF 1			TITLE SEARCH:	

M:\0496\0496-0041\DWG\CIVIL\0-EASEMENT EXHIBIT A - WM VAC LAYOUT.DWG WATER MAIN VACATION.DWG B/17/2020 4:22 PM

**CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD JANUARY 6, 2021**

Meeting was called to order via Zoom remote technology at 8:00 p.m. by President Kathleen McIntyre. Present: Cathy White (Lehigh Acres, Florida), Brandon McCullough (Livonia, Michigan), Rob Donovic (Deployed), Jim Jolly (Livonia, Michigan); Laura Toy (Livonia, Michigan) and President Kathleen McIntyre (Livonia, Michigan). Absent: Scott Bahr.

Councilmember White led the meeting in the Pledge of Allegiance.

Elected and appointed officials present: Mark Taormina, Director of Planning and Economic Development; Todd Zilincik, City Engineer; Paul Bernier, City Attorney; Susan Nash, City Clerk; Denise Maier, Director of Human Resources; Linda Gosselin, City Assessor; Ted Davis, Superintendent of Parks and Recreation; and Casey O'Neil, Director of Information Systems.

- 13) SITE PLAN PETITION: Planning Commission, re: Petition 2020-11-08-07 submitted by Adams Park Development, L.L.C., requesting to develop a site condominium (Adams Park) consisting of thirty-nine (39) single-family homes on the properties located on the south side of Lyndon Avenue between Inkster and Middlebelt Roads (14416 Harrison Avenue and 28201 Lyndon Avenue, former Adams Elementary School site) in the Southeast ¼ of Section 24.

Mark Taormina, Director of Planning and Economic Development, presented this request to Council. He stated as Council is familiar with this proposal, it involves a development of a condominium subdivision called Adams Park, it's at the former Adams Elementary School, at the southeast corner of Lyndon and Harrison Avenue. This is an 11.8 acre site. It's surrounded by residential to the east, the west and the north. Immediately to the south is Dooley Park. The subject property is as you know currently in the process of being rezoned from Public Land to R-1, single family residential. Council did first reading on the rezoning on November 4th and second reading and roll call are after your review of this site plan. So the plan shows thirty-nine condominium lots, that are nearly identical to the last plan we saw at the time of the first meeting. Most of the lots as you can see have frontage on two streets, so that's Lyndon, there is a cul-de-sac that extends south of the roads along the west side of the development. Lots 11-39 would access the internal streets; and the Lots 1-10 as you can see along the west side of the property would have direct frontage and access to Harrison Avenue. All thirty-nine lots would meet or exceed the R-1 lot size requirements, in fact, roughly half of the lot measures 70-feet in width. There are two open space park areas, the largest is in the southeast corner of the property and will include the storm water detention basin. That basin will occupy roughly 60 percent of that 1.1 acre private park. Now there are two other smaller open space areas, one is in the southwest

corner of the property, that's in here, and then a narrow park area along Lyndon that I believe is the landscaping and for signage. You'll note that there's an access point located here between Lots 21 and 22 for pedestrians. A second access does not appear on this particular rendering and will be located along the north side of the park and that be for the access for maintenance of the detention basin. Everything else is pretty much the same as you saw previously. The Planning Commission reviewed this item including the Master Deed and Bylaws and is recommending approval.

Councilmember Jolly stated they had an opportunity to look at this and put a lot of insight forward the first time around when we discussed the zoning. I think the developer has met with us and our demands very graciously here, I'm excited about this project, I think it's one of the best projects we have had come before us for quite some time and I'd be happy to offer an approving resolution and I'd like on Consent if there are no objections.

DIRECTION:

APPROVING

CONSENT



REPORT TO THE LIVONIA CITY COUNCIL

Planning

December 21, 2020

MEETING DATE

January 13, 2021

PREPARED BY

Stephanie Reece, Program
Supervisor, Planning

AGENDA ITEM

SITE PLAN PETITION: Planning Commission, re: Petition 2020-11-08-07 submitted by Adams Park Development, L.L.C., requesting to develop a site condominium (Adams Park) consisting of thirty-nine (39) single-family homes on the properties located on the south side of Lyndon Avenue between Inkster and Middlebelt Roads (14416 Harrison Avenue and 28201 Lyndon Avenue, former Adams Elementary School site) in the Southeast $\frac{1}{4}$ of Section 24.

BACKGROUND

requesting approval of the Master Deed, Bylaws and site plan pursuant to Section 18.62 of the City of Livonia Zoning Ordinance #543, as amended, to develop a site condominium (Adams Park) consisting of thirty-nine (39) single-family homes on the properties at 14416 Harrison Avenue and 28201 Lyndon Avenue (former Adams Elementary School site) located on the south side of Lyndon Avenue between Inkster and Middlebelt Roads in the Southeast $\frac{1}{4}$ of Section 24.

RECOMMENDATION

FISCAL CONSIDERATION

ATTACHMENTS

1. 2020-11-08-07_Adams Park_E-COUNCIL Pkt

APPROVED BY

Petition 2020-11-08-07 submitted by Adams Park Development, L.L.C. requesting approval of the Master Deed, Bylaws and site plan pursuant to Section 18.62 of the City of Livonia Zoning Ordinance #543, as amended, to develop a site condominium (Adams Park) consisting of thirty-nine (39) single-family homes on the properties at 14416 Harrison Avenue and 28201 Lyndon Avenue (former Adams Elementary School site) located on the south side of Lyndon Avenue between Inkster and Middlebelt Roads in the Southeast ¼ of Section 24.

PLANNING COMMISSION

IAN WILSHAW, Chairman
GLEN W. LONG, JR., Vice Chairman
SAM CARAMAGNO, Secretary
DAVID BONGERO
ELIZABETH McCUE
CAROL A. SMILEY
PETER H. VENTURA



MAUREEN MILLER BROSNAN
MAYOR

MARK TAORMINA
PLANNING & ECONOMIC
DEVELOPMENT DIRECTOR

SCOTT O. MILLER
PLANNER IV

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2290 Fax (734) 466-2108

December 16, 2020

Honorable Members of the City Council
City of Livonia, Michigan

Re: Petition 2020-11-08-07 – Adams Park Condominium Subdivision

Dear Council Members:

At the 1,163rd Public Hearings and Regular Meeting held by the City Planning Commission on December 15, 2020, in the Livonia City Hall, the following resolution was unanimously adopted:

#12-61-2020 **RESOLVED**, That the City Planning Commission does hereby recommend to City Council that Petition 2020-11-08-07 submitted by Adams Park Development, L.L.C. requesting approval of the Master Deed, Bylaws and site plan pursuant to Section 18.62 of the City of Livonia Zoning Ordinance #543, as amended, to develop a site condominium (Adams Park) consisting of thirty-nine (39) single-family homes on the properties at 14416 Harrison Avenue and 28201 Lyndon Avenue (former Adams Elementary School site) located on the south side of Lyndon Avenue between Inkster and Middlebelt Roads in the Southeast ¼ of Section 24, be approved, and the Public Open Space requirement of the Subdivision Rules and Regulations is hereby waived, subject to the following conditions:

1. That the Site Plan identified as Sheet 03, dated November 17, 2020, prepared by Michael L. Priest & Associates, Inc., is hereby approved and shall be adhered to.
2. That the issues as outlined in the correspondence dated December 7, 2020, from the Fire Marshal shall be resolved to the satisfaction of the Livonia Fire and Rescue Division.

2020-11-08-07- Adams Park Development, L.L.C

3. That the Landscape Planting Plan identified as L-1 and the Landscape Notes & Details identified as L-2, both dated November 19, 2020 as revised, prepared by Nagy Devlin Land Design., are hereby approved and shall be adhered to.
4. That streetlights and sidewalks shall be installed throughout the development to the satisfaction of the Engineering Department.
5. That the condominium Master Deed and Bylaws comply with the requirements of the Subdivision Control Ordinance, Title 16, Chapter 16.04-16.40 of the Livonia Code of Ordinance, and Article XX, Section 20.01-20.06 of Zoning Ordinance #543.
6. That Section 6.7 Garages of the Bylaws shall be modified to include front entries where applicable.
7. That the brick used in the construction of each condominium unit shall be full face four-inch (4") brick.
8. In the event of a conflict between the provisions set forth in the Master Deed and bylaws, and the requirements set forth in the City of Livonia Zoning Ordinance No. 543, as amended, the Zoning Ordinance requirements shall prevail, and petitioner shall comply with the Zoning Ordinance requirements.
9. That the petitioner shall include language in the Master Deed and bylaws or a separate recordable instrument wherein the condominium association shall reimburse the City of Livonia for any maintenance or repair costs incurred for the storm water detention/retention and outlet facilities, and giving the City of Livonia the right to impose liens on each lot owner's property pro rata and place said charges on their real estate tax bills in the event said charges are not paid by the condominium association (or each lot owner) within thirty (30) days of billing for the City of Livonia.
10. That all required cash deposits, certified checks, irrevocable bank letters of credit and/or surety bonds which shall be established by the City Engineer pursuant to Article XVIII of Ordinance No. 543, Section 18.66 of the ordinance, shall be deposited with the City prior to the issuance of engineering permits for this site condominium development.
11. That only a conforming entrance marker is approved with this petition, and any additional signage shall be separately submitted for review and approval by the Zoning Board of Appeals; and

To: Honorable Members of the Council
Re: ~~2020-11-02-10 Shoppes of Livonia~~

December 16, 2020
Page 3

2020-11-08-07- Adams Park Development, L.L.C

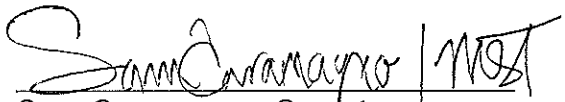
12. Pursuant to Section 19.10 of Ordinance #543, the Zoning Ordinance of the City of Livonia, this approval is valid for a period of one year only from the date of approval by City Council, and unless a building permit is obtained, this approval shall be null and void at the expiration of said period.

Very truly yours,

APPROVED FOR SUBMISSION

CITY PLANNING COMMISSION


Maureen Miller Brosnan, Mayor


Sam Caramagno, Secretary

cc: Mayor, Clerk, Law
Stuart Michaelson, Adam's Park Development, L.L.C., 31333 W. 13 Mile Road,
Farmington Hills, MI 48334

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. **Filing fee = \$600.00 plus \$20.00 for each 1,000 square feet of gross floor area of new construction, not to exceed a total of \$1,500.00.**

2020-11-08-07

Date Filed: NOVEMBER 19, 2020 Petition 2020-07-01-04
14416 HARRISON AVE. 46-095-99-0011-000
Site Address: 28201 LYNDON AVE. Sidwell 46-096-99-0004-000

Requesting Approval to CONSTRUCTION RESIDENTIAL SITE CONDOMINIUM

Applicant: STUART MICHAELSON Business/Company: ADAMS PARK DEVELOPMENT LLC

Applicant's Address: 31333 W. 13 MILE RD. City: FARMINGTON HILLS State: MI Zip Code: 48334

Applicant's Phone # (248) 538-7000 Applicant's Email STUART@WINDMILLHOMES.COM

Contact Person: STUART MICHAELSON Business/Company: ADAMS PARK DEVELOPMENT LLC

Contact's Address: 31333 W. 13 MILE RD. City: FARMINGTON HILLS State: MI Zip Code: 48334

Contact's Phone # (248) 538-7000 Contact's Email STUART@WINDMILLHOMES.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 smiller@ci.livonia.mi.us**

6) **Legal Description** of the property to be considered (Clearly Printed)

7) One (1) completed application form & **sixteen (16)** 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.

WWW.WINDMILLHOMES.COM



BUILDING TRADITION SINCE 1971

Our Award Winning History

Windmill Group was founded in 1998, but that really isn't when the story begins. It actually begins much earlier with the career experiences and life lessons learned along the way by its leadership team of Stuart Michelson and George Mager.

Stuart's grandfather was a plumber and the inspiration to begin his career as a plumber's apprentice after graduation from Mumford High and then the prestigious Detroit Institute of Technology. A proud member of the Plumbers Union Local 98, Stuart worked on new homes. It was there that he found his true passion. By 1983, he had amassed enough knowledge about residential construction to set off on his own to found Stewart Homes.

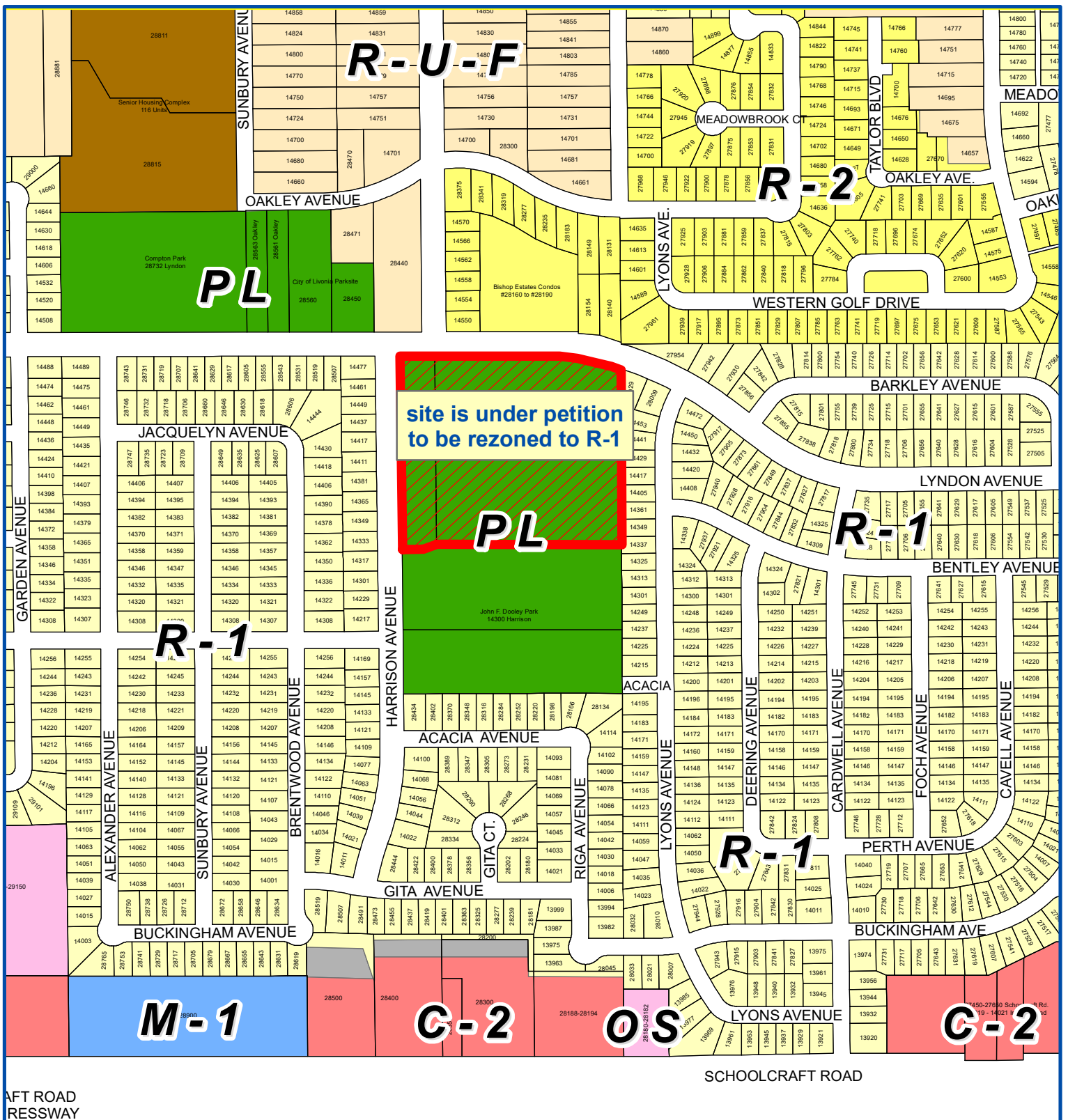


Fast forward several years as George Mager joins Windmill Group. A lawyer since 1974, George focused on real estate and banking from his early career. In 1979, he formed his own firm specializing in federal and state housing and urban development programs. This firm grew to 20 attorneys and was merged into Cox, Hodgman & Giarmarco in 2001. After retiring from private practice in 2004, George joined the Windmill team as a partner with responsibility for the legal, financial and operational aspects of the Windmill Group.

The Windmill Group flourished from its inception and quickly became known for visionary land development and innovative home construction. Windmill Group developed over 600 residential sites in southeast Michigan, including subdivisions, site condominiums, traditional condominiums and multiuse residential and commercial projects. The company has built more than 1000 homes over the years, ranging in price from \$150,000 to over \$1.2 million.

Their work has won accolades from their building industry peers. Honored as Developer of the Year by the Home Builders Association (HBA) of Southeastern Michigan in 2002, they created an impressive site encompassing 300 single-family homes, 200 multi-family residences and a retail shopping center, Walden Woods in Van Buren Township. The company was also awarded Development of the Year in 2007 for Riverwalk of Farmington Hills. More recently, the first new residential development in Farmington in 40 years, Riverwalk of Farmington, was named Development of the Year in 2015. That same year, Stuart, who served as president of the 2004 HBA and has been a member of the organizations' Board of Directors continually since 1995, received the highest HBA honor - induction into the Association's prestigious Hall of Fame. While industry honors are gratifying, the team derives immense satisfaction from building communities where families thrive.

Stuart and George - "We feel a terrific sense of pride creating lasting value for our clients by building quality homes in our great communities."

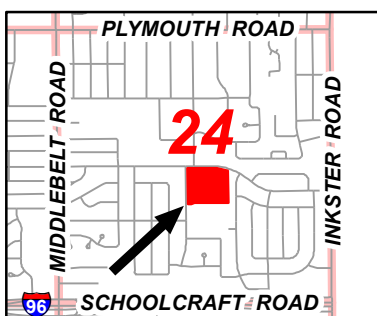


Address & Zoning Map

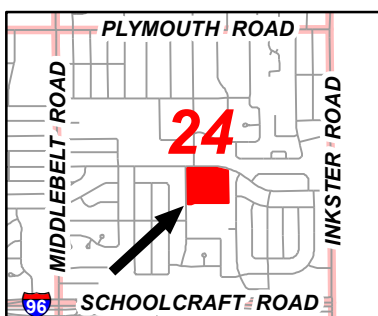
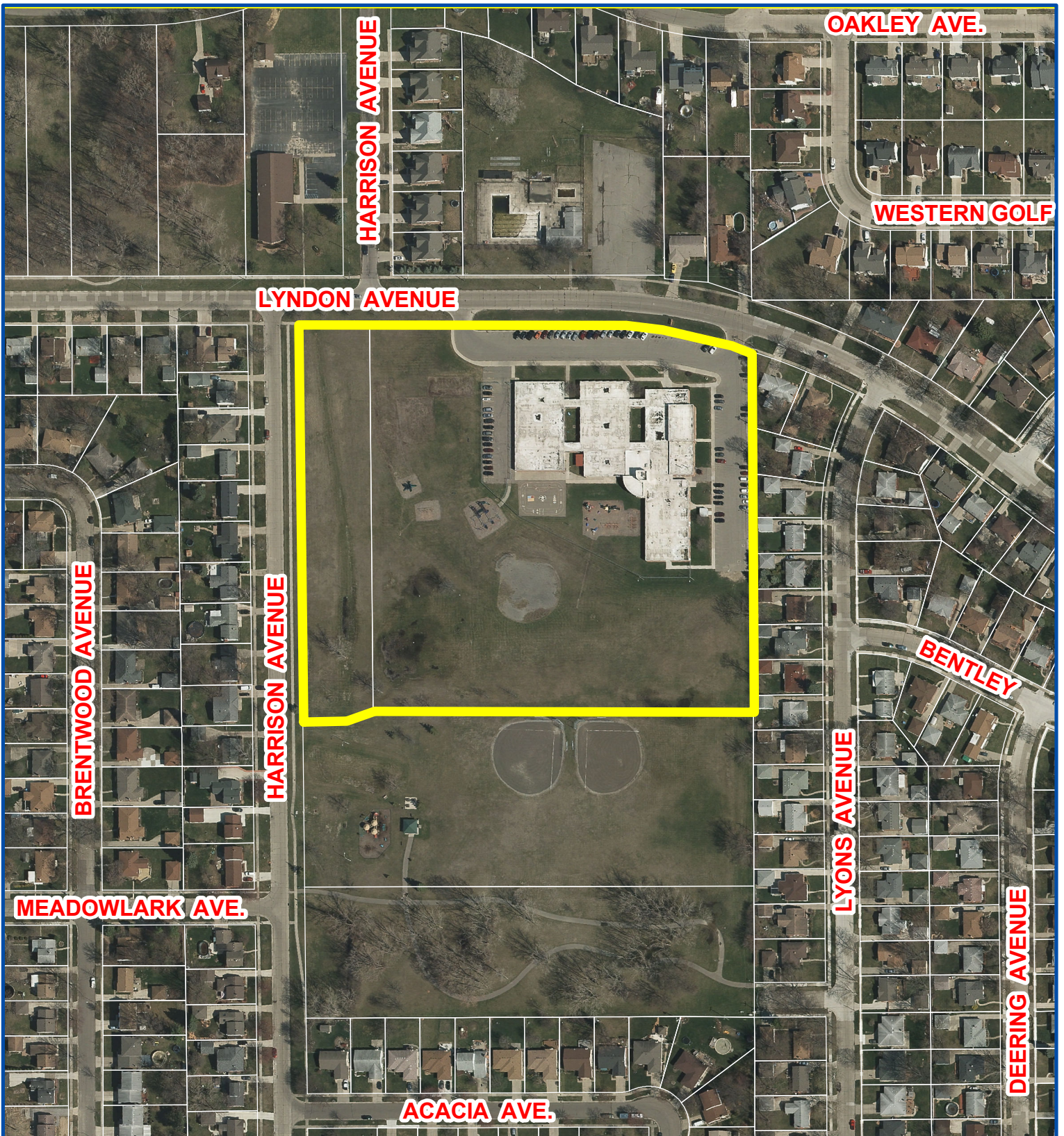
Petition 2020-11-08-07
 Adams Park Site Condominium
 14416 Harrison Avenue & 28201 Lyndon Avenue



Not to Scale



City of Livonia
 Planning Department



Aerial Map

Petition 2020-11-08-07
Adams Park Site Condominium
14416 Harrison Avenue & 28201 Lyndon Avenue



Not to Scale



City of Livonia
Planning Department

PLANNING COMMISSION STAFF NOTES

MISCELLANEOUS

ITEM 2

Petition 2020-11-08-07 submitted by Adams Park Development, L.L.C. requesting approval of the Master Deed, Bylaws and site plan pursuant to Section 18.62 of the City of Livonia Zoning Ordinance #543, as amended, to develop a site condominium (Adams Park) consisting of thirty-nine (39) single-family homes on the properties at 14416 Harrison Avenue and 28201 Lyndon Avenue (former Adams Elementary School site) located on the south side of Lyndon Avenue between Inkster and Middlebelt Roads in the Southeast ¼ of Section 24.

December 8, 2020 Study Meeting:

This petition involves the development of a condominium subdivision consisting of thirty-nine (39) lots located at the site of the former Adams Elementary School. The subject 11.83-acre property is currently in the process of being rezoned, from PL (Public Lands) to R-1 (One Family Residential). City Council gave First Reading to the rezoning on November 4th. Second Reading and Roll Call, the final steps in the rezoning process, are on hold pending a review of the site plan. R-1 conventional lot size requirements are expressed as minimums, with 7,200 square feet being the minimum for lot area, sixty feet (60') for lot width, and one-hundred-twenty feet (120') for lot depth.

The subject site is surrounded by residential. To the east, south and west, the adjacent subdivisions are all zoned R-1, One Family Residential, with single-family lots that measure a minimum of sixty feet (60') in width by one-hundred-twenty feet (120') in depth. Lying directly to the north of the site, across Lyndon, is Bishop Estates, an eight (8)-unit attached cluster housing development. Adjacent to Bishop Estates is Western Golf Estates, zoned R-2 and developed with conventional-sized lots that measure a minimum of seventy feet (70') in width by one-hundred-twenty feet (120') in depth.

The submitted site plan shows a total of thirty-nine (39) condominium lots. Most of the lots are shown having frontage on two (2) new streets, designed in a "U"-shaped configuration. Both new streets would have access to Lyndon Avenue. They would extend approximately 300 feet in a north/south direction and then turn 90 degrees in an east/west direction forming a connection. Included in the design is a short cul-de-sac that would extend south from the road along the west side of the development. Access to Lots 11 through 39 would be from this new interior road system. Lots 1 through 10 would have direct frontage and access along Harrison Avenue which borders the site along its west side.

All thirty-nine (39) condominium lots would meet or exceed the R-1 lot size requirements. The subdivision includes several lots that measure seventy feet (70') in width. These lots are located throughout the project site in areas selected to be more compatible with the lots bordering the development.

The condominium subdivision would have three (3) open space areas including a large park in the southeast corner of the site. This general common element would include a detention pond that would collect and manage the site's stormwater runoff. Access to the park would be provided at the end of the cul-de-sac between Lots 21 and 22. The design includes a paved pedestrian walkway that would connect with and extend from the sidewalk in the right-of-way to a sitting area near the edge of the basin. For maintenance equipment to be able to access the basin, a grass paver access path would be built behind Lots 22 thru 26 with access to the cul-de-sac.

The total land area of the southeast open space park is 47,687 square feet, or roughly 1.1 acres. Subtracting the area of the detention basin leaves approximately 20,187 square feet of upland open space. For all new plats and condominium subdivisions, the City requires the dedication of public open space at a ratio of 720 square feet per lot, which in this case equates to 28,080 square feet, or 0.64 acre. Including the two (2) other areas, the total amount of open space equals 52,819 square feet. The Petitioner is seeking approval to waive the requirement of providing the open space in the form of a public park, and instead proposes to dedicate these areas as a general common element on the master deed of the condominium subdivision. In exchange, the Developer is offering a \$15,000 contribution towards the construction of additional parking at Dooley Park.

The following excerpts are from the submitted Master Deed Bylaws pertaining to the size and type of homes proposed for Adams Park.

Section 6.3 Character and Size of Buildings. No Dwelling shall be permitted on any Unit unless, in the case of a 1-story building, the living area thereof shall be not less than 1,300 square feet; in the case of 1½-story building, the living area thereof shall not be less than 1,600 square feet; in the case of a 2-story building, the living area thereof shall not be less than 1,600 square feet. No Building greater than 2½-stories or taller than 35 feet to the midpoint of the roof shall be constructed (a walkout basement shall not be considered as a story). All computations of square footage for determination of the permissibility of erection of residences under this section shall be exclusive of basements, attics, garages, porches, or similar areas. No Dwelling shall be less than 39 feet in width. All plans are subject to be reviewed and approved by the Developer prior to the commencement of construction during the Development and Sales Period and thereafter by the Association. Each Dwelling shall be constructed with brick on all 4 sides of the 1st floor.

Section 6.4 Exterior Surface of Dwellings. The visible exterior walls of all Dwelling structures shall be made of brick, wood, cement fiberboard, cut stone, fieldstone, LP Smart Siding, ledge rock or stucco. The use of asphalt, cement block, cinder, slag, plywood, panel brick is prohibited, except that panel brick (matching the brick used to construct the Dwelling) may be used to finish an interior chimney chase. A minimum

of 65% of the exterior shall be finished in brick or stone for multi-story residences and 80% of the exterior shall be finished in brick or stone for 1-story residences. The color of windows, doors, siding, screens, and roof material shall be subject to the approval of the Architectural Control Committee.

Section 6.5 Roof Design. Primary roofs with less than 6½ pitch are prohibited, unless approved in writing by the Architectural Control Committee. Roofs must be of shingle construction using fiberglass or asphalt shingles.

Section 6.7 Garages. All garages must be attached to the dwelling and must be side entry. No garage shall provide space for less than 2 automobiles.

Section 6.8 Driveways. All driveways, aprons and parking areas must be paved with concrete or asphalt or may be constructed with brick pavers. The driveway must be completed within 6 months of the date of issuance of the temporary certificated of occupancy.

The submitted landscape plan shows street trees along the new road in front of each lot and plantings within and around the stormwater pond and detention area. Street trees would also be planted in front of each lot along Harrison Avenue. The landscape plan indicates the type, quantities, and size of plant materials.

With respect to the entry details, residential subdivisions are allowed one (1) identification sign measuring no more than twenty (20) square feet in sign area and five feet (5') in height. The sign must be located at least ten feet (10') from any right-of-way line and erected on private subdivision property only in yards adjacent to streets at the entrance to the subdivision. The landscape plan shows a cut-out illustration of a conforming ground sign for the development. The sign would be installed in the northwest corner of Unit 31.

The Petitioner has not submitted any drawings or floor plans of the potential homes of the development.

December 15, 2020 Regular Meeting:

As requested, the Petitioner has provided examples of the homes the company has developed in nearby communities as a representation of the homes that will be built at Adams Park.

Approving Resolution: That the request to develop a site condominium (Adams Park) consisting of thirty-nine (39) single-family homes on the properties at 14416 Harrison Avenue and 28201 Lyndon Avenue (former Adams Elementary School site) is hereby approved, subject to City Council approval and the following conditions:

1. That the Site Plan identified as Sheet 03, dated November 17, 2020, prepared by Michael L. Priest & Associates, Inc., is hereby approved and shall be adhered to.
2. That the issues as outlined in the correspondence dated December 7, 2020, from the Fire Marshal shall be resolved to the satisfaction of the Livonia Fire and Rescue Division.
3. That the Landscape Planting Plan identified as L-1 and the Landscape Notes & Details identified as L-2, both dated November 19, 2020 as revised, prepared by Nagy Devlin Land Design., are hereby approved and shall be adhered to.
4. That streetlights and sidewalks shall be installed throughout the development to the satisfaction of the Engineering Department.
5. That the condominium Master Deed and Bylaws comply with the requirements of the Subdivision Control Ordinance, Title 16, Chapter 16.04-16.40 of the Livonia Code of Ordinance, and Article XX, Section 20.01-20.06 of Zoning Ordinance #543.
6. That Section 6.7 Garages of the Bylaws shall be modified to include front entries where applicable.
7. That the brick used in the construction of each condominium unit shall be full face four-inch (4") brick.
8. In the event of a conflict between the provisions set forth in the Master Deed and bylaws, and the requirements set forth in the City of Livonia Zoning Ordinance No. 543, as amended, the Zoning Ordinance requirements shall prevail, and petitioner shall comply with the Zoning Ordinance requirements.
9. That the petitioner shall include language in the Master Deed and bylaws or a separate recordable instrument wherein the condominium association shall reimburse the City of Livonia for any maintenance or repair costs incurred for the storm water detention/retention and outlet facilities, and giving the City of Livonia the right to impose liens on each lot owner's property pro rata and place said charges on their real estate tax bills in the

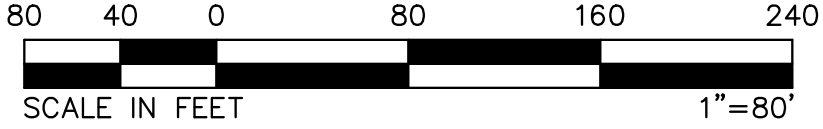
event said charges are not paid by the condominium association (or each lot owner) within thirty (30) days of billing for the City of Livonia.

10. That all required cash deposits, certified checks, irrevocable bank letters of credit and/or surety bonds which shall be established by the City Engineer pursuant to Article XVIII of Ordinance No. 543, Section 18.66 of the ordinance, shall be deposited with the City prior to the issuance of engineering permits for this site condominium development.
11. That only a conforming entrance marker is approved with this petition, and any additional signage shall be separately submitted for review and approval by the Zoning Board of Appeals; and
12. Pursuant to Section 19.10 of Ordinance #543, the 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.

Denying Reasons: That the request to develop a site condominium (Adams Park) consisting of thirty-nine (39) single-family homes on the properties at 14416 Harrison Avenue and 28201 Lyndon Avenue (former Adams Elementary School site) is hereby denied for the following reasons:

1. That the petitioner has failed to comply with all general standards and requirements as set forth in Sections 18.58 and 19.06 of the Zoning Ordinance.
2. That the layout and number of site condominiums proposed for the development would have a detrimental effect upon the adjacent properties.
3. That the proposal creates significant adverse impacts on adjoining parcels, public services, and community planning efforts, and
4. That the petitioner has failed to comply with all the concerns deemed necessary for the safety and welfare of the City and its residents.

ADAMS PARK
PART OF THE SOUTH 1/2 OF SECTION 24
TOWN 1 SOUTH, RANGE 9 EAST
CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN



CITY OF LIVONIA STANDARD CONSTRUCTION NOTES:

1. ALL WORK AND MATERIALS SHALL BE IN ACCORDANCE WITH THE CURRENT SPECIFICATIONS AND STANDARD DETAILS OF THE CITY OF LIVONIA.
2. NOTIFY THE CITY OF LIVONIA ENGINEERING DIVISION (734) 466-2571 A MINIMUM OF 48 HOURS PRIOR TO THE START OF CONSTRUCTION.
3. CALL MISS DIG (1-800-647-7344/ 1-800-MISS DIG) A MINIMUM OF 72 HOURS PRIOR TO THE START OF CONSTRUCTION.
4. ALL WORK IN THE FARMINGTON ROAD RIGHT-OF-WAY SHALL MEET THE REQUIREMENTS OF AND BE APPROVED BY THE W.C.D.P.S.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY AND ALL DAMAGES TO EXISTING UNDERGROUND UTILITIES CAUSED BY THE CONTRACTOR'S OPERATIONS.
6. TRENCHES UNDER OR WITHIN 3 FT. OF EXISTING OR PROPOSED PAVEMENTS, DRIVEWAYS, AND/OR SIDEWALKS SHALL BE BACKFILLED AND COMPACTED WITH M.D.O.T. CLASS II SAND.
7. WHERE UTILITIES CROSS, PROVIDE POROUS BACKFILL TAMPED IN 12" LAYERS TO THE UNDERSIDE OF THE HIGHER UTILITY. A 6" MINIMUM SAND CUSHION SHALL BE PROVIDED BETWEEN UTILITIES.
8. ALL SEWER CONSTRUCTION SHALL HAVE M.D.O.T CLASS II BEDDING UNLESS OTHERWISE SPECIFIED ON THE PROFILES.
9. ALL ELEVATIONS SHOWN ARE BASED ON U.S.G.S. DATUM.
10. ALL DRIVEWAYS, DRAIN TILES, CULVERTS AND OTHER FACILITIES REMOVED, DESTROYED, DAMAGED OR OTHERWISE DISTURBED BY THE WORK SHALL BE REPLACED AND/OR RESTORED TO THEIR ORIGINAL CONDITION BY THE CONTRACTOR.
11. ALL SOIL EROSION AND SEDIMENTATION MUST BE CONTROLLED AND CONTAINED ON SITE.
12. THE CONTRACTOR MUST MAINTAIN ALL TRAFFIC AT ALL TIMES AS REQUIRED BY THE CURRENT MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MMUTCD), WAYNE COUNTY, AND/OR MICHIGAN DEPARTMENT OF TRANSPORTATION (MDOT).
13. THE CONTRACTOR SHALL AT ALL TIMES PROVIDE EMERGENCY ACCESS TO ALL PROPERTIES FOR POLICE, FIRE DEPARTMENT, AMBULANCES AND/OR OTHER EMERGENCY VEHICLES TO PROTECT LIFE, HEALTH AND PROPERTY.
14. PAVED STREETS AND DRIVEWAYS MUST BE MAINTAINED IN A REASONABLE STATE OF CLEANLINESS AND THE CONTRACTOR SHALL REMOVE ACCUMULATIONS OF DEBRIS CAUSED BY CONSTRUCTION OPERATIONS.
15. THE CONTRACTOR SHALL HAVE AN OPERATING SWEEPER BROOM AND CLEAN THE PAVEMENT AT THE CLOSE OF EACH DAYS OPERATION AND AS OFTEN AS NECESSARY. FAILURE TO COMPLY SHALL BE CAUSE TO STOP CONSTRUCTION. CONTRACTOR SHALL COMPLY WITH THE STATE AIR POLLUTION CONTROL REGULATIONS AND CITY OF LIVONIA SOIL EROSION AND SEDIMENTATION CONTROL (SESC).
16. CONTRACTOR MUST PROVIDE ALL NECESSARY SHEETING, SHORING, DEWATERING, BRACING, TRENCH BOXES, ETC. TO PERFORM WORK SAFELY, PROTECT EXISTING UTILITIES AND IMPROVEMENTS IN ACCORDANCE TO MICHIGAN OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (MIOSHA).

UTILITY CONTACT LIST:

SEWER & WATER — CITY OF LIVONIA, DPW:
TOM WILSON
12973 FARMINGTON ROAD
LIVONIA, MI 48150-4202
PHONE: 734.466.2632
EMAIL: TWILSON@CITY.LIVONIA.MI.US

FIRE — CITY OF LIVONIA FIRE DEPARTMENT:
DAVID HEAVENER
DISPATCH FOR FIRE/POLICE
14180 FARMINGTON ROAD
LIVONIA, MI 48154
PHONE: 734.466.2431
AFTER 5:00PM: 734.466.2470

WAYNE COUNTY TRAFFIC SIGNALS:
ERIC LENTZ, P.E.
TRAFFIC OPERATIONS SECTION
DIVISION OF ROADS
29900 GODDARD ROAD
DETROIT, MI 48242
PHONE: 734.955.2161
FAX: 734.955.2338
EMAIL: ELENTZ@WAYNECOUNTY.COM

WAYNE COUNTY DPS:
HIMAT KASSEM, P.E.
ASSISTANT PERMIT ENGINEER
33809 MICHIGAN AVENUE
WAYNE, MI 48184
PHONE: 734.995.6504, EXT. 2038
FAX: 734.995.6356
EMAIL: HKASSEM@WAYNECOUNTY.COM

MDOT TAYLOR TSC:
ANDREA L. JONES
UTILITY AND PERMIT TECHNICIAN
6510 TELEGRAPH ROAD
TAYLOR, MI 48180
PHONE: 313.375.2402

FAX: 313.295.0822
EMAIL: JONESAN@MICHIGAN.GOV
CSX TRANSPORTATION, INC.:
CHARLIE MYERS
500 WATER STREET, J180
JACKSONVILLE, FL 32202
PHONE: 904.833.1503
FAX: 904.306.5037
EMAIL: CHARLIE_MYERS@CSX.COM
EMERGENCY: 1.800.232.0144

BUCKEYE PARTNERS, L.P.:
TERIANN FOLEY
9999 HAMILTON BOULEVARD 5 TEK PARK
BREINIGSVILLE, PENNSYLVANIA 18031
PHONE: 610.904.4418
EMERGENCY: 800.331.4115

SUNOCO LOGISTICS:
TIM E RICHARDSON — PIPELINE INSPECTOR
7155 INKSTER ROAD
TAYLOR, MI 48180-1481
PHONE: 313-292-8850
MOBILE: 313-319-9645

MIDWEST FIBER NETWORK, LLC:
RICHARD TROGVE
OSP ENGINEER
6070 N. FLINT ROAD
GLENDALE, IL 53209
PHONE: 414.672.5612
EMERGENCY PHONE: 866.831.1661
RTRGOVE@MIDWESTFIBERNETWORKS.COM
WEBSITE: MIDWESTFIBERNETWORKS.COM

TELEPHONE — AT&T:
ANTHONY HOOVER
METRO SOUTH ENGINEERING
17651 MICHIGAN AVENUE, ROOM 201
DEARBORN, MI 48126
PHONE: 313.240.5498

TELEPHONE — AT&T, (R.O.W / CONST. CONCERNS):
KEVIN LOGAN
17651 MICHIGAN AVENUE
DEARBORN, MI 48126
PHONE: 313.240.5482
EMAIL: KL2915@ATT.COM

GAS — CONSUMERS ENERGY:
CHRIS SCHNEIDER
11801 FARMINGTON ROAD
LIVONIA, MI 48150
PHONE: 734.513.6277
FAX: 734.513.6266
EMERGENCY: 800.477.5050
EMAIL: CHRISTOPHER.SCHNEIDER@CMSENERGY.COM

ELECTRIC — DTE ENERGY:
TIFFANY S. DAVIS
SUPERVISOR — REGIONAL PLANNING
8001 HAGGERTY SOUTH
BELLEVILLE, MI 48115
PHONE: 734.397.4015
EMAIL: TIFFANY.S.DAVIS@DTEENERGY.COM

ANYTHING STREETLIGHT (OTHER THAN OUTAGES)
STEPHANIE SHARLOW
734.397.4091
ITC — LOCAL GOVERNMENT & COMMUNITY AFFAIRS:
CYNTHIA STUMP
27175 ENERGY WAY
NOLI, MI 48377
PHONE: 248.946.3503
FAX: 248.946.3492
EMAIL: CSTUMP@TCTRANSCO.COM

CABLE — SPECTRUM:
DAVID A. BUJAK
31889 INDUSTRIAL RD.
LIVONIA, MI 48150
PHONE: 734.402.8488
EMAIL: DAVIDBUJAK@CHARTER.COM

TURNKEY NETWORK SOLUTIONS:
ERICA BENNETT
PERMIT COORDINATOR
7020 SOUTHBELT DRIVE SE
CALEDONIA, MI 49316
PHONE: 616.455.9840
FAX: 616.455.9845

FIBERTECH NETWORKS, LLC:
EARL KNAB — PROJECT MANAGER
RENEE GUIDER — PERMITS & APPLICATION
ADMINISTRATOR
300 MERIDIAN CENTRE
ROCHESTER, NY 14618
PHONE: 585.202.1846
PHONE: 585.697.5193
EARL KNAB — EKNAB@FIBERTECH.COM
RENEE GUIDER — RGUIDER@FIBERTECH.COM

123 NET:
JACOB RODRIGUEZ — FIBER DESIGNER
24700 NORTHWESTERN HWY, SUITE 700
SOUTHFIELD, MI 48075
PHONE: 866.460.3503
PHONE (DIRECT): 248.228.8263
PHONE (CELL): 734.334.7397

COMCAST BUSINESS COMMUNICATIONS, LLC:
DAVID KIRK — VP OF ENGINEERING
41112 CONCERT DRIVE
PLYMOUTH, MI 48170
PHONE: 248.233.6811
FAX: 248.233-4875
DALE_KIRK@CABLE.COMCAST.COM

MCEODUSA, A WINDSTREAM COMPANY:
DIRK WELTE
4074 S. LINDEN
FLINT, MI 48507
PHONE: 810.691.1035
DIRK.WELTE@WINDSTREAM.COM
EXTNET SYSTEMS, INC.:
3030 WARRENSVILLE ROAD, SUITE 340
LISLE, IL 60532
PHONE: 630.505.3800
FAX: 630.505.1332
DAVID SCHNEIDER
152 DAINIS
MILFORD TOWNSHIP, MI 48381
PHONE: 734.536.3081
DSCHNEIDER@EXTNETSYSTEMS.COM

VERIZON WIRELESS:
JIM HART
BUSINESS DEVELOPMENT AND STRATEGIC PLANNING
24242 NORTHWESTERN HIGHWAY
SOUTHFIELD, MI 48075
248-315-3858
JAMES.HART@VERIZONWIRELESS.COM

WINDSTREAM COMMUNICATIONS, INC.:
AUTRY L. MEEKER — SR. ANALYST
OSP ENGINEERING
11101 ANDERSON DRIVE
LITTLE ROCK, AR 72212
PHONE: 501.748.5234
AUTRY.MEEKER@WINDSTREAM.COM

WOW! INTERNET AND CABLE:
JOHN HAJEC — CONSTRUCTION ENGINEER
37150 PLYMOUTH ROAD
LIVONIA, MI 48150
PHONE: 734.237-4319
FAX: 734.237.4608
J.HAJEC@WOWIDOPENWEST.COM
WWW.WOWWAY.COM

WOW! INTERNET AND CABLE:
BRUCE ROACH — FIELD CONTACT
32650 N. AVIS DR.
MADISON HEIGHTS, MI 48071
PHONE: 586.453.5553
FAX: 248.677.9021
BRUCE.ROACH@WOWMNC.COM
WWW.WOWWAY.COM

SHEET INDEX:

- 01 COVER SHEET
- 02 EXISTING CONDITIONS & REMOVAL PLAN
- 03 SITE PLAN
- 04 UTILITY PLAN
- 05 CONCEPTUAL GRADING PLAN
- 06 DETENTION BASIN

ATTACHMENTS:

- L-1 LANDSCAPE PLANTING PLAN
- L-2 LANDSCAPE NOTES & DETAILS

BENCHMARKS

B.M. #1: NORTH EAST BOLT ON
POLE BASE WEST SIDE OF
HARRISON, NORTH PL OF #14365:

NAVD88 632.37

B.M. #2: HYDRANT ARROW, SOUTH
SIDE OF LYNDON, ACROSS STREET
FROM #28190:

NAVD88 633.68

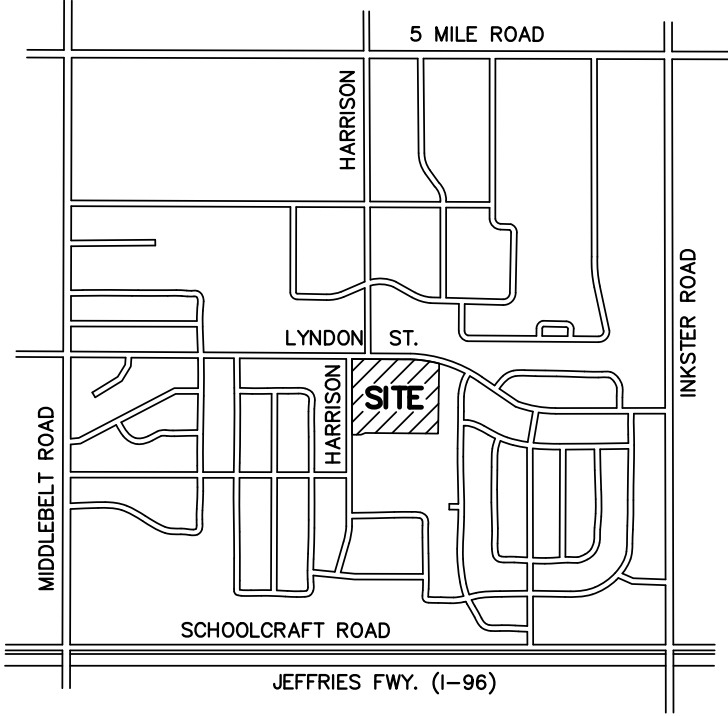
NOTE REGARDING EXISTING UTILITIES:

THE FOLLOWING UTILITY COMPANIES WERE CONTACTED
VIA THE MISS DIG DESIGN TICKET SYSTEM TO REQUEST
RECORD MAPS OF THEIR UTILITIES IN THE AREA. THE
STATUS OF THEIR RESPONSES ARE NOTED. NO
GUARANTEE CAN BE MADE TO THE COMPLETENESS OF
EXACTNESS OF THEIR LOCATION.

AT&T
FACILITIES ONSITE
BRIGHT HOUSE NETWORKS
CHARTER COMMUNICATIONS
ALONG EAST PL
DETROIT EDISON
LIVONIA CITY
LIVONIA PUBLIC SCHOOLS
WIDE OPEN WEST
ALONG EAST PL

RECEIVED, NO
PENDING
RECEIVED, AERIAL

PENDING
RECEIVED, SEE PLAN
PENDING
RECEIVED, AERIAL



VICINITY MAP

LEGAL DESCRIPTION:

PARCEL 1 PER WARRANTY DEED L. 13296, P. 178 W.C.R.:
A PARCEL OF LAND OF PART OF THE SOUTH ½ OF SECTION 24, TOWN 1
SOUTH, RANGE 9 EAST, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN,
BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT THE CENTER OF SAID SECTION 24, THENCE S89°58'E, A
DISTANCE OF 660.26 FEET ALONG THE EAST AND WEST ¼ LINE, THENCE
S00°08'10"E, ALONG THE WEST LINE OF BUCKINGHAM GARDENS SUB, A
DISTANCE OF 706.97 FEET TO A POINT; THENCE S89°51'46"W, A DISTANCE
OF 656.48 FEET TO A POINT; THENCE N00°26'30"W 708.91 FEET, TO THE
POINT OF BEGINNING.
TAX ID: 46-095-99-0011-000

PARCEL 2 PER WARRANTY DEED L. 17072 P. 152 W.C.R.:
A PARCEL OF LAND OF PART OF THE SOUTH ½ OF SECTION 24, TOWN 1
SOUTH, RANGE 9 EAST, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN,
BEING DESCRIBED AS FOLLOWS:
BEGINNING AT THE CENTER ¼ CORNER OF SECTION 24, TOWN 1 SOUTH,
RANGE 9 EAST, AND PROCEEDING THENCE ALONG THE NORTH AND SOUTH
¼ LINE OF SAID SECTION 24, S00°00'35"E 708.91 FEET, THENCE
S68°34'03"W 43.63 FEET; THENCE S89°52'05"W 80.85 FEET, THENCE
ALONG THE EAST LINE OF HARRISON AVENUE, 86 FEET WIDE, COINCIDENT
WITH THE EAST LINE OF COMPTON VILLAGE SUBDIVISION, AS RECORDED IN
LIBER 85 OF PLATS, PAGE 31, WAYNE COUNTY RECORDS, N00°07'35"W
726.05 FEET, THENCE ALONG THE EAST AND WEST ¼ LINE OF SAID
SECTION 24, S89°31'28"E 122.94 FEET TO THE POINT OF BEGINNING.
TAX ID: 46-096-99-0004-000

AS SURVEYED DESCRIPTION:
PART OF THE SOUTH 1/2 OF SECTION 24, TOWN 1 SOUTH, RANGE 9
EAST, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN, DESCRIBED AS
FOLLOWS:

COMMENCING AT THE CENTER 1/4 CORNER OF SAID SECTION 24 AS
RECORDED IN L.C.R.C. L. 47230, P. 445-446 W.C.R.; THENCE ALONG THE
EAST-WEST 1/4 LINE OF SECTION 24, S89°28'13"E 659.96 FEET TO THE
WEST LINE OF BUCKINGHAM VILLAGE SUBDIVISION AS RECORDED IN L. 77,
P. 66-67 OF PLATS, W.C.R.; THENCE ALONG SAID LINE S00°21'49"W
706.78 FEET; THENCE N89°39'14"W 655.34 FEET; THENCE S68°32'10"W
43.63 FEET; THENCE S89°52'25"W 80.85 FEET TO THE EAST LINE OF
HARRISON AVENUE, 86 FEET WIDE, ALSO THE EAST LINE OF COMPTON
VILLAGE SUB'N AS RECORDED IN L. 85, P. 31-32 OF PLATS, W.C.R.;
THENCE ALONG SAID LINE N00°07'35"W 725.99 FEET TO THE EAST-WEST
1/4 LINE OF SECTION 24; THENCE ALONG SAID LINE S89°33'41"E 122.94
FEET TO THE POINT OF BEGINNING. CONTAINING 12.7141 ACRES.

PROPRIETOR

ADAMS PARK DEVELOPMENT, LLC
31333 W. 13 MILE ROAD, SUITE 200
FARMINGTON HILLS, MI 48334
(248) 538-7000
ATTN: STUART MICHAELSON

DATE: 11-17-2020

PREPARED BY:
DESIGNED BY:
CHECKED BY:
SCALE: 1"= 80'

SITE PLAN

REVISIONS:
JOB NO. 2020.14

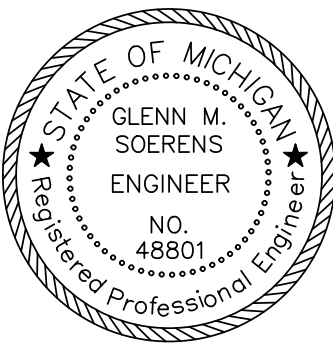
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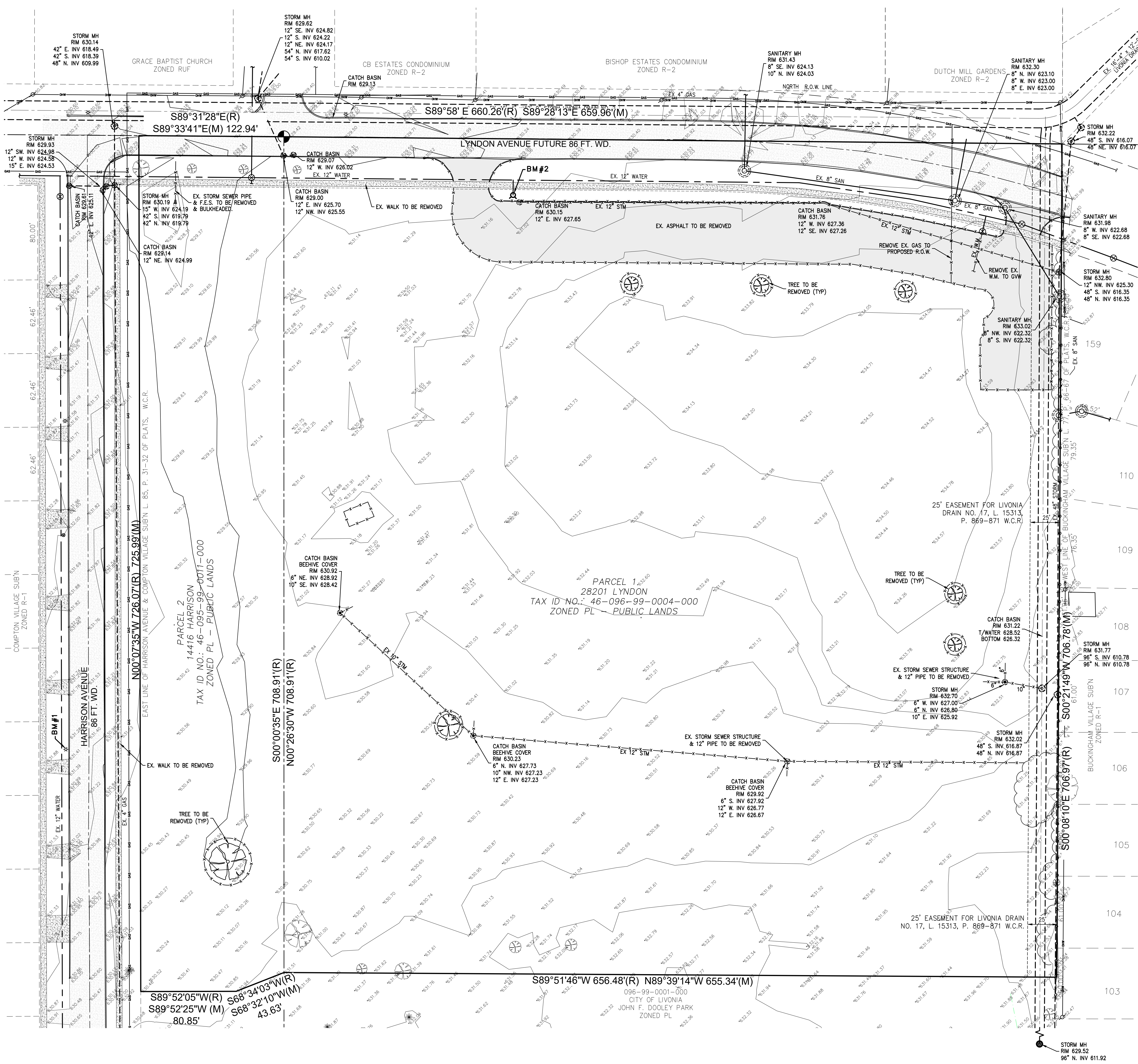
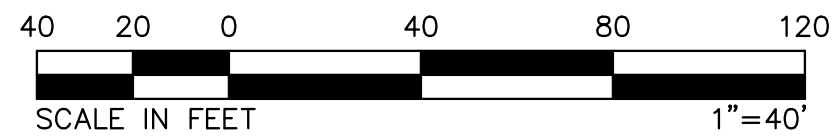
Michael L. Priest & Associates, Inc.
40665 Koppernick Road, Canton, MI 48187
phone: (734) 459-8560
fax: (734) 459-2585

ENGINEERS - SURVEYORS
MLP
AND ASSOCIATES, INC.

ADAMS PARK
A RESIDENTIAL SITE CONDOMINIUM
PART OF THE SOUTH 1/2 OF SECTION 24, T.1S., R.9E.
CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN

SHEET
01





TOPOGRAPHIC AND/OR BOUNDARY SURVEY, INCLUDING PROPERTY LINES, LEGAL DESCRIPTION, EXISTING UTILITIES, SITE TOPOGRAPHY WITH SPOT ELEVATIONS, OUTSTANDING PHYSICAL FEATURES AND EXISTING STRUCTURE LOCATIONS WAS PROVIDED BY OTHERS TO THE SELLER/OWNER.

NOWAK & FRAUSS ENGINEERS
NFE JOB NO. L254, OCTOBER 31, 2019.

NOTE REGARDING EXISTING UTILITIES:
THE FOLLOWING UTILITY COMPANIES WERE CONTACTED VIA THE MISS DIG DESIGN TICKET SYSTEM TO REQUEST RECORD MAPS OF THEIR UTILITIES IN THE AREA. THE STATUS OF THEIR RESPONSES ARE NOTED. NO GUARANTEE CAN BE MADE TO THE COMPLETENESS OF EXACTNESS OF THEIR LOCATION.

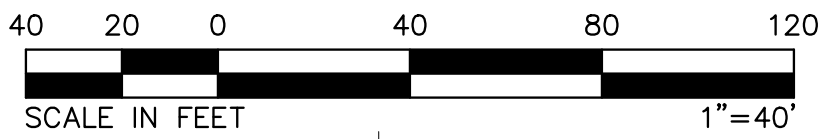
AT&T
BRIGHT HOUSE NETWORKS
CHARTER COMMUNICATIONS
DETROIT EDISON
LIVONIA CITY
LIVONIA PUBLIC SCHOOLS
WIDE OPEN WEST

PENDING
PENDING
PENDING
PENDING
PENDING
PENDING

- LEGEND:**
- PROPERTY BOUNDARY
 - EXISTING SANITARY SEWER
 - EXISTING WATER MAIN
 - EXISTING STORM SEWER
 - EXISTING OVERHEAD WIRES
 - EXISTING GAS
 - EXISTING FENCE TO BE REMOVED
 - EXISTING WALKS
 - EXISTING CONCRETE
 - MANHOLE
 - CATCH BASIN
 - END SECTION
 - GATE VALVE
 - FIRE HYDRANT
 - UTILITY POLE
 - LAMP POST
 - TREE

EXISTING CONDITIONS & REMOVAL PLAN

ENGINEERS, SURVEYORS MLP AND ASSOCIATES, INC.	ADAMS PARK A RESIDENTIAL SITE CONDOMINIUM PART OF THE SOUTH 1/2 OF SECTION 24, T.1S., R.9E. CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN	PROPRIETOR ADAMS PARK DEVELOPMENT, LLC 31333 W. 13 MILE ROAD, SUITE 200 FARMINGTON HILLS, MI 48334 (248) 538-7000 ATTN: STUART MICHAELSON
DATE: 11-17-2020 FILE: EMP DATE: 11-17-2020 FILE: EMP DATE: 11-17-2020 FILE: EMP		
STATUS: SITE PLAN REVISIONS:		
DATE: 11-17-2020 FILE: EMP DATE: 11-17-2020 FILE: EMP DATE: 11-17-2020 FILE: EMP		



GRACE BAPTIST CHURCH
ZONED RUF

CB ESTATES CONDOMINIUM
ZONED R-2

BISHOP ESTATES CONDOMINIUM
ZONED R-2

DUTCH MILL GARDENS
ZONED R-2

PROPOSED PROPERTY DESCRIPTION:
PART OF THE SOUTH 1/2 OF SECTION 24, TOWN 1 SOUTH, RANGE 9 EAST, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE CENTER 1/4 CORNER OF SAID SECTION 24 AS RECORDED IN L.C.R.C. L. 47230, P. 445-446 W.C.R.; THENCE ALONG THE NORTH-SOUTH 1/4 LINE OF SAID SECTION S00°00'35"E 43.00 FEET TO THE POINT OF BEGINNING AND THE SOUTH LINE OF LYNDON AVENUE, 86 FEET WIDE; THENCE S89°28'13"E 358.71 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTH HAVING A RADIUS OF 990.52 FEET; THENCE EASTERLY 306.34 FEET ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 17°43'12" (THE CHORD OF SAID CURVE BEARS S80°36'37"E 305.12 FEET) TO THE WEST LINE OF BUCKINGHAM VILLAGE SUBDIVISION AS RECORDED IN L. 77, P. 66-67 OF PLATS, W.C.R.; THENCE ALONG SAID LINE S00°21'49"W 616.78 FEET; THENCE N89°39'14"W 655.34 FEET; THENCE S68°32'09"W 43.63 FEET; THENCE S89°52'23"W 80.85 FEET TO THE EAST LINE OF HARRISON AVENUE, 86 FEET WIDE, ALSO THE EAST LINE OF COMPTON VILLAGE SUB'N AS RECORDED IN L. 85, P. 31-32 OF PLATS, W.C.R.; THENCE ALONG SAID LINE N00°07'35"W 682.99 FEET TO THE SOUTH LINE OF LYNDON AVENUE, 86 FEET WIDE; THENCE ALONG SAID LINE S89°33'41"E 122.48 FEET; THENCE S89°28'13"E 0.37 FEET TO THE POINT OF BEGINNING. CONTAINING 11.8341 ACRES.

SITE DATA

ZONING: PL PUBLIC LANDS
PROPOSED ZONING: R-1 SINGLE FAMILY RES.
SITE AREA: 11.83 ACRES
MINIMUM LOT SIZE: 60' X 120'
MINIMUM LOT AREA: 7,200 S.F.
PROPOSED LOTS: 39
DENSITY: 3.30 D.U./AC.
REQUIRED SETBACKS:
FRONT: 25'
SIDE: LEAST 5'
TOTAL 14'
REAR: 30'
OPEN SPACE REQUIRED: 720 S.F. / LOT
28,080 S.F.
OPEN SPACE PROVIDED: 52,819 S.F.

BENCHMARKS NAVD88:

B.M. #1: NORTH EAST BOLT ON POLE BASE
WEST SIDE OF HARRISON, NORTH PL OF #14365
ELEVATION: 632.37

B.M. #2: HYDRANT ARROW, SOUTH SIDE OF
LYNDON, ACROSS STREET FROM #28190
ELEVATION: 633.68

LEGEND:

PROPERTY BOUNDARY
SETBACK LINE
LOT LINES
PROPOSED CONCRETE
EXISTING CONCRETE



Know what's below.
Call before you dig.

SITE PLAN

ADAMS PARK
A RESIDENTIAL SITE CONDOMINIUM
PART OF THE SOUTH 1/2 OF SECTION 24, T.1S., R.9E.
CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN

SHEET
03

ENGINEERS, SURVEYORS
MLP
AND ASSOCIATES, INC.

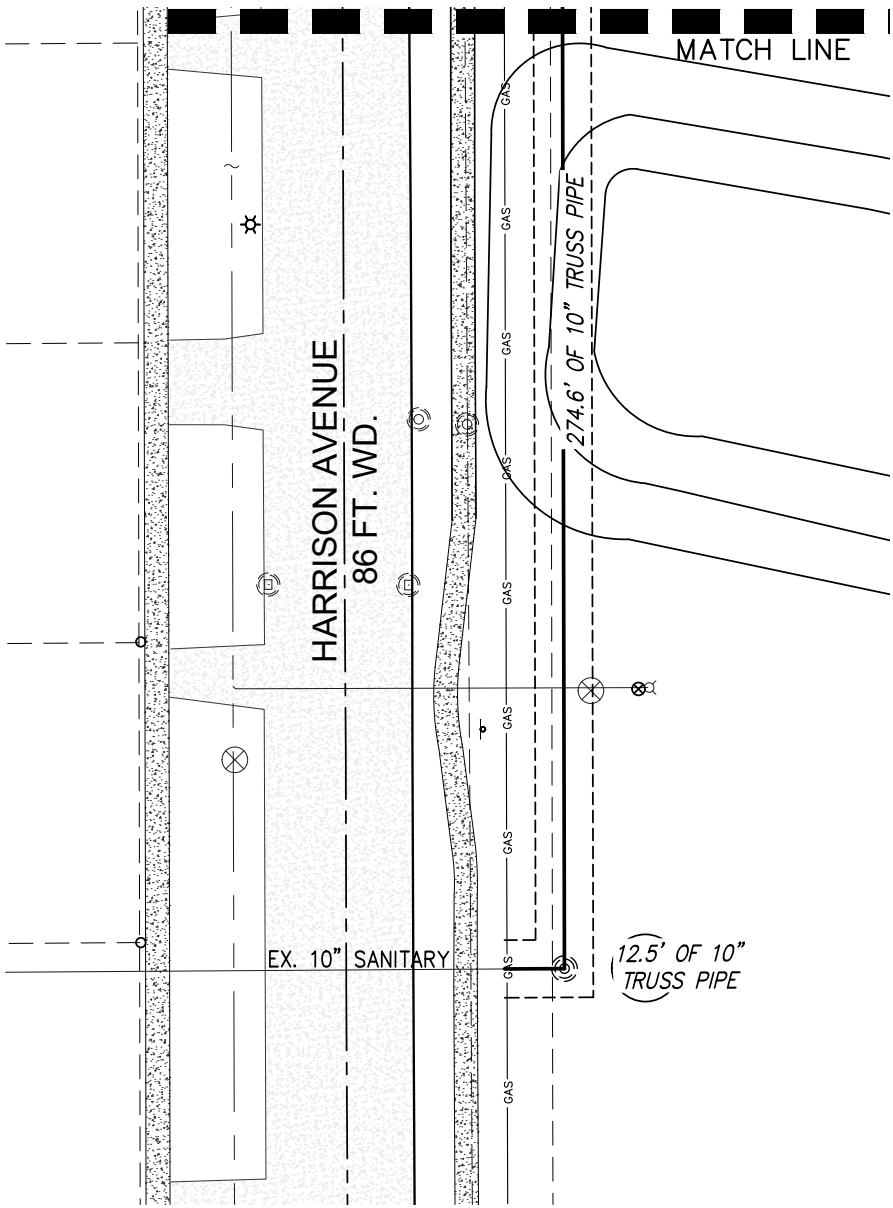
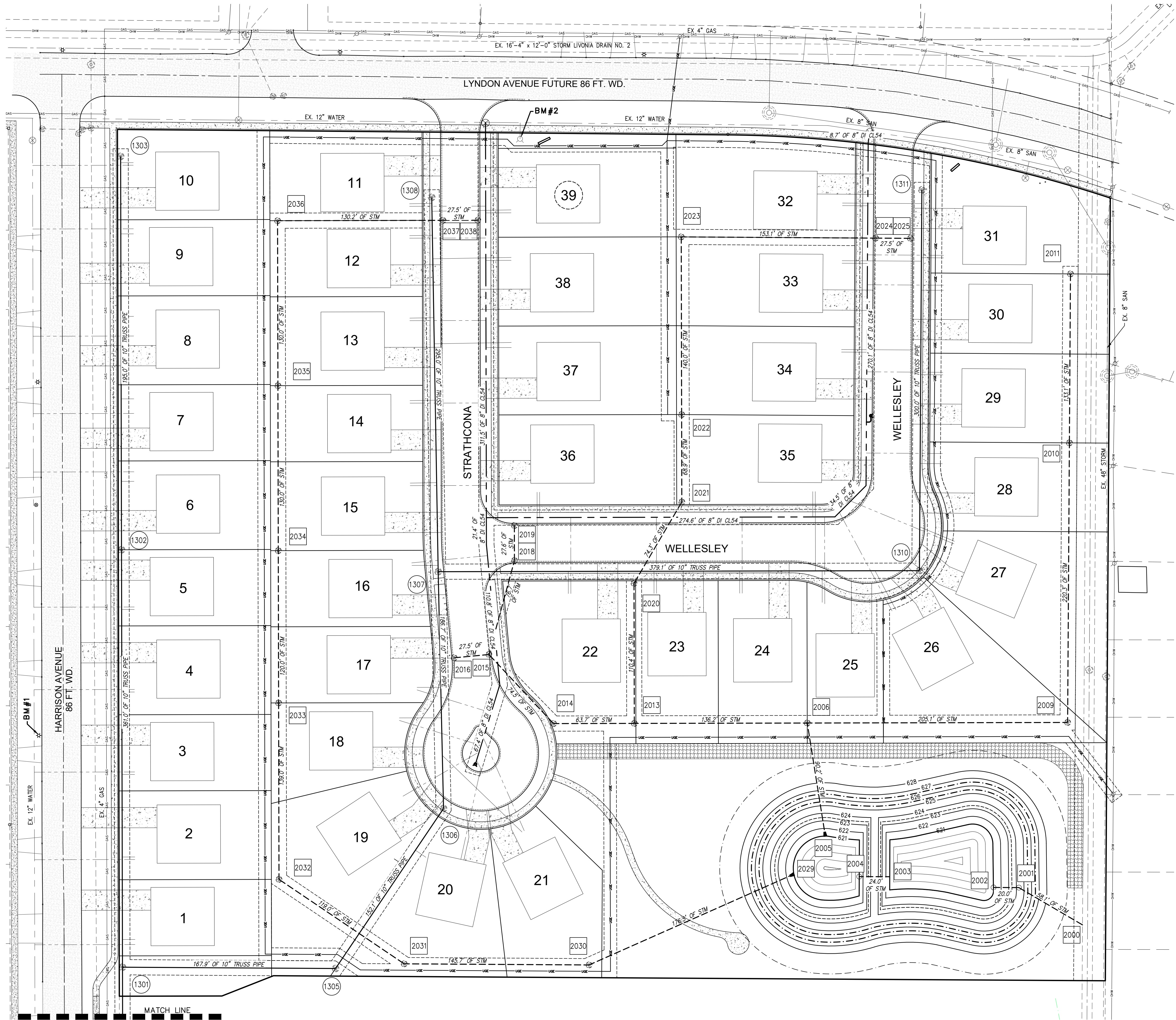
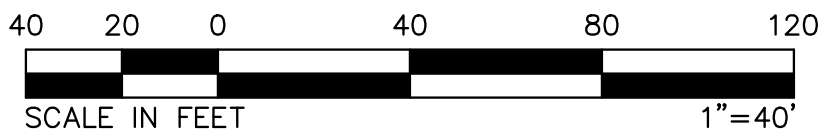
Michael L. Priest & Associates, Inc.
40665 Koppernick Road, Canton, MI 48187
phone: (734) 459-8560
fax: (734) 459-2585

STATUS:
REVISIONS:

SITE PLAN

DATE: 11-17-2020
JOB NO. 2020.14

PROPRIETOR
ADAMS PARK DEVELOPMENT, LLC
31333 W. 13 MILE ROAD, SUITE 200
FARMINGTON HILLS, MI 48334
(248) 538-7000
ATTN: STUART MICHAELSON



NOTE:
PRIVATE STRUCTURE COVERS SHALL NOT
CONTAIN THE CITY LOGO.

BENCHMARKS NAVD88:
B.M. #1:NORTH EAST BOLT ON POLE BASE
WEST SIDE OF HARRISON, NORTH PL OF #14365
ELEVATION: 632.37

B.M. #2:HYDRANT ARROW, SOUTH SIDE OF
LYNDON, ACROSS STREET FROM #28190
ELEVATION: 633.68

LEGEND:	
PROPERTY BOUNDARY	---
EASEMENT LINES	---
PROPOSED SANITARY	---
PROPOSED STORM	---
PROPOSED WATER MAIN	---
PROPOSED UNDERGROUND	---
EXISTING SANITARY	---
EXISTING STORM	---
EXISTING WATER MAIN	---
EXISTING OVERHEAD WIRE	---

MANHOLE	⊙
CATCH BASIN	⊗
GATE VALVE	⊗
FIRE HYDRANT	⊗



UTILITY PLAN
ADAMS PARK
A RESIDENTIAL SITE CONDOMINIUM
PART OF THE SOUTH 1/2 OF SECTION 24, T.1S., R.9E.
CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN

SHEET
04

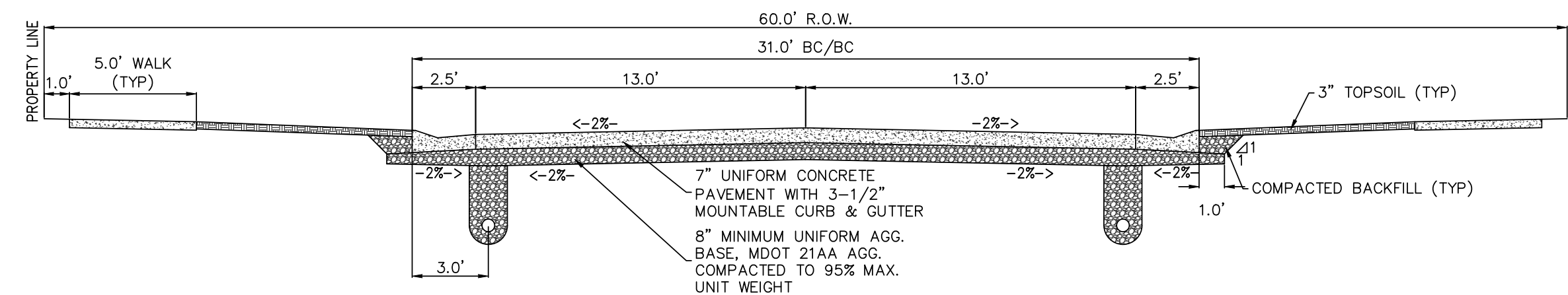
ENGINEERS, SURVEYORS
MLP
AND ASSOCIATES, INC.
Michael L. Priest & Associates, Inc.
40665 Koppernick Road, Canton, MI 48187
phone: (734) 459-8560 fax: (734) 459-2585

STATUS: SITE PLAN

REVISIONS:
JOB NO. 2020.14

DATE: 11-17-2020
PLOT: EMP
DRAWN: JAC
CHECK: ADB
SCALE: 1"=40'
NOTATION: NAVD88
(248) 538-7000
ATTN: STUART MICHAELSON

PROPRIETOR
ADAMS PARK DEVELOPMENT, LLC
31333 W. 13 MILE ROAD, SUITE 200
FARMINGTON HILLS, MI 48334
ATTN: STUART MICHAELSON



LEGEND:
PROPERTY BOUNDARY
SETBACK LINE
LOT LINES
EXISTING FENCE

A RESIDENTIAL SITE CONDOMINIUM
PART OF THE SOUTH 1/2 OF SECTION 24, T.1S., R.
CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN

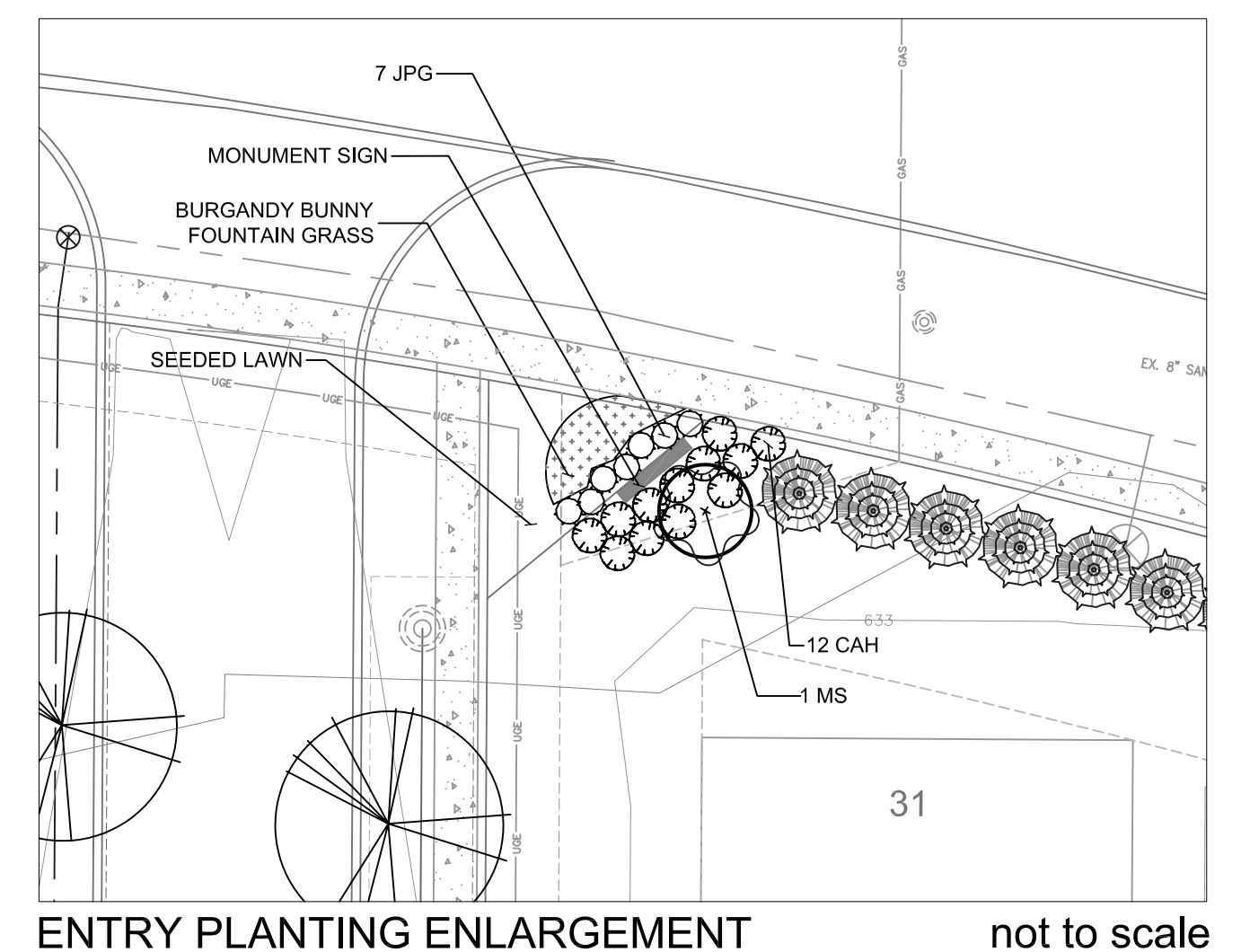
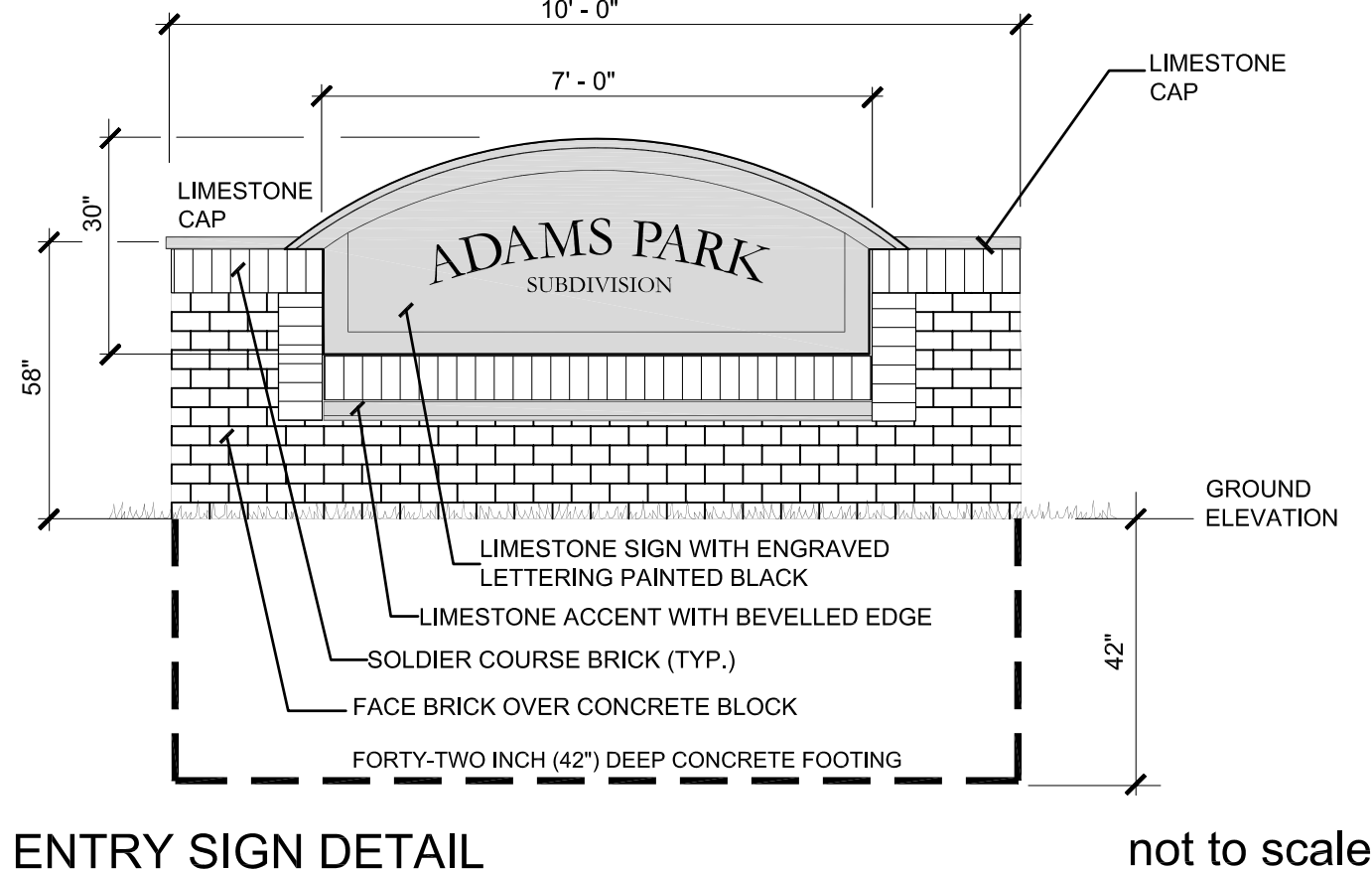
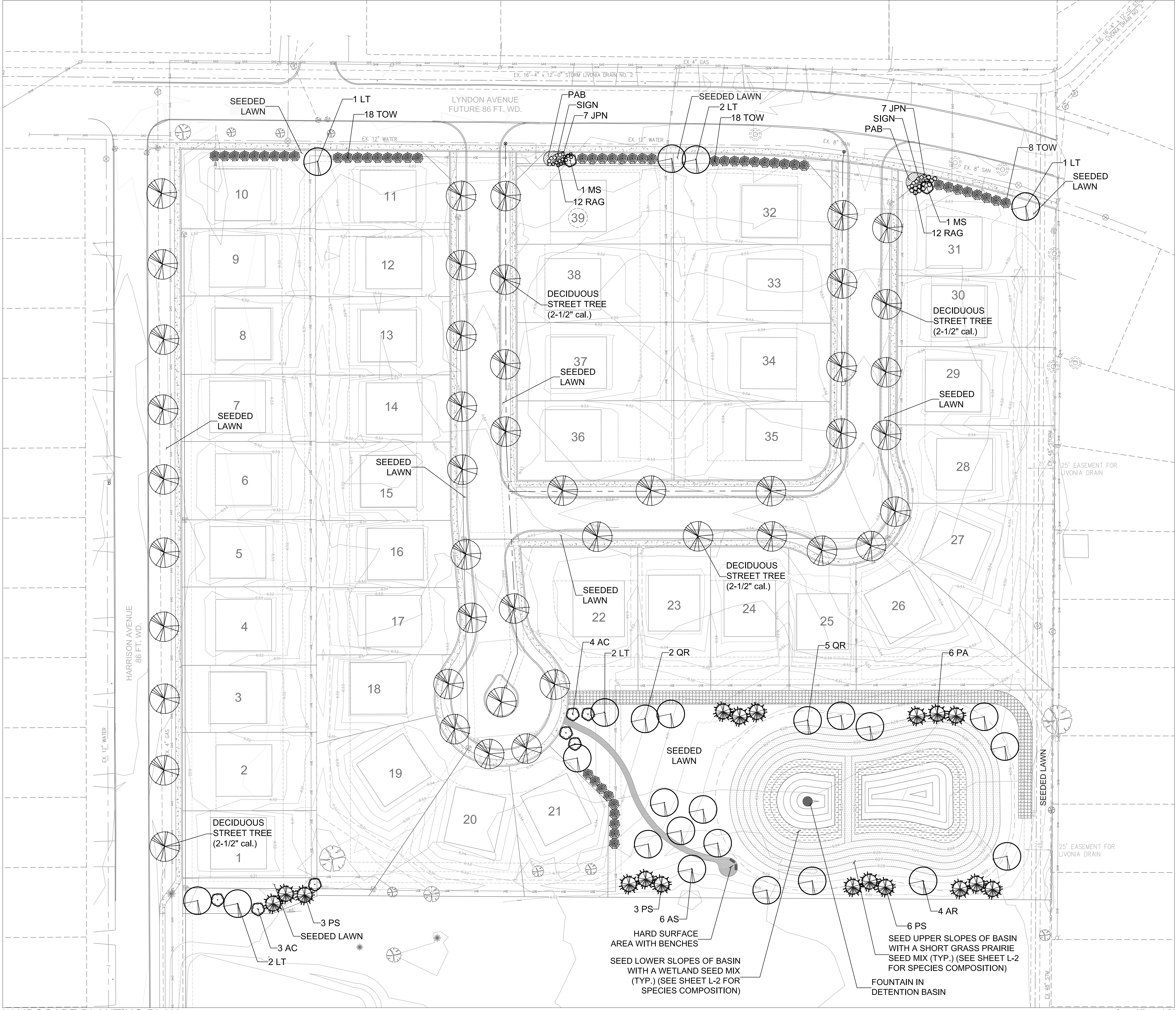
MLP
ENGINEERS, SURVEYORS
AND ASSOCIATES, INC.

Michael L. Priest & Associates, Inc.
40655 Koppernick Road, Canton, MI 48187
phone: (734) 459-8560
fax: (734) 459-2585

REVISIONS: _____ JOB NO. 2020.14

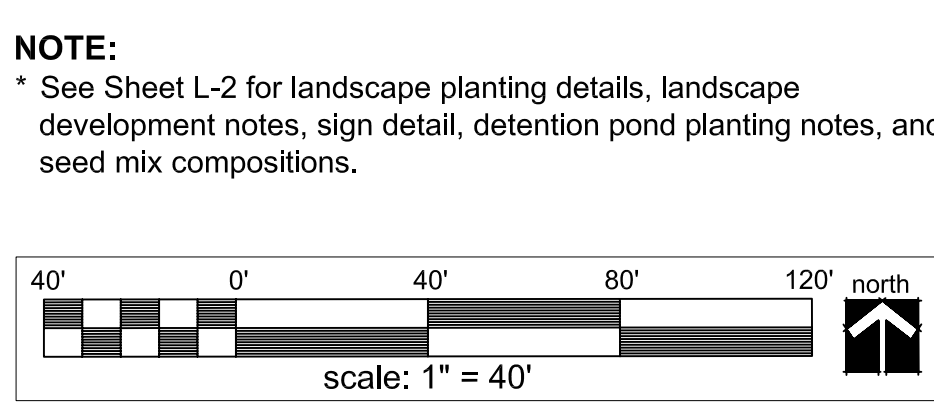
PM:	EMP
ENG:	EMP
SURV:	AEC
CAD:	ADB
VDATUM: NAVD88	
SCALE: 1"=40'	

ADAMS PARK DEVELOPMENT, LLC
31333 W. 13 MILE ROAD, SUITE 200
FARMINGTON HILLS, MI 48334
(248) 538-7000
ATT'N: STUART MICHAELSON



PLANT LIST				
KEY	QTY.	BOTANICAL NAME	COMMON NAME	SIZE
AC	7	<i>Amelanchier canadensis</i>	Clump Serviceberry	8' - 10' ht. B&B
AS	6	<i>Acer saccharum</i>	Sugar Maple	2-1/2" cal. B&B
AR	10	<i>Acer rubrum</i> 'Red Sunset'	Red Sunset Red Maple	2-1/2" cal. B&B
JPG	14	<i>Juniperus procumbens</i> 'Greenmound'	Greenmound Creeping Juniper	24" ht. B&B
LT	8	<i>Liriodendron tulipifera</i>	Tuliptree	2-1/2" cal. B&B
MS	2	<i>Magnolia stellata</i> 'Royal Star'	Royal Star Magnolia	2" cal. B&B
PA	6	<i>Picea abies</i>	Norway Spruce	8' ht. B&B
PSR	12	<i>Pinus strobus</i>	Eastern White Pine	8' ht. B&B
QR	7	<i>Quercus rubra</i>	Red Oak	2-1/2" cal. B&B
RAG	24	<i>Rhus aromatica</i> 'Gro-Low'	Gro-Low Fragrant Sumac	24" ht., 3 gal. pot
PAB	*	<i>Pennisetum alopecuroides</i> 'Burgandy Bunny'	Burgandy Bunny Dwarf Fountain Grass	1 gal. pot, 24" o.c.

* Landscape Contractor to determine the quantity in the field.



date: November 17, 2020
revised:
11-19-2020 Add maintenance path for pond.

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

LANDSCAPE PLAN FOR:
Michael L. Priest & Associates, Inc.
40655 Koppernick
Canton, Michigan 48187
(734) 459-8560

PROJECT LOCATION:
Adams Park Subdivision
Southeast Corner of
Harrison Avenue &
Lyndon Avenue
Livonia, Michigan

LANDSCAPE PLAN BY:
Nagy Devlin Land Design
31736 West Chicago Ave.
Livonia, Michigan 48150
(734) 634 9208

J. BRIAN DEVLIN
NO. 1260
REGISTERED LANDSCAPE ARCHITECT

J. Brian Devlin
AUTOCAD SIGNATURE
ORIGINAL IN BLUE



THE KINGSWOOD

Alternate Elevations



Elevation A



Prices, plans and specifications are subject to change without notice or obligation. Renderings are an artist's conception, may vary in construction.

Elevation B

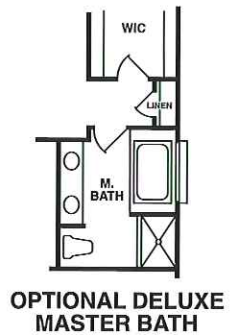
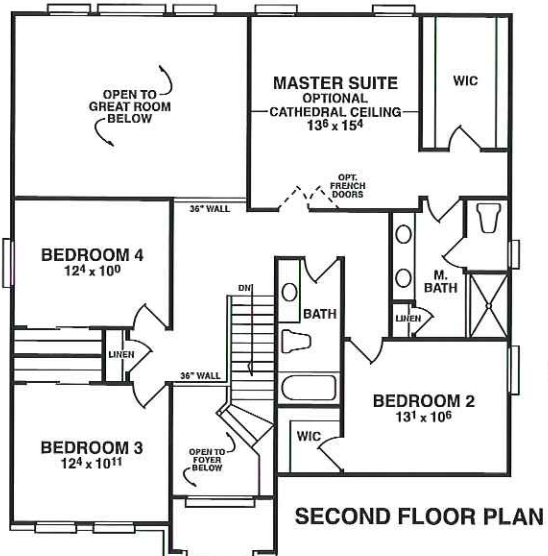
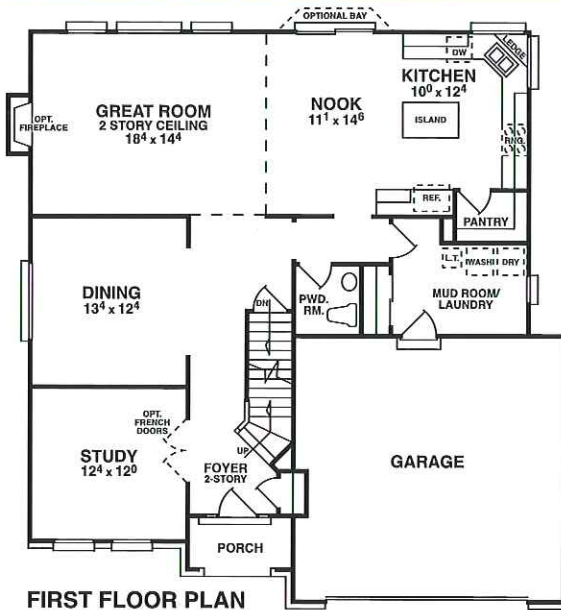


THE KINGSWOOD

4 or 5 Bedroom • 2 1/2 or 3 1/2 Bath • Colonial • Approx. 2539 sq. ft.



Elevation C



BUILDING TRADITION SINCE 1971

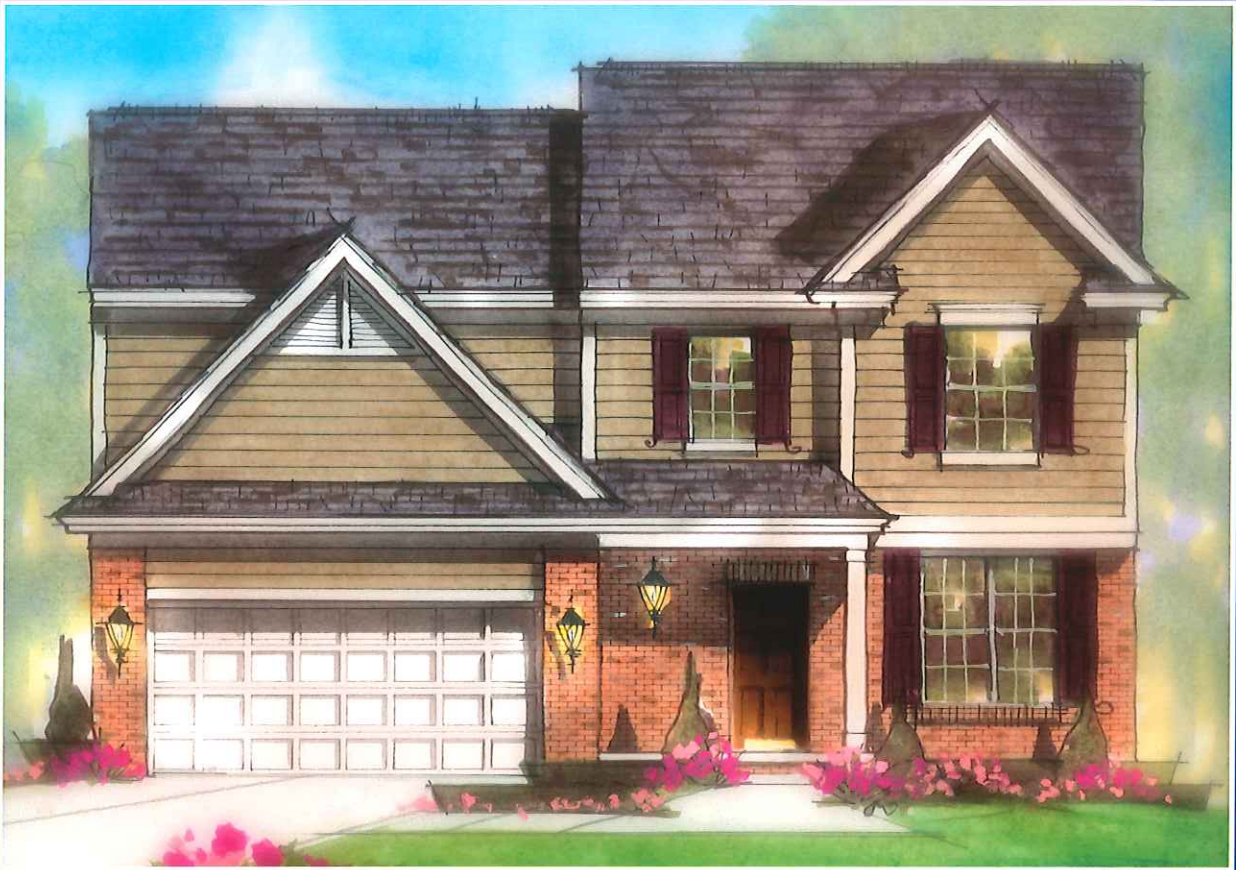
WWW.WINDMILLHOMES.COM

Prices, plans and specifications are subject to change without notice or obligation. Renderings are an artist's conception, may vary in construction. Floor plan dimensions are approximate. ©2018



THE WOODSIDE

Alternate Elevations



Elevation A



Elevation B

Prices, plans and specifications are subject to change without notice or obligation. Renderings are an artist's conception, may vary in construction.

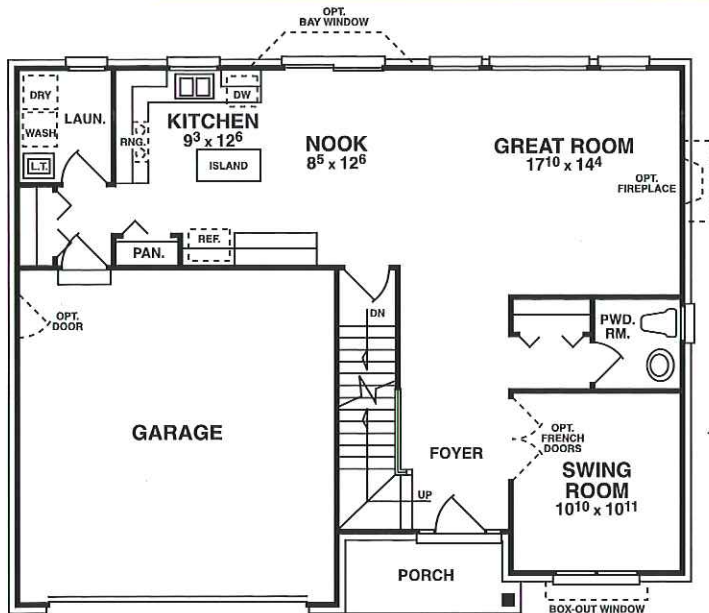


THE WOODSIDE

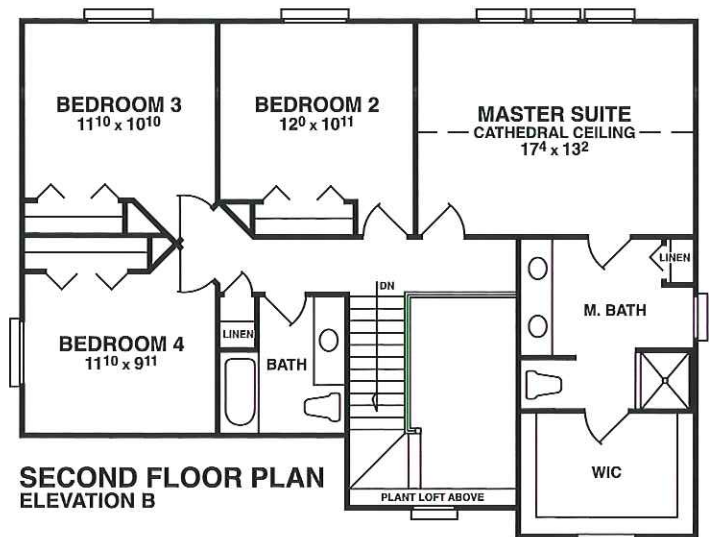
4 Bedroom • 2 1/2 Bath • Colonial • Approx. 2380 sq. ft.



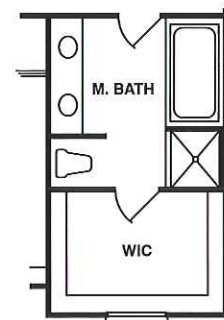
Elevation C



FIRST FLOOR PLAN
ELEVATION B



SECOND FLOOR PLAN
ELEVATION B



OPTIONAL BATH



BUILDING TRADITION SINCE 1971

WWW.WINDMILLHOMES.COM

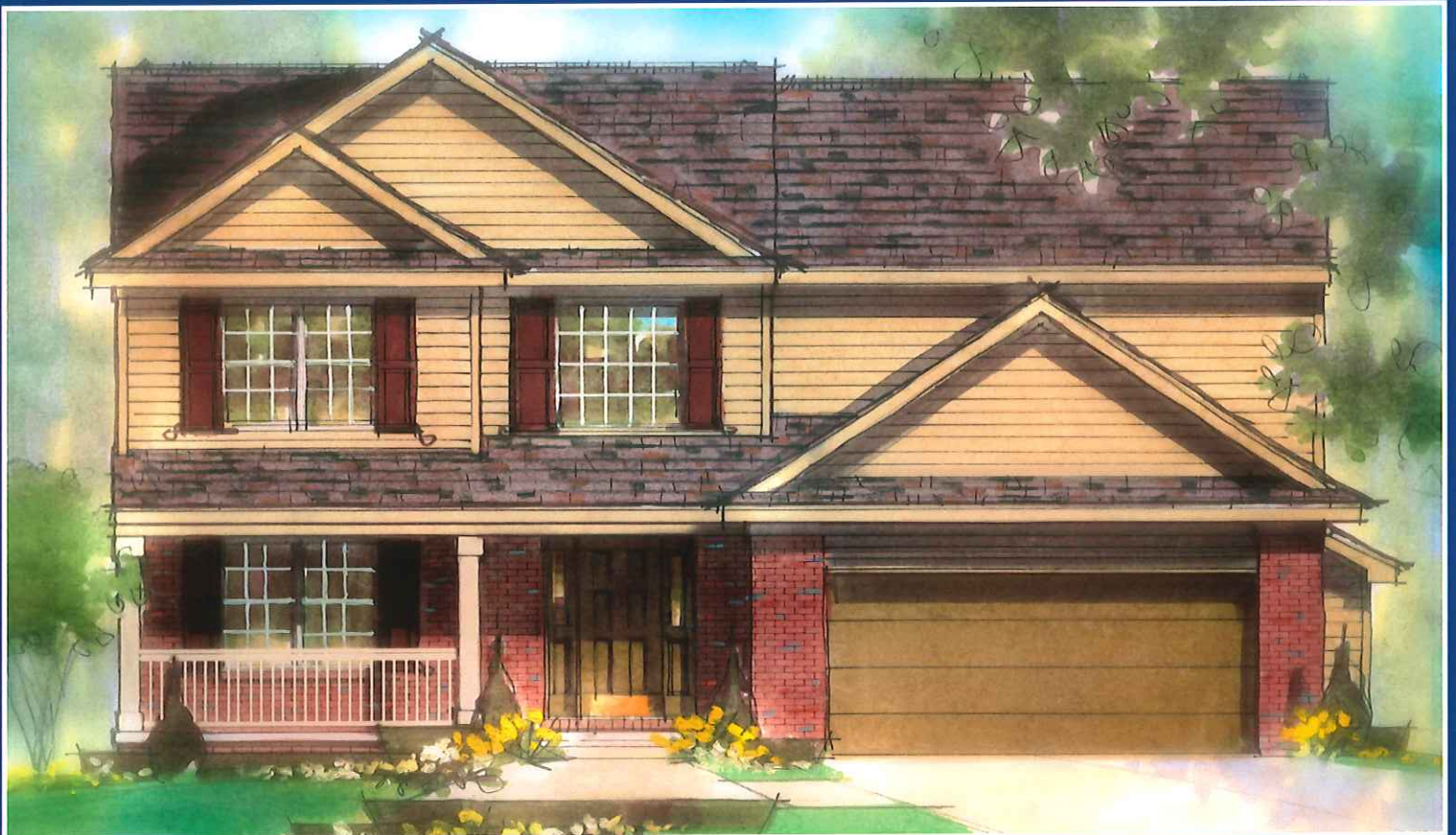


THE BAYPORT

Alternate Elevations



Elevation A



Prices, plans and specifications are subject to change without notice or obligation. Renderings are an artist's conception, may vary in construction.

Elevation B

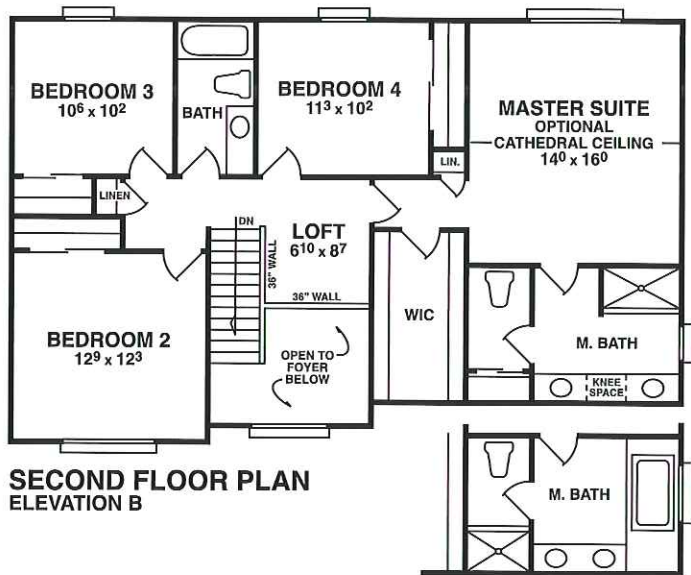


THE BAYPORT

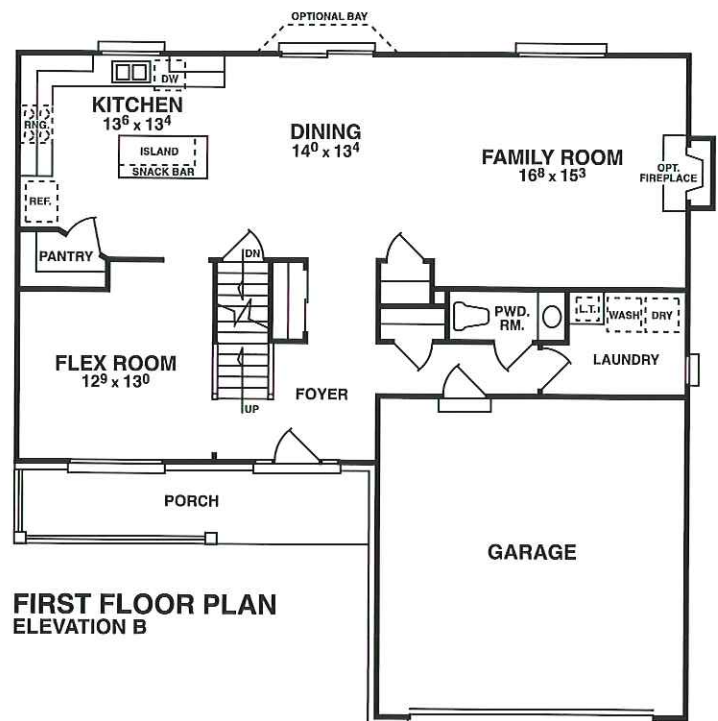
4 Bedroom • 2 1/2 Bath • Colonial • Approx. 2469 sq. ft.



Elevation C



**OPTIONAL MASTER
BATH PLAN**



BUILDING TRADITION SINCE 1971

WWW.WINDMILLHOMES.COM

Prices, plans and specifications are subject to change without notice or obligation. Renderings are an artist's conception, may vary in construction. Floor plan dimensions are approximate. ©2018



THE BARRINGTON

Alternate Elevations



Elevation A



Elevation B

Prices, plans and specifications are subject to change without notice or obligation. Renderings are an artist's conception, may vary in construction.

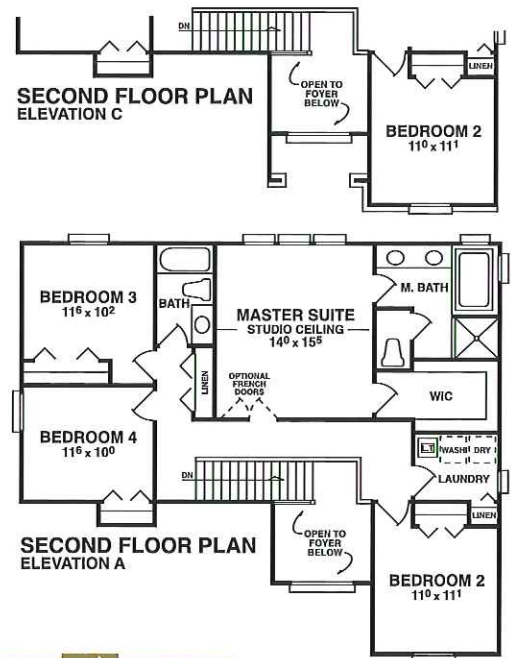
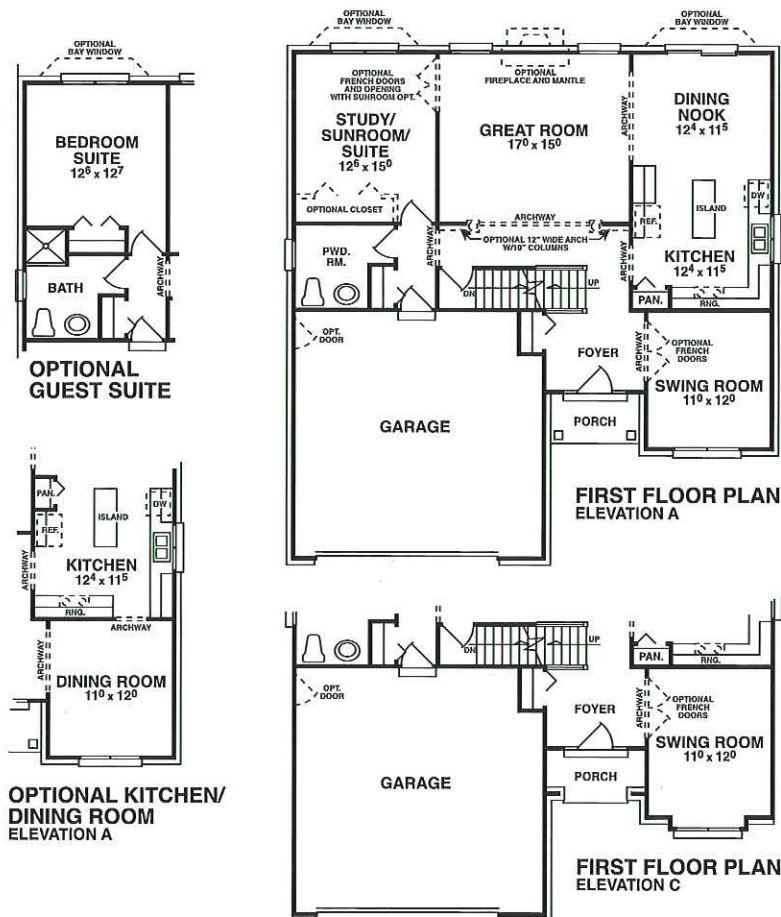


THE BARRINGTON

4 Bedroom • 2 1/2 Bath • Colonial • Approx. 2353 sq. ft.



Elevation C



BUILDING TRADITION SINCE 1971

WWW.WINDMILLHOMES.COM



THE BRIDGEPORT

Alternate Elevations



Elevation A



BUILDING TRADITION SINCE 1971

WWW.WINDMILLHOMES.COM

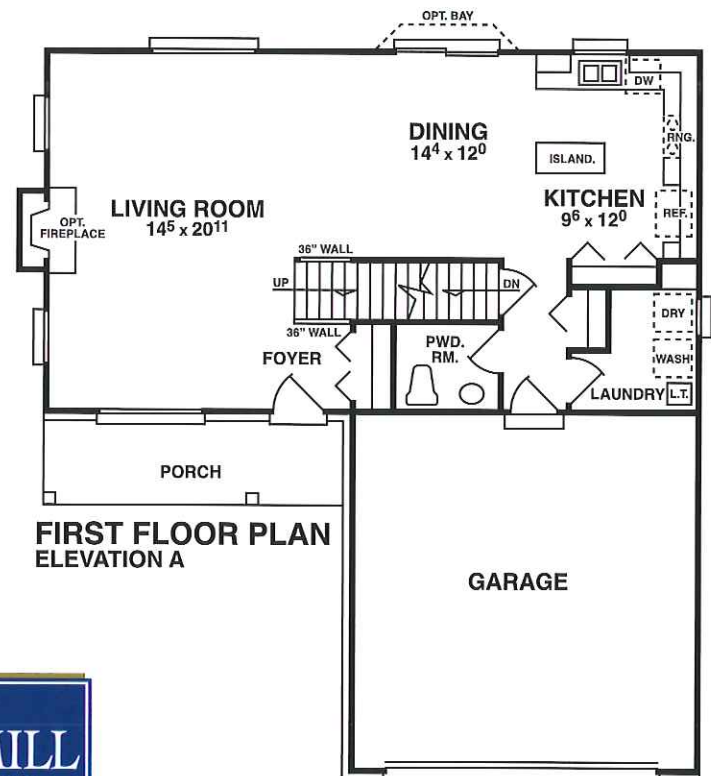
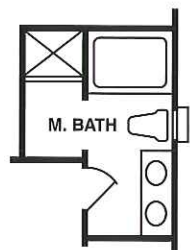
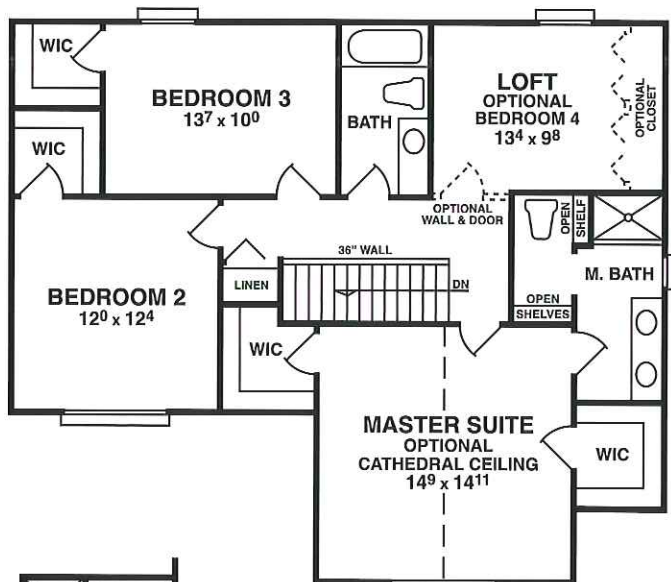


THE BRIDGEPORT

3 Bedroom • 2 1/2 Bath • Colonial • Approx. 1915 sq. ft.



Elevation B



BUILDING TRADITION SINCE 1971

WWW.WINDMILLHOMES.COM

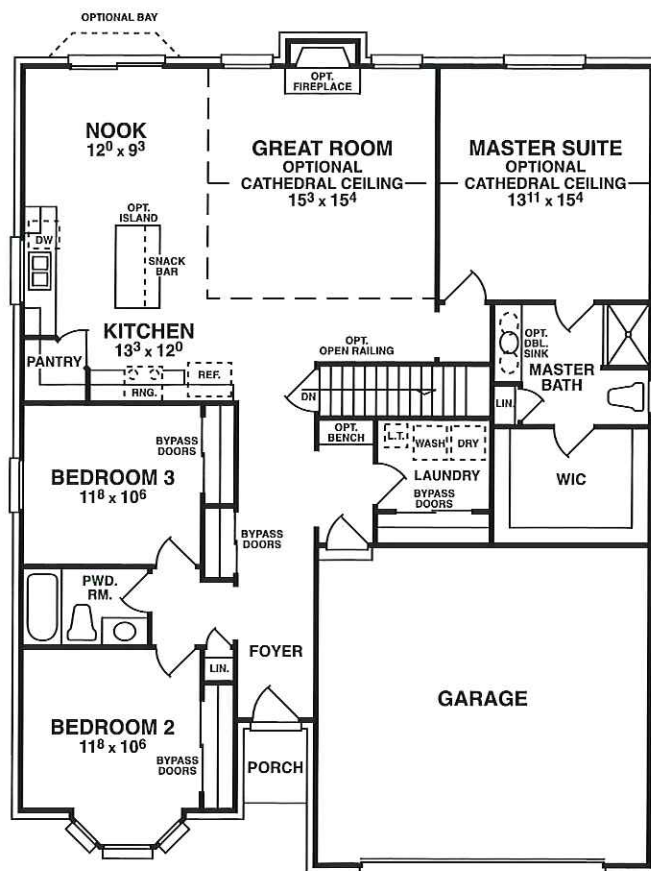


THE MAPLE

3 Bedroom • 2 Bath • Ranch • Approx. 1740 sq. ft.



Elevation C



FIRST FLOOR PLAN
ELEVATION B



OPTIONAL
DELUXE
BATH PLAN
ELEVATION B



BUILDING TRADITION SINCE 1971

WWW.WINDMILLHOMES.COM



THE MAPLE

Alternate Elevations



Elevation A



Elevation B

Prices, plans and specifications are subject to change without notice or obligation. Renderings are an artist's conception, may vary in construction.



MAPLE WOODS

Site Plan



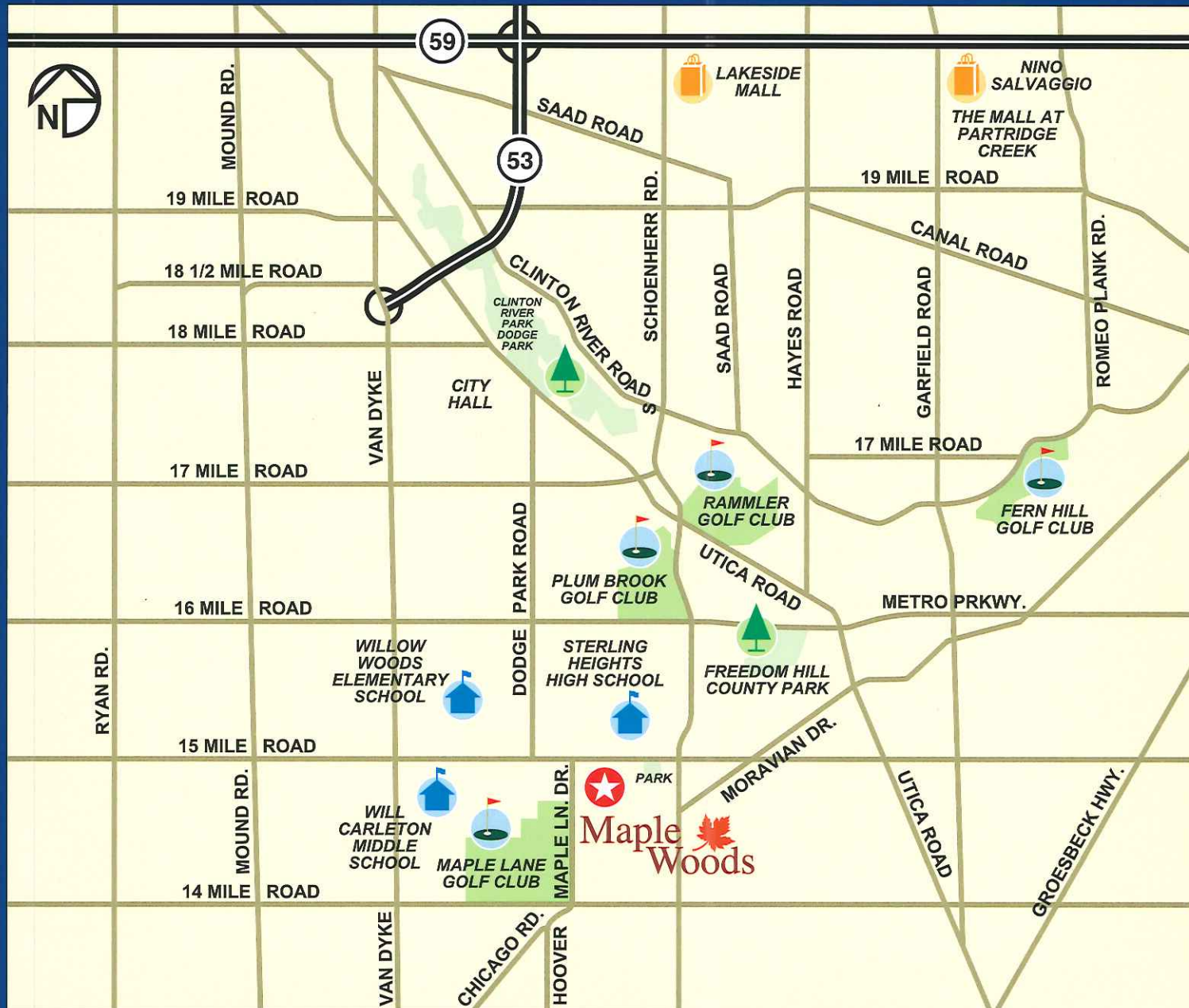
WWW.WINDMILLHOMES.COM

BUILDING TRADITION SINCE 1971



MAPLE WOODS

Location and Area Amenities



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

November 17, 2020

Mr. Scott Miller
Planner IV
City of Livonia

Re: Petition 2020-11-08-07 – Adams Park Site Condominium

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 properties associated with the project are assigned the addresses of **#28201 Lyndon Avenue and #14416 Harrison Avenue**. The legal description included on the plans submitted by the owner appears to be correct, and should be used to describe the parcels.

The proposed development is currently serviced by public water main, storm and sanitary sewers, and the submitted drawings indicate that new utility connections will be constructed to service the proposed parcel layout. Easements will need to be provided for the new water and sanitary sewers, as well as portions of the storm sewer that are to be maintained by the City. At this time, Exhibit "B" drawings have not been provided to show proposed easements, so we cannot determine if the proposed easements are correct.

The proposed construction will be required to meet the Wayne County Stormwater Ordinance, including detention requirements. Detention is shown on the preliminary plans, and a full review of the proposed development will be completed when plans are submitted for permitting. It should be noted that the proposed outlet for the development is owned by Wayne County, and therefore storm water permitting will be through the Wayne County Department of Public Service.

The submitted drawings indicate that the proposed roadways are to be 27' wide, but the current Engineering Department standards require roadways to be 31' wide. Access to the detention pond and accessory structures will need to be hardscaped (either

sidewalk or pavers) to be able to drive equipment on for any future maintenance, as well as for residents to access the proposed open areas.

The submitted drawings do not indicate roadway names for any of the proposed streets, but it should be noted that “Adams” will not be allowed for any of the roadways in this development as that name is already in use by roadways on the west side of the City.

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 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: December 7, 2020
TO: Scott O. Miller, Planner IV
FROM: Livonia Fire Prevention Division

SUBJECT: Petition 2020-11-08-07, Adams Park Site Condominium, 14416 Harrison Avenue and 28201 Lyndon Avenue

This office has reviewed the site plan submitted in connection with a request to develop a site condominium (Adams Park) consisting of thirty-nine (39) single-family homes on properties located at the above referenced addresses.

We have no objections to this proposal with the following stipulations:

1. Any curves or corner of streets shall accommodate emergency vehicles with a turning radius of fifty-three feet wall to wall and an inside turning radius of twenty-nine feet six inches.
2. Standard for residential cul-de-sacs is 50' with a minimum right-of-way radius of 60' to provide for sidewalks and utilities.

Sincerely,

Greg Thomas

Greg Thomas
Fire Marshal

DEPARTMENT OF PUBLIC SAFETY
DIVISION OF POLICE

CURTIS CAID
CHIEF OF POLICE



MAUREEN MILLER BROSNAN
MAYOR

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

RECEIVED
NOV 24 2020
CITY OF LIVONIA
PLANNING COMMISSION

November 23, 2020

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

Re: Petition 2020-11-08-07 - Adams Park Site Condominium

Dear Mr. Miller,

I have reviewed the plans in connection with the petitions. 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 Szczepanski #543
Scott Szczepanski, Sergeant
Traffic Bureau
(734) 466-2107

INSPECTION DEPARTMENT

BUILDING
HEATING
PLUMBING
ELECTRICAL
ZONING
SANITATION
ENVIRONMENTAL PROTECTION
ORDINANCE ENFORCEMENT



MAUREEN BROSNAN
MAYOR

JEROME A. HANNA
DIRECTOR

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

Date: December 10, 2020

To: Scott O. Miller

From: Jerome Hanna

RE: Petition 2020-11-08-07 Adams Park Site Condominium

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
Director of Inspection

DEPARTMENT OF FINANCE

Michael T. Slater
DIRECTOR OF FINANCE

Connie Kumpula
CHIEF ACCOUNTANT



MAUREEN MILLER BROSAN
MAYOR

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

November 20, 2020

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

Petition 2020-11-08-07 – 14416 Harrison Ave and 28201 Lyndon Ave – Adams Park Site Condominium

Dear Mr. Miller,

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.

Please contact me if you have any further questions.

Very truly yours,

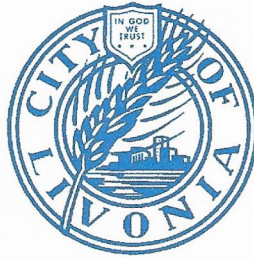
A handwritten signature in blue ink, which appears to read "Connie Kumpula".

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

December 2, 2020

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

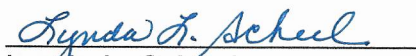
Re: Petition 2020-11-08-07

Adams Park Site Condominium
14416 Harrison Ave & 28201 Lyndon Ave
(former Adams Elementary School)

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

MASTER DEED

ADAMS PARK

THIS MASTER DEED is made and executed on this 1st day of December, 2020, by **ADAMS PARK DEVELOPMENT LLC**, a Michigan limited liability company (hereinafter referred to as "Developer"), whose address is 31333 W. Thirteen Mile Road, Suite 200, Farmington Hills, Michigan 48334, pursuant to the provisions of the Michigan Condominium Act (Act 59 of the Public Acts of 1978, as amended).

WHEREAS, Developer desires by recording this Master Deed, together with the Bylaws attached hereto as Exhibit A and the Condominium Subdivision Plan attached hereto as Exhibit B (both of which are hereby incorporated herein by reference and made a part hereof), to establish the real property described in Article II below, together with the improvements located and to be located thereon, and the appurtenances thereto, as a residential condominium project under the provisions of the Act.

NOW, THEREFORE, Developer, by recording this Master Deed, hereby establishes Adams Park as a residential condominium project under the Act and declares that Adams Park shall be held, conveyed, hypothecated, encumbered, leased, rented, occupied, improved, and otherwise utilized, subject to the provisions of the Act, and the covenants, conditions, restrictions, uses, limitations and affirmative obligations set forth in this Master Deed and Exhibits A and B hereto, all of which shall be deemed to run with the land and be a burden and a benefit to Developer, its successors and assigns, and any persons acquiring or owning an interest in the Condominium Premises, and their grantees, successors, heirs, personal representatives and assigns.

ARTICLE I

TITLE AND NATURE

The Condominium Project shall be known as Adams Park, Wayne County Condominium Subdivision Plan No. _____. The Condominium Project is established in accordance with the Act. The Units contained in the Condominium, including the number, boundaries, dimensions, and area of each Unit, are set forth completely in the Condominium Subdivision Plan attached to this Master Deed as Exhibit B. Each Unit is capable of individual utilization by virtue of having its own entrance from and exit to a Common Element within the Condominium Project. Each Co-owner in the Condominium Project shall have an exclusive right to his Unit and shall have an undivided and inseparable right to share with other Co-owners the Common Elements of the Condominium Project.

ARTICLE II

LEGAL DESCRIPTION

The land which is subject to the Condominium Project established by this Master Deed is described as follows:

Land situated in the City of Livonia, Wayne County, Michigan, and described as follows:

Parcel 1:

A parcel of land of part of the South ½ of Section 24, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan being more particularly described as follows: Beginning at the center of said Section 24, thence South 89 degrees 58 minutes East, a distance of 660.26 feet along the East and West ¼ line; thence South 0 degrees 08 minutes 10 seconds East, along the West line of Buckingham Gardens Sub., a distance of 706.97 feet to a point; thence South 89 degrees 51 minutes 46 seconds West, a distance of 656.48 feet to a point; thence North 0 degrees 26 minutes 30 seconds West 708.91 feet, to a point of beginning.

Parcel 2:

A parcel of land in the South ½ of Section 24, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, being described as follows: Beginning at the center ¼ corner of Section 24, Town 1 South, Range 9 East, and proceeding thence along the North and South ¼ line of said Section 24, South 0 degrees 00 minutes 35 seconds East 708.91 feet, thence South 68 degrees 32 minutes 10 seconds West, 43.63 feet, thence South 89 degrees 52 minutes 25 seconds West 80.85 feet, thence along the East line of Harrison Avenue, 86 feet wide, coincident with the East line of Compton Village Subdivision, as recorded in Liber 85 of Plats, Page 31, Wayne County Records, North 0 degrees 07 minutes 35 seconds West 726.07 feet, thence along the East and West ¼ line of said Section 24, South 89 degrees 31 minutes 28 seconds East 122.94 feet to the point of beginning.

Sidwell Nos: 46-096-99-0004-000 and 46-095-99-0011-000

Commonly known as: 28201 Lyndon Street, Livonia, Michigan

ARTICLE III

DEFINITIONS

Certain terms are utilized in this Master Deed and Exhibits A and B, and are or may be used in various other instruments such as, by way of example and not limitation, the Articles of Incorporation and rules and regulations of the Adams Park Association, a Michigan nonprofit corporation, and deeds, mortgages, liens, land contracts, easements and other instruments affecting the establishment of, or transfer of, interests in Adams Park. Wherever used in such documents or any other pertinent instruments, the terms set forth below shall be defined as follows:

Section 3.1 **"Act"** means the Michigan Condominium Act, Act 59 of the Public Acts of 1978, as amended.

Section 3.2 **"Association"** means the Adams Park Association, which is the nonprofit corporation organized under Michigan law of which all Co-owners shall be members, and which shall administer, operate, manage and maintain the Condominium. Any action which the Association is required or entitled to take shall be exercisable by its Board of Directors unless specifically reserved to its members by the Condominium Documents or the laws of the State of Michigan.

Section 3.3 **"Bylaws"** means Exhibit A attached to this Master Deed, which sets forth the substantive rights and obligations of the Co-owners and which is required by Section 3(8) of the Act to be recorded as part of the Master Deed. The Bylaws shall also constitute the corporate bylaws of the Association as allowed under the Michigan Nonprofit Corporation Act, as amended.

Section 3.4 **"City"** means the City of Livonia, a Michigan municipal corporation.

Section 3.5 **"Common Elements"**, where used without modification, means both the General and Limited Common Elements described in Article IV below.

Section 3.6 **"Condominium Documents"** means this Master Deed and Exhibits A and B hereto, and the Articles of Incorporation, and rules and regulations, if any, of the Association, as any or all of the foregoing may be amended from time to time.

Section 3.7 **"Condominium Premises"** means the land described in Article II above, all improvements and structures thereon, and all easements, rights and appurtenances belonging to Adams Park.

Section 3.8 **"Condominium Project," "Condominium" or "Project"** are used synonymously to refer to Adams Park.

Section 3.9 **"Condominium Subdivision Plan"** means Exhibit B to this Master Deed.

Section 3.10 **"Co-owner"** means an individual, firm, corporation, partnership, limited liability company, association, trust or other legal entity (or any combination thereof) who or which owns or is purchasing by land contract one or more Units in the Condominium Project. Unless the context indicates otherwise, the term "Owner", wherever used, shall be synonymous with the term "Co-owner".

Section 3.11 **"Developer"** means Adams Park Development LLC, a Michigan limited liability company, which has made and executed this Master Deed, and its successors and assigns. Both successors and assigns shall always be deemed to be included within the term "Developer" whenever, however and wherever such terms are used in the Condominium Documents. However, the word "successor" as used in this Section 3.11 shall not be interpreted to mean a "Successor Developer" as defined in Section 135 of the Act.

Section 3.12 **"Development and Sales Period"** means the period commencing with the recordation of this Master Deed and continuing during the period that Developer owns (in fee simple, as a land contract purchaser or as an optionee) any Unit in the Project.

Section 3.13 **"Dwelling"** means a home constructed within the boundaries of a Unit.

Section 3.14 "First Annual Meeting" means the initial meeting at which non-Developer Co-owners are permitted to vote for the election of all Directors and upon all other matters which properly may be brought before the meeting. Such meeting is to be held (a) in Developer's sole discretion after fifty (50%) percent of the Units which may be created are sold, or (b) mandatorily after the elapse of fifty-four (54) months from the date of the first Unit conveyance, or (c) mandatorily within one hundred twenty (120) days after seventy-five (75%) percent of all Units which may be created are sold, whichever first occurs.

Section 3.15 "Telecommunications System" means a system or videotext, broad band cable, a satellite dish serving the entire Project, if any, or earth antenna and similar telecommunication services.

Section 3.16 "Transitional Control Date" means the date on which a Board of Directors of the Association takes office pursuant to an election in which the votes which may be cast by eligible Co-owners unaffiliated with Developer exceed the votes which may be cast by Developer.

Section 3.17 "Unit or Condominium Unit" each means a single building site in Adams Park as described in Section 5.1 of this Master Deed and on Exhibit B hereto, and shall have the same meaning as the term "Condominium Unit" as defined under the Act. All structures and improvements now or hereafter located within the boundaries of a Unit shall be owned in their entirety by the Co-owner of the Unit within which they are located and shall not, unless otherwise expressly provided in the Condominium Documents, constitute Common Elements.

Wherever any reference is made to one gender, the reference shall include a reference to any and all genders where the same would be appropriate; similarly, whenever a reference is made to the singular, a reference shall also be included to the plural where that reference would be appropriate, and vice versa.

ARTICLE IV

COMMON ELEMENTS

The Common Elements of the Project described in Exhibit B to this Master Deed, and the respective responsibilities for their maintenance, repair and replacement, are as follows:

Section 4.1 General Common Elements. The General Common Elements are as follows:

(a) Land. The land not contained within a Unit designated in Exhibit B as a General Common Element.

(b) Sanitary Sewer System. The sanitary sewer system located throughout the Project, including the sanitary sewer mains located within the easements identified as "_____ " as shown on the Easement Plan which is on page ___ of the Condominium Subdivision Plan, Exhibit B to this Master Deed (hereafter known as the "Sanitary Sewer System"). The Sanitary Sewer System will be dedicated to the public and once accepted by the public by recordation of appropriate instruments of conveyance, the Sanitary Sewer System will no longer be a General Common Element.

(c) Water Distribution System. The water distribution system located throughout the Project, including the water mains located within the easements identified as

“ _____ ” as shown on the Easement Plan which is on page ____ of the Condominium Subdivision Plan, Exhibit B to this Master Deed (hereafter known as the “Water Distribution System”). The Water Distribution System will be dedicated to the public and, once accepted by the public by recordation of appropriate instruments of conveyance, the Water Distribution System will no longer be a General Common Element.

(d) **Storm Sewer and Surface Water Drainage System.** The storm sewer and surface water drainage system that serves the Condominium. The storm sewer and surface water drainage system is located within the easements identified as “ _____ ”, as shown on the Easement Plan which is on page ____ of the Condominium Subdivision Plan, Exhibit B to this Master Deed (hereafter known as the “Storm Sewer and Surface Water Drainage System”). Any portion of the Storm Sewer and Surface Water Drainage System which is dedicated to and accepted by the public in the future, as confirmed by recordation of appropriate instruments of conveyance, will no longer be a General Common Element.

(e) **Storm Water Detention Basin.** The storm water detention basin, the 12’ wide grass paver access path and the fountain located within the storm water detention basin. The storm water detention basin and fountain are located within the easement identified as “ _____ ” as shown on the Easement Plan which is on page ____ of the Condominium Subdivision Plan, Exhibit B to this Master Deed (hereafter collectively referred to as the “Storm Water Detention Basin”). Any portion of the storm water detention basin which is dedicated to and accepted by the public in the future, as confirmed by recordation of appropriate instruments of conveyance, will no longer be a General Common Element.

(f) **Adams Park.** The land, landscaping and improvements including the walking path and benches that are located in the area identified as “Adams Park” on the Site Plan which is on page ____ of the Condominium Subdivision Plan, Exhibit B to this Master Deed (hereinafter known as “Adams Park”).

(g) **Landscaped Open Space Areas.** All landscaping, berms, trees, shrubs and other plantings and any other structures and improvements, if any, located within the open space areas, along Lyndon Street at the two entrances to the Condominium, in the cul de sac of Strathcona Drive and in the open space area at the southwest corner of the Condominium (collectively referred to in this Master Deed as the “Landscaped Open Space Areas”).

(h) **Irrigation System.** The sprinkler system, if any, including but not limited to, all sprinkling system fixtures, pipes and connections as well as all sprinkling system controls and the water meters and electrical meters connected to the system, if any, which provides irrigation to landscaping throughout the General Common Elements (hereafter known as the “Irrigation System”).

(i) **Entrance Monuments, Entrance Signs and Other Signage.** The entrance monuments and entrance signs located on Lyndon Street at the two entrances to the Condominium, park signs in Adams Park and the electrical fixtures and electric meter, if any, that illuminate the entrance signs and the park sign(s), if any.

(j) **Road Right of Way and Roads.** The road right of way and road improvements within the Project identified as Strathcona Drive and Wellesley Drive, as shown on the Site Plan which is on pages ____ and ____ of the Condominium Subdivision Plan, Exhibit B to this Master Deed, unless and until the road right of way and roads have been

dedicated to and accepted by the public pursuant to Section 7.7 below (said road right of way and improvements are collectively referred to in this Master Deed as the "Roads").

(k) **Mailboxes.** The mailboxes and mailbox stands located throughout the Project and the area in which the mailbox post is located within the Road Right of Way.

(l) **Easements.** All easements that are appurtenant to and that benefit the Condominium Premises pursuant to recorded easement agreements, reciprocal or otherwise.

(m) **Other.** Such other elements of the Project not designated in this Article IV as General or Limited Common Elements which are not within the boundaries of a Unit, and which are intended for common use or are necessary for the existence, upkeep and safety of the Project.

Some or all of the utility systems (including mains and service leads), lines and equipment, and the telecommunications system may be owned by, or dedicated by the Developer to, the local public authority or the company that is providing the pertinent service. Accordingly, such utility lines, systems and equipment, and the telecommunications system, if and when constructed, shall be General Common Elements only to the extent of the Co-owners' interest therein, if any, and the Developer makes no warranty whatsoever with respect to the nature or extent of such interest, if any.

Section 4.2 Limited Common Elements. Limited Common Elements are those portions of the Common Elements that are reserved for the exclusive use and enjoyment of one or more but not all Co-owners. Developer and/or the Association may amend this Master Deed and the Condominium Subdivision Plan attached as Exhibit B to create additional Limited Common Elements within those portions of the Condominium Premises designated as General Common Elements in the Condominium Subdivision Plan. Following are the Limited Common Elements which are assigned as indicated:

(a) **Airspace and Subsurface Rights.** The airspace located above the Unit and the subsurface which is located below the Unit as shown on the Site Plan which is page 3 of the Condominium Subdivision Plan, Exhibit B to this Master Deed, which are assigned to and limited in use to the Co-Owner of the Unit situated between them.

(b) **Sanitary Sewer Leads.** The portion of any Sanitary Sewer Lead which is serving a dwelling located within a Unit that is within a Common Element shall be a Limited Common Element assigned to the Unit which it serves.

(c) **Water Service Lines.** The portion of any Water Service Line Which is serving a dwelling located within a Unit that is within a Common Element shall be a Limited Common Element assigned to the Unit which it serves.

(d) **Other Utility Service Leads.** Any other utility service leads, if any, which connect any other utility lines of any sort located within the Common Elements of the Project to any dwelling shall be Limited Common Elements limited in use to the Unit(s) which they serve.

(e) **Driveways.** The portion of any driveway located within a Common Element shall be a Limited Common Element serving the Unit which that driveway serves.

(f) **Landscaping.** Certain landscaping installed by a Co-owner at its own expense on the Common Elements subject to the prior approval of the Board of Directors of the Association in accordance Section 4.3(e) below and the Bylaws, which is assigned to the Unit which it benefits.

Section 4.3 Responsibilities for Maintenance, Repair and Replacement. The respective responsibilities for the maintenance, repair and replacement of the Common Elements and Units are as follows:

(a) **Co-owner Responsibility for Units.** Developer anticipates that a separate residential dwelling (including attached garage and porches) will be constructed within each of the Units depicted on Exhibit B, together with various improvements and structures that are appurtenant to such dwelling. Except as otherwise expressly provided in this Master Deed or Bylaws, the responsibility for the cost of installing, maintaining, decorating, repairing and replacing any dwelling and other improvements, structures or Co-owner installed landscaping located within a Unit (including driveways, walks, utility leads, decks, patios, and air conditioner compressors and pads), shall be borne by the Co-owner of such Unit. All improvements constructed or installed within a Unit, including but not limited to landscaping, decks and patios, if any, shall be subject to the Architectural Controls described in the Bylaws. Each Co-owner shall also maintain, repair and replace the sanitary sewer lead from the sanitary sewer main to the point of entry into the Dwelling. Each Co-Owner shall also maintain, repair and replace the water service line and stop box from the water main up to the water meter within a Unit. All costs of water and sanitary sewer, electricity, natural gas, cable television, telephone and any other utility services furnished to the Dwelling shall be borne by the Co-owner of the Unit to which the services are furnished. In connection with any amendment made by Developer pursuant to Article VI of this Master Deed, Developer may designate Limited Common Elements that are to be installed, maintained, decorated, repaired and replaced at Co-owner expense or, in appropriate cases, at Association expense.

(b) **Association Responsibility for Units.** Pursuant to Section 18.3 of the Bylaws, the Association, acting through its Board of Directors, may (but has no obligation to) undertake any maintenance, repair or replacement obligation of the Co-owner of a Unit under this Master Deed and Bylaws, to the extent that the Co-owner has not performed such obligation, and the cost thereof shall be assessed against such Co-owner. The Association shall not be responsible for any damage to a Unit or the dwelling or appurtenances contained therein that occurs as a result of the Association performing the unperformed obligations of the Co-owner of the Unit. The Association shall be responsible for maintaining the Storm Sewer and Surface Water Drainage System within the Unit and throughout the Project, unless and until dedication of those systems to, and acceptance of such dedication by, the City or other appropriate authority having jurisdiction.

(c) **Responsibility for General Common Elements.**

(i) **Sanitary Sewer System.** The Association shall maintain the Sanitary Sewer System until the Sanitary Sewer System is dedicated to and accepted by the public.

(ii) **Water Distribution System.** The Association shall maintain the Water Distribution System until the Water Distribution System is dedicated to and accepted by the public.

(iii) ***Storm Sewer and Surface Water Drainage System.*** The Association shall maintain the Storm Sewer and Surface Water Drainage System, except any portion of the Storm Sewer and Surface Water Drainage System which is dedicated to and accepted by the public.

(iv) ***Storm Water Detention Basin.*** The Association shall maintain the Storm Water Detention Basin, including but not limited to the storm water detention basin, the 12' wide grass paver access path and the fountain located within the storm water detention basin, unless and until it is dedicated to the public, if ever.

(v) ***Adams Park.*** The Association shall be responsible for maintaining Adams Park, including but not limited to, the landscaping, walking path, benches, fountain, and electric meter that services the fountain, if any, located within Adams Park. The Association shall also be responsible for the cost of the electricity to operate the fountain.

(vi) ***Landscaped Open Space Areas.*** The Association shall maintain the the Landscaped Open Space Areas as more particularly identified in Section 4.1(g) above.

(vii) ***Irrigation System.*** The Association shall maintain the Irrigation System, if any, as more particularly identified in Section 4.1(h) above.

(viii) ***Entrance Monuments, Entrance Signs and Other Signage.*** The Association shall maintain the Entrance Monuments, Entrance Signs and Other Signage including but not limited to, the entrance signs located along Lyndon Street, the park sign(s), if any, and the electrical fixtures and electric meter, if any, that illuminate the entrance signs and the park sign(s), if any. The Association shall also pay the cost of electricity related to all such electrical fixtures.

(ix) ***Roads.*** The Roads will be maintained, repaired, replaced and resurfaced as necessary by the Association, until such Roads are dedicated to and accepted by the public and acceptance is confirmed by the recording of a deed to the City.

(x) ***Mailboxes.*** The Association shall install, maintain, repair and replace the Mailboxes as provided in Section 6.30 of the Condominium Bylaws.

(xi) ***Easements.*** The Association shall be responsible for satisfying any obligation of the Co-owners under any easement that benefits the Co-owners of the Condominium Premises.

(xii) ***Other Elements.*** Unless otherwise expressly provided in the Condominium Documents, the cost of maintaining, repairing and replacing all General Common Elements shall be borne by the Association.

(d) **Responsibility for Limited Common Elements.** Each Co-owner shall be responsible for the maintenance, repair and replacement of the Limited Common Elements which are assigned to the Unit of that Co-owner.

(e) **Rights of City of Livonia.** In the event the Co-owners of the property and/or the Association shall at any time fail to carry out one or more of the responsibilities or obligations relative to maintenance or repair referred to in Article IV, Sections 4.3 (c) above, the City shall have the right to serve written notice upon the Co-owners (through the Association),

setting forth the deficiencies in maintenance and repair. The notice may also set forth a demand that such deficiencies be cured within sixty (60) days thereof, and further state a date, time and place of a hearing before the City Council or other board, body or official delegated by the City Council, for the purpose of allowing the Co-owners or the Association to be heard as to why the City should not proceed with the maintenance and repairs necessary to cure the deficiencies. At the hearing, the City may take action to modify the terms of the original notice of deficiencies, extend the time for curing the deficiencies, and the date of the hearing may itself be extended and/or continued to a date certain. If, following the hearing, the City shall determine that the maintenance and repairs have not been completed within the time specified in the notice, as such time may have been extended by the City, the City shall thereupon have the power and authority, but not the obligation, to enter upon the Project, or cause its agents and/or contractors to enter upon the Project, and perform such maintenance and repairs as found by the City to be appropriate. The cost and expense of making and financing such maintenance, repairs and/or preservation, including the cost of all notices and hearing(s), including reasonable attorneys' fees, shall be paid by the Co-owners or the Association, and such amounts shall constitute a lien on all taxable portions of the Project. The City may require the payment of such monies prior to the commencement of any work.

If such costs and expenses have not been paid within thirty (30) days of a billing to the Co-owners, through the Association, or the Association, as appropriate, all unpaid amounts may be placed on the delinquent tax roll of the City as regards the taxable portions of the Project (allocated among the several units), and shall accrue interest and penalties, and be collected in the manner made and provided for the collection of delinquent real property taxes in the City. In the discretion of the City, such costs and expenses may also be collected by suit initiated against the Co-owners and/or the Association, and in such event, the Co-owners and/or the Association, as the case may be, shall pay all court costs and reasonable attorneys' fees incurred by the City in connection with such suit if the City obtains relief in such action.

Any failure or delay by the City to enforce this provision of the Master Deed shall in no event be deemed or construed, or otherwise relied upon, as a waiver or estoppel of the right to eventually pursue and insist upon strict enforcement.

In all instances in which the City is authorized to pursue maintenance and repairs, as provided above, the City, and its agents and contractors, shall be permitted, and are hereby granted authority, to enter upon all portions of the property reasonably necessary or appropriate for the purpose of inspecting and/or completing the respective work.

Section 4.4 Use of Units and Common Elements. No Co-owner shall use his Unit or the Common Elements in any manner which is inconsistent with the purposes of the Condominium or in any manner which will interfere with or impair the rights of any other Co-owner in the use and enjoyment of his Unit or the Common Elements. In addition, no Co-owner shall be entitled to construct or install any improvements, fixtures or other structures on, in or to any General Common Elements or Limited Common Elements, including, without limitation, basketball backboards, other recreational structures, or landscaping, without the prior written approval of the Developer during the Development and Sales Period and the Association thereafter.

ARTICLE V

UNIT DESCRIPTION AND PERCENTAGE OF VALUE

Section 5.1 **Description of Units.** Each Unit in the Condominium Project is described in the Condominium Subdivision Plan attached to this Master Deed as Exhibit B. Each Unit shall consist of the area contained within the Unit boundaries as shown on Exhibit B and delineated with heavy outlines and includes the airspace area from the finished grade elevation to 50 feet above the finished grade elevation, and the subsurface area from the finished grade elevation to 15 feet below the finished grade elevation. There are thirty-nine (39) Units, numbered consecutively 1 through 39.

Section 5.2 **Percentage of Value.** The percentage of value for each Unit shall be equal. The determination that the percentages of value should be equal was made after reviewing the comparative characteristics of each Unit in the Project and concluding that there are no material differences among the Units that affect the allocation of percentages of value. The percentage of value assigned to each Unit shall determine each Co-owner's respective share of the Common Elements of the Condominium Project, each Co-Owner's respective proportionate share in the proceeds and expenses of the Association's administration and the value of such Co-owner's vote at meetings of the Association of Co-owners with respect to matters that require votes to be cast on a percentage of value basis. The total value of the Project is one hundred (100%) percent.

ARTICLE VI

CONSOLIDATION AND OTHER MODIFICATION OF UNITS AND LIMITED COMMON ELEMENTS

Notwithstanding anything to the contrary contained in this Master Deed or the Bylaws, the Units and Common Elements in the Project may be consolidated, modified and the boundaries relocated, in accordance with Section 48 of the Act and this Article VIII, subject to any applicable City ordinances and/or required City approvals. Such changes in the affected Unit or Units shall be promptly reflected in a duly recorded Amendment or Amendments to this Master Deed.

Section 6.1 **Modification of Units.** Developer may, in its sole discretion, and without obtaining the consent of any person whatsoever (including Co-owners and mortgagees of Units), during the Development and Sales Period, modify the size, boundaries, location, and configuration of Units and/or General or Limited Common Elements appurtenant or geographically proximate to any Units as described in the Condominium Subdivision Plan attached hereto as Exhibit B or any recorded amendment or amendments thereof, subject to the requirements of any governmental authority having jurisdiction over the Project, and further subject to Section 8.1 of this Master Deed. Any modifications by Developer in accordance with the terms of this Section 6.1 shall take effect upon the recordation of an amendment to the Master Deed. In addition, Developer may, in connection with any such amendment, re-adjust percentages of value for all or some Units to reflect the Unit modifications or Limited Common Element modifications, based upon the method by which percentages of value were originally determined for the Project. All of the Co-owners and mortgagees of Units and all other persons now or hereafter interested in the Project from time to time shall be deemed to have irrevocably and unanimously consented to any amendment or amendments to this Master Deed recorded by Developer to effectuate the purposes of this Section 6.1 and, subject to the limitations set forth herein, to any proportionate reallocation of percentages of value of existing Units which Developer determines are necessary in conjunction with any such amendments, subject to Section 8.1 of this Master Deed. Subject to the foregoing, all such interested persons irrevocably appoint

Developer as agent and attorney-in-fact for the purpose of executing such amendments to the Master Deed and all other documents necessary to effectuate the foregoing.

Section 6.2 Consolidation or Relocation of Units. During the Development and Sales Period, Developer may, in its sole discretion, and without the consent of any other person whatsoever (including Co-owners and mortgagees of Units), consolidate under single ownership two (2) or more Units which are located adjacent to one another, and/or relocate any boundaries between adjoining Units, subject to the requirements of any governmental authority having jurisdiction over the Project and further subject to Section 8.1 of this Master Deed. Developer shall give effect to the consolidation of Units and/or the relocation of Unit boundaries by amending this Master Deed with one or more amendments prepared by and at the sole discretion of Developer in the manner provided by law. Any amendment that consolidates or relocates the boundaries between Units shall identify the consolidated or relocated Unit(s) by number and, when appropriate, the percentage of value as set forth herein for the consolidated or relocated Unit(s) shall be proportionately allocated among the adjusted Condominium Units in order to preserve a total value of one hundred (100%) percent for the entire Project following such amendment or amendments to this Master Deed. Developer shall determine, in its sole discretion, any such re-adjustment of the percentages of value, provided that such readjustments shall reflect a continuing reasonable relationship among percentages of value based upon the original method of determining percentages of value for the Project. Any such amendment or amendments to the Master Deed shall also contain such further definitions of Common Elements as may be necessary to adequately describe the Units in the Condominium Project as modified. All of the Co-owners and mortgagees of Units and all other persons now or hereafter interested in the Project from time to time shall be deemed to have irrevocably and unanimously consented to any amendment or amendments to this Master Deed recorded by Developer to effectuate the purposes of this Section 6.2, subject to the limitations set forth herein, and to any proportionate reallocation of percentages of value of units which Developer determines are necessary in connection with any such amendments. All such interested persons irrevocably appoint Developer as agent and attorney-in-fact for the purpose of executing such amendments to the Master Deed and all other documents necessary to effectuate the foregoing. Any such amendments may be accomplished without re-recording the entire Master Deed or its exhibits.

Section 6.3 Limited Common Elements. Limited Common Elements shall be subject to assignment and re-assignment in accordance with Section 39 of the Act, to accomplish the rights to consolidate or relocate boundaries described in this Article VIII or for other purposes.

Section 6.4 Right to Construct Amenities. Developer reserves the right to construct various amenities, including, by way of example, walking paths, nature trails, detention basin areas, storm water drainage facilities, landscaping features, fences, walls, benches, tables, and other structures and improvements anywhere within the General Common Elements (the foregoing amenities shall be collectively referred to as the "Amenities"). If any such Amenities are included in the Condominium Project, all Co-owners shall be obligated to contribute to the maintenance, repair and replacement of the Amenities as an Association expense of administering the Project. However, Developer has no obligation to construct any Amenities or to include them in the Condominium Project. The final determination of the design, layout and location of such Amenities, if and when constructed, shall be at Developer's sole discretion.

ARTICLE VII

EASEMENTS

Section 7.1 Easement For Maintenance of Encroachments. In the event any portion of a structure located within a Unit or Common Element encroaches upon another Unit or Common Element due to shifting, settling or moving of a building, or due to survey errors, or construction deviations, reciprocal easements shall exist for such encroachment, and for the maintenance, repair and restoration of the encroaching structure.

Section 7.2 Easement For Utilities and Storm Water Drainage Facilities. Developer reserves for itself, its successors and assigns, and the Association perpetual easements to, through and over those portions of the land in the Project (including all Units) necessary or useful for the continuing maintenance, repair and restoration of all driveways, lawns, and the Irrigation System within a Unit, and for all utilities in the Condominium, including, without limitation, a perpetual easement for the installation, maintenance, repair and replacement of the Sanitary Sewer System, Water Distribution System and storm water drainage facilities over, across and under certain portions of Units, as depicted on Exhibit B to this Master Deed. Developer reserves the right, without being required to obtain the consent of any Co-owner, mortgagee or other person who now or hereafter has any interest in the Condominium, to assign all or any portion of such easements for utilities and the maintenance, repair and replacement, thereof to governmental units and to enter into maintenance agreements with respect thereto by the recordation of an appropriate amendment to this Master Deed and Exhibit B. All of the Co-owners and mortgagees of Units and other persons now or hereafter interested in the Condominium Project from time to time shall be deemed to have unanimously consented to any amendments to this Master Deed to effectuate the foregoing easements, assignment of easements or execution of any related maintenance agreements. All such interested persons irrevocably appoint Developer as agent and attorney-in-fact to execute such amendments to this Master Deed and all other documents necessary to effectuate the foregoing.

Section 7.3 Easements Retained or Granted by Developer.

(a) ***Utility Easements.*** Developer reserves for itself and its agents, employees, representatives, guests, invitees, independent contractors, successors and assigns perpetual easements to utilize, operate, tap, tie into, extend and enlarge all utility improvements located within the Condominium Premises, including, but not limited to, water, sanitary sewer, storm sewer, gas, telephone, electrical, and telecommunications improvements. If any portion of the Condominium Premises shall be disturbed by reason of the exercise of any of the rights granted to Developer, its successors or assigns under this Section 7.3(a), Developer shall restore the disturbed portion of the Condominium Premises to substantially the condition that existed prior to the disturbance. At Developer's discretion, the cost of operating, maintaining, repairing and replacing any utility improvements referred to in this Section 7.3(a) may be shared by the Co-owners of this Condominium and the owners of adjacent properties. The Co-owners of this Condominium may be responsible from time to time for the payment of a proportionate share of said expense (to the extent said expenses are not paid by a governmental agency or public utility), which shall be determined by Developer in its reasonable discretion.

(b) ***Additional Easements.*** Developer reserves for itself and its agents, employees, representatives, guests, invitees, independent contractors, successors and assigns, the right, at any time prior to the expiration of the Development and Sales Period to reserve, dedicate and/or grant public or private easements over, under and across the Condominium

Premises for the construction, installation, repair, maintenance and replacement of rights-of-way, roads, walkways, sidewalks, water mains, sanitary sewers, storm drains, detention basins, electric lines, telephone lines, gas mains, cable television and other telecommunication lines and other public and private utilities, including all equipment, facilities and appurtenances relating thereto. Developer reserves the right to assign any such easements to governmental units or public/private utilities, and to enter into maintenance agreements with respect thereto. Specifically, Developer reserves the right to grant easements to the City for the maintenance, repair, and replacement of street lighting within the Project and for snow-plowing the roads, and the right to grant an easement to the Co-owners, their successors and assigns, for use of the detention basins and storm water drainage facilities in the Project. Any of the foregoing easements or transfers of title may be conveyed by Developer without the consent of any Co-owner, mortgagee or other person who now or hereafter shall have any interest in the Condominium, by the recordation of an appropriate amendment to this Master Deed and Exhibit B hereto. All of the Co-owners and mortgagees of Units and other persons now or hereafter interested in the Condominium Project from time to time shall be deemed to have unanimously consented to any amendments of this Master Deed to effectuate the foregoing easements or transfers of title. All such interested persons irrevocably appoint Developer as agent and attorney-in-fact to execute such amendments to the Master Deed and all other documents necessary to effectuate the foregoing.

(c) **Road Easements.** The Developer reserves for itself, its successors and assigns, an easement for the unrestricted use of all Roads and walkways in the Project for the purpose of ingress and egress to and from each and every portion of the Project, and the right to permit its agents, contractors, subcontractors and employees to go over and across, any portion of the General Common Elements from time to time as Developer may deem necessary for the construction, development and sales activities on the Condominium.

Section 7.4 Grant of Easements by Association. The Association, acting through its lawfully constituted Board of Directors (including any Board of Directors acting prior to the Transitional Control Date) shall be empowered and obligated to grant such easements, licenses, rights-of-entry and rights-of-way over, under and across the Condominium Premises, as are reasonably necessary or advisable for utility purposes, access purposes or other lawful purposes, including but not limited to, the right to grant easements to the City for the installation, maintenance and replacement of street lighting within the Project and for snow-plowing the roads, subject however, to the approval of Developer during the Development and Sales Period. No easements created under the Condominium Documents may be modified, nor may any of the obligations with respect to such easements be varied, without the consent of each person benefited or burdened thereby.

Section 7.5 Easements for Maintenance, Repair and Replacement. Developer, the Association and all public and private utilities shall have such easements over, under and across the Condominium Project, including all Units and Common Elements, as may be necessary to fulfill any installation, maintenance, repair, or replacement responsibilities, which any of them are required or permitted to perform under the Condominium Documents, by law or as may be necessary to respond to any emergency. The foregoing easements include, without limitation, the right of the Association to obtain access to a Unit during reasonable hours and upon reasonable notice to inspect the dwelling and any improvements constructed within a Unit to ascertain that they have been designed and constructed in conformity with the standards imposed and/or specific approvals granted by Developer (during the Development and Sales Period) and thereafter by the Association.

Section 7.6 Telecommunications Agreements. The Association, acting through its duly constituted Board of Directors and subject to Developer's approval during the Development and Sales

period, shall have the power to grant such easements, licenses and other rights of entry, use and access and to enter into any contract or agreement, including wiring agreements, right-of-way agreements, access agreements and multi-unit agreements and, to the extent allowed by law, contracts for sharing of any installation or periodic subscriber service fees, as may be necessary, convenient or desirable to provide for telecommunications, videotext, broad band cable, satellite dish, earth antenna and similar services to the Project or any Unit therein. Notwithstanding the foregoing, in no event shall the Association enter into any contract or agreement or grant any easement, license or right of entry or do any other act which will violate any provision of any federal, state or local law or ordinance. Any and all sums paid by any telecommunications or other company or entity in connection with such service, including fees, if any, for the privilege of installing any telecommunications related equipment or improvements or sharing periodic subscriber service fees, shall be receipts affecting the administration of the Condominium Project within the meaning of the Act and shall be paid over to and shall be the property of the Association.

Section 7.7 Dedication of Roads. Developer reserves for itself and its successors and assigns, the right to dedicate all of the roads in the Project to public use. Developer further reserves the right to enter into maintenance agreements with respect thereto. The foregoing dedication may be conveyed by Developer without the consent of any Co-owner, mortgagee or other person who now or hereafter shall have any interest in the Condominium. All of the Co-owners and mortgagees of Units and other persons now or hereafter interested in the Condominium Project from time to time shall be deemed to have unanimously consented to such dedication. All such interested persons irrevocably appoint Developer as agent and attorney-in-fact to make such dedication and to act on behalf of all Co-owners and their mortgagees in any statutory or special assessment proceedings with respect to such dedicated roads and to take such further actions necessary to effectuate the foregoing. After certificates of occupancy have been issued for residences on one hundred (100%) percent of the Units in the Project, the foregoing rights may be exercised by the Association.

Section 7.8 Association Assumption of Obligations. The Association, on behalf of the Co-owners, shall assume and perform all of Developer's obligations under any easement pertaining to the Condominium Project or General Common Elements.

Section 7.9 Sidewalk Easement. Developer reserves for the benefit of itself and all Co-owners an exclusive, perpetual easement for the purpose of installing, maintaining, repairing and replacing the 5' concrete sidewalk in the sidewalk easement.

Section 7.10 Termination of Easements. Developer reserves the right, during the Development and Sales Period, to terminate and revoke any utility or other easement granted in or pursuant to this Master Deed at such time as the particular easement has become unnecessary. (This may occur, by way of illustration only, when a utility easement is relocated to coordinate development of property adjacent to the Condominium Project.) No easement for a utility may be terminated or revoked unless and until all Units served by it are adequately served by an appropriate substitute or replacement utility. Any termination or relocation of any such easement shall be effected by the recordation of an appropriate termination instrument, or, where applicable, amendment to this Master Deed in accordance with the requirements of the Act.

Section 7.11 Park Access and Drainage Facility Easements to the Benefit of the City.

(a) ***Park Access.*** In connection with its rights set forth in Article IV of this Master Deed, there shall exist for the benefit of the City an access easement to Adams Park for the purpose of maintaining said area if the Association fails to do so and the City deems it necessary

or desirable. The easement granted herein may not be amended without the express written consent of the City. Nothing in this section shall be interpreted as providing general public access to Adams Park.

(b) **Drainage Facility Easement.** There also exists for the benefit of the City, easements for the maintenance, repair and replacement of the storm sewer and storm water drainage facilities, including easements across Unit boundaries, all as set forth on the Condominium Subdivision Plan.

Section 7.12 Emergency Vehicle and Public Services Access Easement. There shall exist for the benefit of the City, any emergency service agency and the United States Postal Service ("USPS"), an easement over all roads in the Condominium for use by City service providers, garbage collection vehicles, emergency vehicles and USPS vehicles. Said easement shall be for purposes of ingress and egress to provide, without limitation, fire and police protection, ambulance and rescue services and other lawful governmental or private emergency services to the Condominium Project and Co-owners thereof. This grant of easement shall in no way be construed as a dedication of any streets, roads or driveways to the public. This easement shall automatically terminate upon acceptance by the City of the dedication of the roads to the public.

Section 7.13 Entrance Monuments and Landscape Easement. Developer dedicates to the benefit of all Co-owners, an easement for the construction, maintenance, repair and replacement of the entrance monuments, entrance signs, park sign(s), if any, and landscaping in Adams Park.

Developer, for itself, its successors and assigns, grants to the Association, to any successor developer, and to the City a non-exclusive easement to enter upon the premises of the Condominium Project to do any maintenance and to take any action reasonably necessary to ensure that the improvements located within Adams Park are maintained and used in accordance with the conditions and restrictions set forth in this Master Deed.

All of the covenants, restrictions, reservations, easements and servitudes set forth in this section shall run with the land. Any successor, assignee or grantee, by accepting the deed to any Unit, accepts the same subject to the covenants, restrictions, reservations, easements and servitudes and agrees for himself/herself and his/her heirs, administrators and assigns to be bound by each of the covenants, restrictions, reservations, easements and servitudes jointly, separately and severally.

Each covenant, restriction, reservation, easement and servitude contained herein shall be considered to be an independent and separate covenant and agreement and in the event one or more of the covenants, conditions, reservations, easements and servitudes shall for any reason be held to be invalid or unenforceable by a court of competent jurisdiction, all remaining covenants, restrictions, reservations, easements and servitudes shall nevertheless remain in full force and effect.

ARTICLE VIII

AMENDMENT

This Master Deed, the Bylaws (Exhibit A to this Master Deed) and the Condominium Subdivision Plan (Exhibit B to this Master Deed) may be amended with the consent of two-thirds (2/3) of the Co-owners, except as hereinafter set forth:

Section 8.1 Co-owner Consent. Except as otherwise specifically provided in this Master Deed or Bylaws, no Unit dimension may be modified in any material respect without the consent of the Co-owner and mortgagee of such Unit, nor may the nature or extent of any Limited Common Elements or the responsibility for maintenance, repair or replacement thereof be modified in any material respect without the written consent of the Co-owner and mortgagee of any Unit to which such Limited Common Elements are appurtenant.

Section 8.2 By Developer. In addition to the rights of amendment provided to Developer in the various Articles of this Master Deed, Developer may, prior to the expiration of the Development and Sales Period, and without the consent of any Co-owner, mortgagee or any other person, amend this Master Deed and the Condominium Subdivision Plan attached as Exhibit B in order to correct survey or other errors made in such documents and to make such other amendments to such instruments and to the Bylaws attached hereto as Exhibit A that do not materially affect the rights of any Co-owners or mortgagees in the Project, including, but not limited to, amendments required by governmental authorities, or for the purpose of facilitating conventional mortgage loan financing for existing or prospective Co-owners and to enable the purchase or insurance of such mortgage loans by the Federal Home Loan Mortgage Corporation, the Federal National Mortgage Association, the Government National Mortgage Association, the Veterans Administration or the Department of Housing and Urban Veterans Administration or the Department of Housing and Urban Development, or by any other public or private mortgage insurer or any institutional participant in the secondary mortgage market.

Section 8.3 Change in Value of Vote and Percentages of Value. The value of the vote of any Co-owner and the corresponding proportion of common expenses assessed against such Co-owner shall not be modified without the written consent of such Co-owner and his mortgagee, nor shall the percentage of value assigned to any Unit be modified without such consent, except as provided in Article V, Article VI, Article VII or Article VIII of this Master Deed.

Section 8.4 Mortgagee Approval. Pursuant to Section 90(1) of the Act, Developer hereby reserves the right, on behalf of itself and on behalf of the Association, to amend this Master Deed and the Condominium Documents without the approval of any mortgagee, unless the amendment would materially alter or change the rights of a mortgagee, in which event the approval of two-thirds (2/3) of the votes of mortgagees of Units shall be required for such amendment. Each mortgage shall have one (1) vote for each Unit subject to a mortgage.

Section 8.5 Termination, Vacation, Revocation or Abandonment. The Condominium Project may not be terminated, vacated, revoked or abandoned without the written consent of eighty (80%) percent of all Co-owners.

Section 8.6 Developer Approval. During the Development and Sales Period, the Condominium Documents shall not be amended nor shall the provisions thereof be modified in any way without the prior written consent of Developer. If the Association amends the Condominium

Documents on its own initiative, with Developer approval, the Association shall pay for the cost of amending such Condominium Document(s), including reasonable attorneys' fees.

Section 8.7 Amendments Requiring City Approval. Notwithstanding anything in this Master Deed or Bylaws, there shall be no amendment to or termination of Article IV, Section 4.3(e), Article VII, Section 7.11 or 7.13, or any other provision which affects or limits the rights of the City of Livonia, as provided within the Master Deed, Exhibit B or Bylaws, without first obtaining City review and approval of any such amendment.

ARTICLE IX

DEVELOPER'S RIGHT TO USE FACILITIES

Developer, its successors and assigns, agents and employees may maintain offices, model dwellings within Units, parking, storage areas and other facilities within the Condominium Project as it deems necessary to facilitate the development and sale of the Project. Developer shall have such access to, from and over the Project as may be reasonable to enable the development and sale of the Condominium Project. Developer shall reasonably restore the facilities utilized by Developer upon termination of such use.

ARTICLE X

ASSIGNMENT

Any or all of the rights and powers granted or reserved to Developer in the Condominium Documents or by law, including the power to approve or disapprove any act, use or proposed action or any other matter or thing, may be assigned by Developer to and assumed by any other entity or to the Association. Any such assignment or transfer shall be made by appropriate instrument in writing duly recorded in the office of the Oakland County Register of Deeds.

Intentionally left blank; signatures on the following page

ADAMS PARK DEVELOPMENT LLC,
a Michigan limited liability company

By: Windmill Adams Park LLC,
a Michigan limited liability company
Its: Manager and Member

By: MM LLC,
a Michigan limited liability company
Its: Manager

By: _____
Stuart L. Michaelson
Its: Manager

And By: SDC Ventures, LLC,
a Michigan limited liability company
Its: Manager and Member

By: _____
Roger Sherr
Its: Manager

Acknowledged before me in Oakland County, Michigan, on December 1, 2020, by Stuart L. Michaelson, Manager of MM LLC, a Michigan limited liability company, which is the Manager of Windmill Adams Park LLC, a Michigan limited liability company, which is a Manager of **ADAMS PARK LLC**, a Michigan limited liability company, on behalf of the company.

Notary's Stamp

Notary's Signature
Notary Public, _____ County, Michigan
Acting in _____ County, Michigan
My Commission Expires: _____

Acknowledged before me in Oakland County, Michigan, on December 1, 2020, by Roger Sherr, Manager of SDC Ventures LLC, a Michigan limited liability company, which is the Manager of **ADAMS PARK LLC**, a Michigan limited liability company, on behalf of the company.

Notary's Stamp

Notary's Signature
Notary Public, _____ County, Michigan
Acting in _____ County, Michigan
My Commission Expires: _____

Drafted By and When Recorded Return To:

GEORGE J. MAGER, JR.

THE WINDMILL GROUP, INC.

31333 W. Thirteen Mile Road, Suite 200

Farmington Hills, Michigan 48334

EXHIBIT "A"

CONDOMINIUM BYLAWS

ADAMS PARK

ARTICLE I

ASSOCIATION OF CO-OWNERS

Section 1.1 **Formation; Membership.** Adams Park, a residential Condominium Project located in the City of Livonia, Wayne County, Michigan, shall be administered by the Adams Park Association, a Michigan non-profit corporation (the "Association"). The Association shall be responsible for the management, maintenance, operation and administration of the Common Elements, easements and affairs of the Condominium Project in accordance with the Condominium Documents and the laws of the State of Michigan. These Bylaws shall constitute both the Condominium Bylaws referred to in the Master Deed and required by Section 53 of the Act and the Association Bylaws provided for under the Michigan Non-profit Corporation Act, as amended. Each Co-owner shall be a member in the Association and no other person or entity shall be entitled to membership. Co-owners are sometimes referred to as "Members" in these Bylaws. A Co-owner's share of the Association's funds and assets cannot be assigned, pledged or transferred in any manner except as an appurtenance to his Unit. The Association shall keep current copies of the Master Deed, all amendments to the Master Deed, and other Condominium Documents for the Condominium Project, all of which shall be available at reasonable hours to Co-owners, prospective purchasers and prospective mortgagees of Units in the Condominium Project. All Co-owners in the Condominium Project and all persons using or entering upon or acquiring any interest in any Unit or the Common Elements shall be subject to the provisions and terms set forth in the Condominium Documents.

Section 1.2 **Definitions.** Capitalized terms used in these Bylaws without further definition shall have the meanings given to such terms in the Master Deed or the Act, unless the context dictates otherwise.

Section 1.3 **Conflicts of Terms and Provisions.** In the event there is any conflict among the terms and provisions contained within the Master Deed or these Bylaws, the terms and provisions of the Master Deed shall control.

ARTICLE II

ASSESSMENTS

Section 2.1 **Assessments Against Units and Co-owners.** All expenses arising from the management, administration and operation of the Association in accordance with the authorizations and responsibilities prescribed in the Condominium Documents and the Act shall be levied by the Association against the Units and the Co-owners thereof, in accordance with the provisions of this Article II.

Section 2.2 **Assessments For Common Elements.** All costs incurred by the Association to satisfy any liability or obligation arising from, caused by, or connected with the Common Elements or the administration of the Condominium Project shall constitute expenditures affecting the administration of the Project, and all sums received as the proceeds of, or pursuant to, any policy of insurance securing the

interest of the Co-owners against liabilities or losses arising within, caused by, or connected with the Common Elements or the administration of the Condominium Project shall constitute receipts affecting the administration of the Condominium Project, within the meaning of Section 54(4) of the Act.

Section 2.3 Determination of Assessments. Assessments shall be determined in accordance with the following provisions:

(a) **Budget.** The Board of Directors of the Association shall establish an annual budget ("Budget") in advance for each fiscal year and such Budget shall project all expenses for the ensuing year which may be required for the proper operation, management and maintenance of the Condominium Project, including a reasonable allowance for contingencies and reserves. An adequate reserve fund for maintenance, repairs and replacement of the Common Elements that must be replaced on a periodic basis shall be established in the budget and must be funded by regular annual assessments, as set forth in Section 2.4 below, rather than by special assessments. At a minimum, the reserve fund shall be equal to ten (10%) percent of the Association's current annual Budget on a non-cumulative basis. Since the minimum standard required by this subparagraph may prove to be inadequate for the Project, the Association should carefully analyze the Condominium Project to determine if a greater amount should be set aside, or if additional reserves should be established for other purposes from time to time. Upon adoption of a Budget by the Board of Directors, copies of the Budget shall be delivered to each Co-owner and the assessment for said year shall be established based upon said Budget. The applicable annual assessments, as levied, shall constitute a lien against all Units as of the first day of the fiscal year in which the assessments relate. Failure to deliver a copy of the Budget to each Co-owner shall not affect or in any way diminish such lien or the liability of any Co-owner for any existing or future assessments. Should the Board of Directors at any time determine, in its sole discretion: (1) that the assessments levied are or may prove to be insufficient to pay the actual costs of the Condominium Project's operation and management, (2) to provide for repairs or replacements of existing Common Elements, (3) to provide additions to the Common Elements, or (4) in the event of emergencies, the Board of Directors shall have the authority to increase the general assessments and to levy such additional assessment or assessments as it shall deem to be necessary. The Board of Directors shall also have the authority, without Co-owner or mortgagee consent, to levy assessments for repair and reconstruction in the event of casualty pursuant to the provisions of Section 5.2 below. The discretionary authority of the Board of Directors to levy assessments pursuant to this subparagraph shall rest solely with the Board of Directors for the benefit of the Association and its Members, and shall not be enforceable by any creditors of the Association or its Members.

(b) **Special Assessments.** Special assessments, in addition to the general assessments required in Section 2.3(a) above, may be made by the Board of Directors from time to time, subject to Co-owner approval as hereinafter provided, to meet other needs or requirements of the Association, including, but not limited to: (1) assessments for additions to the Common Elements, (2) assessments to purchase a Unit upon foreclosure of the lien for assessments described in Section 2.6 below, or (3) assessments for any other appropriate purpose that could not be covered by the annual assessment. Special assessments referred to in this subparagraph (b) shall not be levied without the prior approval of the Co-owners representing sixty (60%) percent or more of the combined percentage of value of all Units within the Condominium Project. The authority to levy assessments pursuant to this subparagraph is solely for the benefit of the

Association and its Members and shall not be enforceable by any creditors of the Association or its Members.

(c) **Remedial Assessments.** If any Co-owner fails to properly maintain, repair or replace his Unit in accordance with the provisions of Article VI below, which failure, in the opinion of the Board of Directors adversely affects the appearance of the Condominium Project as a whole, or the safety, health or welfare of the other Co-owners of the Condominium Project, the Association may, following notice to such Co-owner, take any actions reasonably necessary to maintain, repair or replace the Co-owner's Unit, and an amount equal to one hundred fifty (150%) percent of the cost thereof shall be assessed against the Co-owner of such Unit.

Section 2.4 Apportionment of Assessments and Penalty for Default. Unless otherwise provided in these Bylaws or in the Master Deed, all assessments levied against the Co-owners to cover administration expenses shall be apportioned among and paid by the Co-owners in accordance with the respective percentages of value allocated to each Co-owner's Unit in Article V of the Master Deed, without adjustment for the use or non-use of any Limited Common Element appurtenant to a Unit. Annual assessments determined in accordance with Section 2.3(a) above shall be paid by Co-owners in advance in one (1) annual payment, two (2) semi-annual payments, four (4) quarterly installments or in twelve (12) monthly installments, as determined by the Association's Board of Directors. A Co-owner's payment obligations will commence with the acceptance of a deed to or a land contract vendee's interest in a Unit, or with the acquisition of fee simple title to a Unit by any other means. A Co-owner shall be in default of his assessment obligations if he fails to pay any assessment installment when due. A late charge not to exceed Twenty-Five and 00/100 (\$25.00) Dollars per month, together with interest at a rate established by the Association's Board of Directors which shall not exceed the maximum rate allowed by law, shall be assessed automatically by the Association upon any assessments in default for ten (10) or more days until the assessment installment together with the applicable late charges and accrued interest are paid in full. Each Co-owner (whether one or more persons) shall be, and remain, personally liable for the payment of all assessments (including fines for late payment and costs of collection and enforcement of payment) relating to his Unit, which may be levied while such Co-owner owns the Unit. Payments to satisfy assessment installments in default shall be applied as follows: first, to the costs of collection and enforcement of payment, including reasonable attorneys' fees; second, to any interest charges and fines for late payment on such assessment installments; and third, to the assessment installments in default in the order of their due dates.

Section 2.5 Waiver of Use or Abandonment of Units. No Co-owner may exempt himself from liability for his assessment obligations by waiving the use or enjoyment of any of the Common Elements or by abandoning his Unit.

Section 2.6 Liens for Unpaid Assessments. The sums assessed by the Association which remain unpaid, including but not limited to regular assessments, special assessments, fines and late charges, shall constitute a lien upon the Unit or Units in the Project owned by the Co-owner at the time of the assessment and upon the proceeds of sale of such Unit or Units. Any such unpaid sum shall constitute a lien against the Unit as of the first day of the fiscal year in which the assessment, fine or late charge relates and shall be a lien prior to all claims except real property taxes and first mortgages of record. All charges, which the Association may levy against any Co-owner, shall be deemed to be assessments for purposes of this Section 2.6 and Section 108 of the Act.

Section 2.7 Enforcement.

(a) **Remedies.** In addition to any other remedies available to the Association, the Association may enforce the collection of delinquent assessments by a suit at law or by foreclosure on the statutory lien that secures payment of assessments. In the event any Co-owner defaults in the payment of any annual assessment installment levied against his Unit, the Association shall have the right to declare all unpaid installments of the annual, special or other assessments for the pertinent fiscal year to be immediately due and payable. A Co-owner in default shall not be entitled to utilize any of the General Common Elements of the Project and shall not be entitled to vote at any meeting of the Association until the default is cured; provided, however, this provision shall not operate to deprive any Co-owner of ingress or egress to and from his Unit or the dwelling or other improvements constructed thereon. In a judicial foreclosure action, a receiver may be appointed to collect a reasonable rental for the Unit from the Co-owner thereof or any persons claiming under him. The Association may also assess fines for late payment or non-payment of assessments in accordance with the provisions of Section 18.4 of these Bylaws. All of these remedies shall be cumulative and not alternative.

(b) **Foreclosure Proceedings.** Each Co-owner, and every other person who from time to time has any interest in the Project, shall be deemed to have granted to the Association the unqualified right to elect to foreclose the lien securing payment of assessments either by judicial action or by advertisement. The provisions of Michigan law pertaining to foreclosure of mortgages by judicial action and by advertisement, as the same may be amended from time to time, are incorporated herein by reference for the purposes of establishing the alternative procedures to be followed in lien foreclosure actions and the rights and obligations of the parties to such actions. In addition, each Co-owner and every other person who from time to time has any interest in the Project, shall be deemed to have authorized and empowered the Association to sell or to cause to be sold the Unit with respect to which the assessment(s) is or are delinquent and to receive, hold and distribute the proceeds of such sale in accordance with the priorities established by applicable law. Each Co-owner of a Unit in the Project acknowledges that at the time of acquiring title to such Unit, he reviewed the provisions of this subparagraph and he voluntarily, intelligently and knowingly waived notice of any proceedings brought by the Association to foreclose any assessment liens by advertisement and waived the right to a hearing prior to the sale of the applicable Unit.

(c) **Notices of Action.** Notwithstanding the provisions of Section 2.7(b), the Association shall not commence a judicial foreclosure action or a suit for a money judgment or publish any notice of foreclosure by advertisement, until the Association has provided the delinquent Co-owner with written notice, sent by first class mail, postage prepaid, addressed to the delinquent Co-owner at his last known address, that one or more assessment installments levied against the pertinent Unit is or are delinquent and that the Association may invoke any of its remedies under these Bylaws if the default is not cured within ten (10) days from the date of the notice. Such written notice shall be accompanied by a written affidavit of an authorized representative of the Association that sets forth (i) the affiant's capacity to make the affidavit, (ii) the statutory and other authority for the lien, (iii) the amount outstanding (exclusive of interest, costs, attorney fees and future assessments), (iv) the legal description of the subject Unit(s) and (v) the name(s) of the Co-owner(s) of record. Such affidavit shall be recorded in the office of the Macomb County Register of Deeds prior to the commencement of any foreclosure proceeding. If the delinquency is not cured within the ten (10) day period, the Association may take such remedial action as may be available to it under these Bylaws and under Michigan law. In the event the Association elects to foreclose the lien by advertisement, the Association shall notify

the delinquent Co-owner of the Association's election and shall inform him that he may request a judicial hearing by bringing suit against the Association.

(d) **Expenses of Collection.** The expenses incurred by the Association in collecting unpaid assessments, including interest, costs, actual attorneys' fees (not limited to statutory fees) and advances for taxes or other liens paid by the Association to protect its lien, shall be chargeable to the defaulting Co-owner and shall be secured by a lien on his Unit.

Section 2.8 Liability of Mortgagees. Notwithstanding any other provisions of the Condominium Documents, the holder of any first mortgage covering any Unit in the Project which comes into possession of the Unit pursuant to the remedies provided in the mortgage or by deed (or assignment) in lieu of foreclosure, and any purchaser at a foreclosure sale, shall take the property free of any claims for unpaid assessments or charges against the mortgaged Unit which accrued prior to the time such holder comes into possession of the Unit (except for claims for a pro rata share of assessments or charges resulting from a pro rata reallocation of assessments or charges to all Units including the mortgaged Unit).

Section 2.9 Developer's Responsibility for Assessments. Developer, although a Member of the Association, shall not be responsible at any time for the payment of Association assessments, except with respect to Units owned by Developer that contain a completed and occupied residential dwelling. A residential dwelling is complete when it has received a certificate of occupancy from the City and is occupied if it is occupied as a residence. In addition, in the event Developer is selling a Unit with a completed residential dwelling thereon by land contract to a Co-owner, the Co-owner shall be liable for all assessments and Developer shall not be liable for any assessments levied up to and including the date, if any, upon which Developer actually retakes possession of the Unit following extinguishment of all rights of the land contract purchaser in the Unit. However, Developer shall at all times pay expenses of maintaining the Units that it owns, together with a proportionate share of all current maintenance expenses actually incurred by the Association from time to time (excluding reserves) for roadway and utility maintenance, landscaping, sign lighting and snow removal, but excluding management fees and expenses related to the maintenance, repair and use of Units in the Project that are not owned by Developer. For purposes of the foregoing sentence, Developer's proportionate share of such expenses shall be based upon the ratio of all Units owned by Developer at the time the expense is incurred to the total number of Units in the Project. In no event shall Developer be responsible for assessments for deferred maintenance, reserves for replacements, capital improvements or other special assessments, except with respect to Units that are owned by Developer that contain completed and occupied residential dwellings. Any assessments levied by the Association against Developer for other purposes, without Developer's prior written consent, shall be void and of no effect. In addition, Developer shall not be liable for any assessment levied in whole or in part to purchase any Unit from Developer or to finance any litigation or claims against Developer, any cost of investigating or preparing such litigation or claim or any similar or related costs.

Section 2.10 Property Taxes and Special Assessments. All property taxes and special assessments levied by any public taxing authority shall be assessed in accordance with Section 131 of the Act.

Section 2.11 Personal Property Tax Assessment of Association Property. The Association shall be assessed as the entity in possession of any tangible personal property of the Condominium owned or possessed in common by the Co-owners, and personal property taxes based thereon shall be treated as expenses of administration.

Section 2.12 Construction Liens. A construction lien otherwise arising under Act No. 497 of the Michigan Public Acts of 1980, as amended, shall be subject to Section 132 of the Act.

Section 2.13 Statement as to Unpaid Assessments. The purchaser of any Unit may request a statement from the Association identifying the amount of any unpaid Association regular or special assessments relating to such Unit. Upon written request to the Association accompanied by a copy of the executed purchase agreement pursuant to which the purchaser holds the right to acquire a Unit, the Association shall provide a written statement identifying any existing unpaid assessments or a written statement that none exist, which statement shall be binding upon the Association for the period stated therein. Upon the payment of the sum identified in the statement within the period identified in the statement, the Association's lien for assessments as to such Unit shall be deemed satisfied; provided, however, if a purchaser fails to request such statement at least five (5) days prior to the closing of the purchase of such Unit, any unpaid assessments and the lien securing them shall be fully enforceable against such purchaser and the Unit itself, to the extent provided by the Act. Under the Act, unpaid assessments constitute a lien upon the Unit and the sale proceeds thereof which has priority over all claims except tax liens in favor of any state or federal taxing authority and sums unpaid on a first mortgage of record, except that past due assessments which are evidenced by a notice of lien recorded pursuant to Section 2.7, have priority over a first mortgage recorded subsequent to the recording of the notice of the lien.

ARTICLE III

JUDICIAL ACTIONS AND CLAIMS

Actions on behalf of and against the Co-owners shall be brought in the name of the Association. Subject to the express limitations on actions in these Bylaws and in the Association's Articles of Incorporation, the Association may assert, defend or settle claims on behalf of all Co-owners in connection with the Common Elements of the Condominium. The commencement of any civil action (other than one to enforce these Bylaws or collect delinquent assessments) shall require the approval of a majority in number and in value of the Co-owners, and shall be governed by the requirements of this Article III. The requirements of this Article III will ensure that the Co-owners are fully informed regarding the prospects and likely costs of any civil action the Association proposes to engage in, as well as the ongoing status of any civil actions actually filed by the Association. These requirements are imposed in order to reduce both the cost of litigation and the risk of improvident litigation, and in order to avoid the waste of the Association's assets in litigation where reasonable and prudent alternatives to the litigation exist. Each Co-owner shall have standing to sue to enforce the requirements of this Article III. The following procedures and requirements apply to the Association's commencement of any civil action other than an action to enforce these Bylaws or to collect delinquent assessments:

Section 3.1 Board of Directors' Recommendation to Co-owners. The Association's Board of Directors shall be responsible in the first instance for recommending to the Co-owners that a civil action be filed, and supervising and directing any civil actions that are filed.

Section 3.2. Litigation Evaluation Meeting. Before an attorney is engaged for purposes of filing a civil action on behalf of the Association, the Board of Directors shall call a special meeting of the Co-owners ("litigation evaluation meeting") for the express purpose of evaluating the merits of the proposed civil action. The written notice to the Co-owners of the date, time and place of the litigation evaluation meeting shall be sent to all Co-owners not less than twenty (20) days before the date of the meeting and shall include the following information copied onto 8-1/2" x 11" paper:

(a) A certified resolution of the Board of Directors setting forth in detail the concerns of the Board of Directors giving rise to the need to file a civil action and further certifying that:

(1) it is in the best interests of the Association to file a lawsuit;

(2) that at least one (1) member of the Board of Directors has personally made a good faith effort to negotiate a settlement with the putative defendant(s) on behalf of the Association, without success;

(3) litigation is the only prudent, feasible and reasonable alternative;
and

(4) the Board of Directors' proposed attorney for the civil action is of the written opinion that litigation is the Association's most reasonable and prudent alternative.

(b) A written summary of the relevant experience of the attorney ("litigation attorney") the Board of Directors recommends be retained to represent the Association in the proposed civil action, including the following information:

(1) the number of years the litigation attorney has practiced law; and

(2) the name and address of every condominium and homeowner association for which the attorney has filed a civil action in any court, together with the case number, county and court in which each civil action was filed.

(c) The litigation attorney's written estimate of the amount of the Association's likely recovery in the proposed lawsuit, net of legal fees, court costs, expert witness fees and all other expenses expected to be incurred in the litigation.

(d) The litigation attorney's written estimate of the cost of the civil action through a trial on the merits of the case ("total estimated cost"). The total estimated cost of the civil action shall include the litigation attorney's expected fees, court costs, expert witness fees, and all other expenses expected to be incurred in the civil action.

(e) The litigation attorney's proposed written fee agreement.

(f) The amount to be specially assessed against each Unit in the Condominium to fund the estimated cost of the civil action both in total and on a monthly per Unit basis, as required by Section 3.6 of this Article III.

Section 3.3 Independent Expert Opinion. If the lawsuit relates to the condition of any of the Common Elements of the Condominium, the Board of Directors shall obtain a written independent expert opinion as to reasonable and practical alternative approaches to repairing the problems with the Common Elements, which shall set forth the estimated costs and expected viability of each alternative. In obtaining the independent expert opinion required by the preceding sentence, the Board of Directors shall conduct its own investigation as to the qualifications of any expert and shall not retain any expert recommended by the litigation attorney or any other attorney with whom the Board of Directors consults. The purpose of the independent expert opinion is to avoid any potential confusion regarding the condition of the Common Elements that might be created by a report prepared as an instrument of advocacy for use in a

civil action. The independent expert opinion will ensure that the Co-owners have a realistic appraisal of the condition of the Common Elements, the likely cost of repairs to or replacement of the same, and the reasonable and prudent repair and replacement alternatives. The independent expert opinion shall be sent to all Co-owners with the written notice of the litigation evaluation meeting.

Section 3.4 Fee Agreement with Litigation Attorney. The Association shall have a written fee agreement with the litigation attorney, and any other attorney retained to handle the proposed civil action. The Association shall not enter into any fee agreement that is a combination of the retained attorney's hourly rate and a contingent fee arrangement unless the existence of the agreement is disclosed to the Co-owners in the text of the Association's written notice to the Co-owners of the litigation evaluation meeting.

Section 3.5 Co-Owner Vote Required. At the litigation evaluation meeting the Co-owners shall vote on whether to authorize the Board of Directors to proceed with the proposed civil action and whether the matter should be handled by the litigation attorney. The commencement of any civil action by the Association (other than a suit to enforce these Bylaws or collect delinquent assessments) shall require the approval of a majority in number and in value of the Co-owners. Any proxies to be voted at the litigation evaluation meeting must be signed at least seven (7) days prior to the litigation evaluation meeting.

Section 3.6 Litigation Special Assessment. All legal fees incurred in pursuit of any civil action that is subject to this Article III shall be paid by special assessment of the Co-owners ("litigation special assessment"). The litigation special assessment shall be approved at the litigation evaluation meeting (or at any subsequent duly called and noticed meeting) by a majority in number and in value of all Co-owners in the amount of the estimated total cost of the civil action. If the litigation attorney proposed by the Board of Directors is not retained, the litigation special assessment shall be in an amount equal to the estimated total cost of the civil action, as estimated by the attorney actually retained by the Association. The litigation special assessment shall be apportioned to the Co-owners in accordance with their respective percentage of value interests in the Condominium and shall be collected from the Co-owners on a monthly basis. The total amount of the litigation special assessment shall be collected monthly over a period not to exceed twenty-four (24) months.

Section 3.7 Attorney's Written Report. During the course of any civil action authorized by the Co-owners pursuant to this Article III, the retained attorney shall submit a written report ("attorney's written report") to the Board of Directors every thirty (30) days setting forth:

(a) The attorney's fees, the fees of any experts retained by the attorney, and all other costs of the litigation during the thirty (30) day period immediately preceding the date of the attorney's written report ("reporting period").

(b) All actions taken in the civil action during the reporting period, together with copies of all pleadings, court papers and correspondence filed with the court or sent to opposing counsel during the reporting period.

(c) A detailed description of all discussions with opposing counsel during the reporting period, written and oral, including, but not limited to, settlement discussions.

(d) The costs incurred in the civil action through the date of the written report, as compared to the attorney's estimated total cost of the civil action.

(e) Whether the originally estimated total cost of the civil action remains accurate.

Section 3.8 Monthly Board Meetings. The Board of Directors shall meet monthly during the course of any civil action to discuss and review:

- (a) the status of the litigation;
- (b) the status of settlement efforts, if any; and
- (c) the attorney's written report.

Section 3.9 Changes in the Litigation Special Assessment. If, at any time during the course of a civil action, the Board of Directors determines that the originally estimated total cost of the civil action or any revision thereof is inaccurate, the Board of Directors shall immediately prepare a revised estimate of the total cost of the civil action. If the revised estimate exceeds the litigation special assessment previously approved by the Co-owners, the Board of Directors shall call a special meeting of the Co-owners to review the status of the litigation, and to allow the Co-owners to vote on whether to continue the civil action and increase the litigation special assessment. The meeting shall have the same quorum and voting requirements as a litigation evaluation meeting.

Section 3.10 Disclosure of Litigation Expenses. The attorneys' fees, court costs, expert witness fees and all other expenses of any civil action filed by the Association ("litigation expenses") shall be fully disclosed to Co-owners in the Association's annual budget. The litigation expenses for each civil action filed by the Association shall be listed as a separate line item captioned "litigation expenses" in the Association's annual budget.

Section 3.11 Co-owner Approval for Civil Actions Against Developer and First Board of Directors. Notwithstanding anything to the contrary contained in this Article III, any civil action proposed by the Board of Directors on behalf of the Association to be initiated against Developer, its agents or assigns, and/or the First Board of Directors of the Association or other Developer-appointed Directors, for any reason, shall be subject to approval by a vote of sixty-six and two-thirds (66-2/3%) percent of all Co-owners and notice of such proposed action must be given in writing to all Co-owners in accordance with Article VII. Such vote may only be taken in a meeting of the Co-owners and no proxies or absentee ballots shall be permitted to be used, notwithstanding the provisions of Article VII.

ARTICLE IV

INSURANCE

Section 4.1 Extent of Coverage. The Association shall, to the extent appropriate in light of the nature of the General Common Elements of the Project, carry fire and extended coverage, vandalism and malicious mischief and liability insurance (in a minimum amount to be determined by Developer or the Association in its discretion), officers' and directors' liability insurance and workmen's compensation insurance, if applicable, and other insurance the Association may deem applicable, desirable or necessary pertinent to the ownership, use and maintenance of the General Common Elements and such insurance, shall be carried and administered in accordance with the following provisions:

(a) **Responsibilities of the Association and the Co-owners.** All of the insurance referenced in this Section 4.1 shall be purchased by the Association for the benefit of the Association, and the Co-owners and their mortgagees, as their interests may appear, and

provision shall be made for the issuance of mortgagee endorsements to the mortgagees of Co-owners.

(b) **Insurance of Common Elements.** If applicable and appropriate, General Common Elements of the Condominium Project shall be insured against fire and other perils covered by a standard extended coverage endorsement, in an amount equal to the current insurable replacement value, excluding foundation and excavation costs, if any, as determined annually by the Board of Directors of the Association in consultation with the Association's insurance carrier and/or its representatives, utilizing commonly employed methods for the reasonable determination of replacement costs.

(c) **Premium Expenses.** All premiums on insurance purchased by the Association pursuant to these Bylaws shall be expenses of administration.

(d) **Proceeds of Insurance Policies.** Proceeds of all insurance policies owned by the Association shall be received by the Association, held in a separate account and distributed to the Association, and the Co-owners and their mortgagees, as their interest may appear, provided, however, whenever repair or reconstruction of the Condominium shall be required as provided in Article V of these Bylaws, the proceeds of any insurance received by the Association as a result of any loss requiring repair or reconstruction shall be retained by the Association and applied for such repair or reconstruction.

Section 4.2 Authority of Association to Settle Insurance Claims. Each Co-owner, by ownership of a Unit in the Condominium Project, shall be deemed to appoint the Association as his true and lawful attorney-in-fact to act in connection with all matters concerning the maintenance of fire and extended coverage, vandalism and malicious mischief, liability insurance and workmen's compensation insurance, if applicable, pertinent to the Condominium Project and the Common Elements appurtenant thereto. Without limiting the foregoing, the Association shall have full power and authority to purchase and maintain such insurance, to collect and remit premiums therefore, to collect insurance proceeds and to distribute the same to the Association, the Co-owners and their respective mortgagees, as their interests may appear (subject always to the Condominium Documents), and/or to utilize said proceeds for required repairs or reconstruction, to execute releases of liability and to execute all documents and to do all things on behalf of such Co-owner and the Condominium as shall be necessary or convenient to accomplish the foregoing purposes. The Association shall pay all costs and/or fees due and owing to any insurance agent or management agent representing the Association with respect to any insurance claim.

Section 4.3 Co-owner Responsibilities. Each Co-owner shall be responsible for obtaining fire and extended coverage and vandalism and malicious mischief with respect to the dwelling and all other improvements constructed or to be constructed within the perimeter of his Unit, any Limited Common Elements appurtenant thereto and for his personal property located therein or thereon or elsewhere in the Condominium Project. The Association shall have no responsibility whatsoever to insure any such improvements. In addition, each Co-owner shall be obligated to obtain insurance coverage for personal liability for occurrences within the perimeter of the Unit and any appurtenant Limited Common Elements, naming the Association and Developer as additional insureds, and also for any other personal insurance coverage that the Co-owner wishes to carry. Each Co-owner shall deliver certificates of insurance to the Association from time to time to evidence the continued existence of all insurance required to be maintained by the Co-owner under this Section 4.3. If a Co-owner fails to obtain such insurance or to provide evidence of such insurance to the Association, the Association may, but is not obligated to, obtain such insurance on behalf of the Co-owner and the premiums for such insurance shall constitute a lien against the Co-owner's Unit, which may be collected in the same manner that assessments may be collected under Article II of these Bylaws.

Section 4.4 **Waiver of Subrogation.** The Association, as to all policies which it obtains, and all Co-owners, as to all policies which they obtain, shall use their best efforts to see that all property and liability insurance carried by the Association and any Co-owner shall contain appropriate provisions whereby the insurer waives its right of subrogation as to any claims against any Co-owner or the Association.

Section 4.5 **Indemnification.** Each individual Co-owner shall indemnify and hold harmless every other Co-owner, Developer and the Association for all damages and costs, including attorney's fees, which the other Co-owners, Developer or the Association may suffer as a result of defending any claim arising out of an occurrence on or within an individual Co-owner's Unit, Dwelling or appurtenant Limited Common Elements. Each Co-owner shall carry insurance to secure the indemnity obligations under this Section 4.5, if required by the Association, or if required by Developer during the Development and Sales Period. This Section 4.5 is not intended to give any insurer any subrogation right or any other right or claim against any individual Co-owner.

ARTICLE V

RECONSTRUCTION OR REPAIR

Section 5.1 **Co-owner Responsibility for Repair.** Each Co-owner shall be responsible for all reconstruction, repair and maintenance of the Dwelling and other improvements, fixtures and personal property within his Unit, and all Limited Common Elements appurtenant to the Unit. If any damage to the dwelling or other improvements constructed within a Co-owner's Unit adversely affects the appearance of the Project, the Co-owner shall proceed to remove, repair or replace the damaged property without delay.

Section 5.2 **Association Responsibility for Repair.** The Association shall be responsible for the reconstruction, repair and maintenance of the General Common Elements. Immediately following a casualty to property, which the Association is responsible for maintaining and repairing, the Association shall obtain reliable and detailed cost estimates to repair or replace the damaged property to a condition comparable to that existing before the damage. If the proceeds of insurance are not sufficient to defray the estimated costs of reconstruction or repair, or if at any time during such reconstruction or repair, or upon completion of such reconstruction or repair, there are insufficient funds for the payment of the reconstruction or repair, the Association shall make an assessment against all Co-owners for an amount, which when combined with available insurance proceeds, shall be sufficient to fully pay for the cost of repair or reconstruction of the damaged property. Any such assessment made by the Board of Directors of the Association shall be governed by Section 2.3(a) of these Bylaws. Nothing contained in this Section 5.2 is intended to require Developer or the Association to replace mature trees and vegetation with equivalent trees or vegetation.

Section 5.3 **Timely Reconstruction and Repair.** If any damage to Common Elements or a Unit adversely affects the appearance of the Project, the Association or Co-owner responsible for the reconstruction, repair and maintenance thereof shall proceed to replace the damaged property without delay, and shall use its best efforts to complete such replacement within six (6) months from the date upon which the property damage occurred.

Section 5.4 **Eminent Domain.** Section 133 of the Act and the following provisions shall control in the event all or a portion of the Project is subject to eminent domain:

(a) **Taking of a Unit or Related Improvements.** In the event all or a portion of a Unit or any improvement thereon is taken by eminent domain, the award for such taking shall be paid to the Co-owner of such Unit and the mortgagee thereof, as their interest may appear. If the entire Unit is taken by eminent domain, on the acceptance of such award by the Co-owner and his mortgagee, they shall be divested of all interest in the Condominium Project.

(b) **Taking of Common Elements.** If there is a taking of any portion of the General Common Elements, the condemnation proceeds relative to such taking shall be paid to the Co-owners and their mortgagees in proportion to their respective undivided interest in the General Common Elements unless pursuant to the affirmative vote of Co-owners representing greater than fifty (50%) percent in percentage of value of the total votes of all Co-owners qualified to vote, at a meeting duly called for such purpose, the Association is directed to rebuild, repair or replace the portion so taken or to take such other action as authorized by a vote of the Co-owners who hold a majority in percentage of value. If the Association is directed by the requisite number of Co-owners to rebuild, repair or replace all or any portion of the General Common Elements taken, the Association shall be entitled to retain the portion of the condemnation proceeds necessary to accomplish the reconstruction, repair or replacement of the applicable General Common Elements. The Association, acting through its Board of Directors, may negotiate on behalf of all Co-owners for any condemnation award for Common Elements and any negotiated settlement approved by the Co-owners representing sixty-six and two-thirds (66-2/3%) percent or more of the total percentages of value of all Co-owners qualified to vote shall be binding on all Co-owners.

(c) **Continuation of Condominium After Taking.** In the event the Condominium Project continues after a taking by eminent domain, then the remaining portion of the Condominium Project shall be resurveyed and the Master Deed amended accordingly, and, if any Unit shall have been taken, then Article V of the Master Deed shall also be amended to reflect such taking and to proportionately readjust the percentages of value of the remaining Units, based upon the continuing value of the Condominium being one hundred (100%) percent. Such amendment may be effected by an officer of the Association duly authorized by the Board of Directors without the necessity of obtaining the signature or specific approval of any Co-owner, mortgagee or other person.

(d) **Notification of Mortgagees.** In the event all or any portion of a Unit in the Condominium, or all or any portion of the Common Elements is made the subject matter of any condemnation of eminent domain proceeding or is otherwise sought to be acquired by a condemning authority, the Association shall notify each institutional holder of a first mortgage lien on any of the Units in the Condominium that is registered in the Association's book of "Mortgagees of Units" pursuant to Section 7.1 of these Bylaws.

Section 5.7 Notification of FHLMC. In the event any mortgage in the Condominium is held by the Federal Home Loan Mortgage Corporation ("FHLMC") then, upon request therefore by FHLMC, the Association shall give FHLMC written notice, at such address as it may from time to time direct, of any loss to or taking of the Common Elements of the Condominium, if the loss or taking exceeds Ten Thousand and 00/100 (\$10,000.00) Dollars in amount or if the damage or taking relates to a Unit covered by a mortgage purchased in whole or in part by FHLMC exceeds One Thousand and 00/100 (\$1,000.00) Dollars.

Section 5.8 Priority of Mortgagee Interests. Nothing contained in the Condominium Documents shall be construed to give a Co-owner, or any other party, priority over any rights of first

mortgagees of Units pursuant to their mortgages with respect to any distribution to Co-owners of insurance proceeds or condemnation awards for losses to or a taking of Units and/or Common Elements.

ARTICLE VI

RESTRICTIONS

All of the Units in the Condominium shall be held, used and enjoyed subject to the following limitations and restrictions which do not constitute variances or approved deviations from requirements of applicable City ordinances which apply and must be adhered to notwithstanding these provisions and, in some instances, these limitations and restrictions may be more restrictive than applicable City ordinances and agreements:

Section 6.1 Use of Units. No Condominium Unit shall be used for other than single-family residential purposes and the Common Elements shall be used only for purposes consistent with single family residential use. No building of any kind whatsoever shall be erected, re-erected, moved or maintained on any Unit, except one single-family dwelling and appurtenant attached structures. Each Dwelling shall be designed and erected for occupation as a single-family residence and shall have an attached garage for the sole use of the occupants of the Dwelling within the Unit.

Section 6.2 Use of General Common Elements. No member shall alter or change any of the General Common Elements from the way they were originally installed or constructed by the Developer without the express written approval of the Board of Directors. The Board of Directors, in its sole discretion, may disapprove any such request. Even after approval, a member shall be responsible for all damages to any other Units and the improvement thereon or to the Common Elements, resulting from any such alteration. The Board of Directors may appoint an Architectural Control Committee and may delegate to it responsibility for establishing additional rules relating to the use and appearance of Units, the Dwellings constructed thereon, Common Elements and the approval of the construction, maintenance and repair thereof not herein provided.

Section 6.3 Character and Size of Buildings. No Dwelling shall be permitted on any Unit unless, in the case of a one-story building, the living area thereof shall be not less than One Thousand Three Hundred (1,300) square feet; in the case of one and one half story building, the living area thereof shall not be less than One Thousand Six Hundred (1,600) square feet; in the case of a two story building, the living area thereof shall not be less than One Thousand Six Hundred (1,600) square feet. No building greater than two and one-half (2 1/2) stories or taller than thirty-five (35) feet to the midpoint of the roof shall be constructed (a walkout basement shall not be considered as a story). All computations of square footage for determination of the permissibility of erection of residences under this section shall be exclusive of basements, attics, garages, porches or similar areas. No Dwelling shall be less than thirty-nine (39) feet in width. All plans are subject to be reviewed and approved by the Developer prior to the commencement of construction during the Development and Sales Period and thereafter by the Association. Each Dwelling shall be constructed with brick on all four sides of the first floor.

Section 6.4 Exterior Surface of Dwellings. The visible exterior walls of all Dwelling structures shall be made of brick, wood, cement fiberboard, cut stone, fieldstone, LP Smart Siding, ledge rock or stucco. The use of asphalt, cement block, cinder, slag, plywood, panel brick is prohibited, except that panel brick (matching the brick used to construct the Dwelling) may be used to finish an interior chimney chase. A minimum of 65% of the exterior shall be finished in brick or stone for multi-story residences and 80% of the exterior shall be finished in brick or stone for one story residences. Windows and doors made of unpainted aluminum or non-factory painted aluminum are prohibited. The color of

windows, doors, sidings, screens and roof material shall be subject to the approval of the Architectural Control Committee.

Section 6.5 Roof Design. Primary roofs with less than a six-twelfths (6/12) pitch are prohibited, unless approved in writing by the Architectural Control Committee. Roofs must be of shingle construction using fiberglass or asphalt shingles.

Section 6.6 Grade. The grade and topography of any Unit in the Project may not be changed after original construction without the written consent of the Municipality and the Developer during the Development and Sales Period, and thereafter the Association.

Section 6.7 Garages. All garages must be attached to the dwelling. No garage shall provide space for less than two (2) automobiles.

Section 6.8 Driveways. All driveways, aprons and parking areas must be paved with concrete or asphalt or may be constructed with brick pavers. The driveways must be completed within six (6) months of the date of issuance of the temporary certificate of occupancy.

Section 6.9 Antennas, Cable Television Dish. No radio, television or other communication antennas or satellite dishes of any type shall be installed on or outside of any home or other structure located on a Unit that is visible from the street directly in front of the residential structure, unless such placement is necessary for the reception of an acceptable quality signal, and in such event, the Co-owner must first apply to the Board of Directors of the Association to confirm the necessity for such placement. The Board of Directors may impose reasonable rules and regulations on the use of any Units or Limited Common Elements for the placement of telecommunications equipment, including antennae and satellite dishes, that do not unreasonably delay a Co-owner's access to telecommunications services and otherwise complies with the then-applicable Federal Communications Commission's (or its successors) rules with respect to telecommunications equipment installation on commonly owned property. The Developer and the Association shall also comply with other applicable federal and state laws when enforcing this restriction. Any Co-owner installing or having telecommunications equipment installed shall provide written notice to the Association not less than 48 hours prior to installation so that the Association has an opportunity to assure it is not installed on General Common Elements or in violation of applicable rules. The Co-owner shall provide the name of the service provider and the name of the owner of the telecommunications equipment to the Association so that the Association will know who to contact in the event telecommunications equipment is damaged, installed in an unsafe manner, or is maintained in an unsafe or unsightly manner. Co-Owners may install any antenna or satellite dish designed to receive direct broadcast satellite service, including direct-to-home satellite services, that is one meter or less in diameter; or, an antenna designed to receive video programming services via multipoint distribution services, including multi-channel, multipoint distribution services, instructional television fixed services and local multipoint distribution services, that is one meter or less in diameter or two meters or less in diagonal measurement; or an antenna that is designed to receive television broadcast signals that is one meter or less in diameter or two meters or less in diagonal measurement. However, no telecommunications equipment of any type, may be placed on the General Common Elements unless both of the following conditions have been met:

- (a) The telecommunications equipment has been approved by the Developer (during the Development and Sales Period), or the Association thereafter; and
- (b) The proposed telecommunications equipment is for the benefit of the members of the Association at large and not limited in availability to the Co-owners of specific Units.

The placement of radio, television or other communication antenna or satellite dish shall also comply with City ordinances.

Section 6.10 Exterior Lighting. No exterior lighting shall be installed so as to disturb the occupants of neighboring Units or impair the vision of traffic on any street.

Section 6.11 Sump Pumps. All sump pumps shall be connected to the storm sewer system, in locations as approved by the Developer during the Development and Sales Period, and thereafter by the Association.

Section 6.12 Utility Lines. All utility lines, including electric, gas, telephone and cable television, must be installed underground, unless a utility company requires an overhead line as a result of a condition which is particular to that site.

Section 6.13 Porches, Decks or Patios. No unsightly condition shall be maintained upon any porches, decks or patios and only furniture and equipment consistent with ordinary yard, porch, deck or patio use shall be permitted. All decks and patios erected on a Unit shall comply with these restrictions and City ordinances, be approved by the Developer during the Development and Sales Period, and thereafter by the Association, and be approved by the City. All decks and patios shall be located within the Unit at the rear of the residential structure located within the width of the Dwelling located in the Unit. All decks shall be constructed of wolmanized wood, cedar or composite material. All patios shall be constructed of cement slab or brick pavers. Either decks or patios may be constructed of other materials, as approved by the Developer during the Development and Sales Period, and thereafter by the Association.

Section 6.14 Fences, Walls, Privacy Walls. No fence, wall or privacy wall may be constructed or maintained within a Unit or on the Common Elements except: a) a Co-owner may maintain any existing wall or fence located within the Unit which is along the perimeter of the Condominium Premises; b) a Co-owner may maintain a decorative wall or fence as part of a landscaping feature if approved in writing by the Association; and c) a Co-owner may construct and maintain fences required by the City to be erected and maintained around the perimeter of a swimming pool. Any fence around a swimming pool shall be constructed within 5 feet of the pool and may not serve as a fence around the exterior perimeter of the Unit. Any fence around a swimming pool shall be decorative in nature. The location of the fence and the materials used to construct the fence must be approved by the Association in writing before the installation of the fence.

Section 6.15 Swimming Pools. No swimming pool may be built which is higher than one foot (1') above the final grade of the Unit.

Section 6.16 Trailers, Boats, Recreation and Commercial Vehicles. No house trailers, commercial vehicles, boat trailers, boats, camping, recreational vehicles or camping trailers, horse trailers or other utility trailers or vehicles may be parked on or stored on any Unit. However, a construction trailer may be maintained by each Builder or independent contractor contracting with a Co-Owner during the Development and Sales Period when new houses are under construction in the Project.

Section 6.17 Temporary Structures. Trailers, shacks, barns or any temporary buildings of any description whatsoever are expressly prohibited and no temporary occupancy shall be permitted in unfinished buildings. The Developer, any Builders or their subcontractors and/or independent contractors contracting with a Co-Owner, may erect temporary storage buildings for materials and supplies to be used in the construction of houses during the Development and Sales Period.

Section 6.18 Trash and Garbage. No Co-Owner shall throw or allow to accumulate on his or any other Unit or the Common Elements, trash, refuse or rubbish of any kind. No Co-Owner shall dump or otherwise dispose of chemicals, motor oil, paint, gasoline or petroleum distillates in, over or within the Project or the sanitary or storm sewer drains serving the Project. No Unit shall be used or maintained as a dumping ground for rubbish, trash, garbage or other waste, and the same shall not be kept, except in sanitary containers properly concealed from public view. Garbage containers shall not be left at the roadside for more than twenty-four (24) hours in any one week.

Section 6.19 Animals or Pets. No farm animals, livestock or wild animals may be kept, bred or harbored at the Condominium. No household pets shall be bred at the Condominium. No animal may be kept or bred on any Unit for any commercial purpose. No dangerous or savage animal shall be kept, bred or harbored at the Condominium. The maximum number of dogs and/or cats maintained at a Unit shall be two (2) dogs or two (2) cats or one (1) dog and one (1) cat. Ordinary household pets shall have such care and restraint so as not to be dangerous, obnoxious or offensive on account of noise, odor or unsanitary conditions. No such pet may be permitted to run loose upon the Common Elements, Limited or General. Pet owners shall clean up after pets and pick up and dispose of any pet excrement. Any person who causes an animal to be brought or kept in the Condominium shall indemnify and hold harmless the Association from any damage, loss or liability which might accrue to the Association as a result of the presence of such animal in the Condominium. The Owner of a pet must obtain any license for a pet which is required by the Association.

Section 6.20 Remodeling and Alteration of Structures. No exterior alterations or changes may be made to the exterior of any Dwelling or any other structure erected on any Unit until the plans and specification showing the nature, kind, shape, height, color, materials and location of the proposed modifications have been submitted to and approved in writing by the Developer during the Development and Sales Period, and thereafter by the Association.

Section 6.21 Maintenance of Improvements. Each Co-Owner shall keep the Dwelling within the Unit in good condition and in good repair at all times. The exterior of all Dwellings and other structures shall be maintained in good repair, structurally sound and in a sanitary condition so as not to threaten the health, safety or welfare of any occupant or any Co-Owner or to substantially detract from the appearance of the Project as a whole or any area of the Project.

Section 6.22 No Use of Firearms or Dangerous Weapons. No member shall use, or permit any occupant, agent, employee, invitee, guest or member of his family to use, any firearms, rifles, shotguns, handguns, air rifles, pellet guns, BB guns, crossbows and archery equipment, or other similar dangerous weapons, projectiles or devices anywhere on or about the Condominium Premises.

Section 6.23 Activities. No member owning any Unit shall do or permit anything to be done or keep or permit to be kept in his Unit or on the Common Elements anything that will increase the insurance rate on the Condominium without the written approval of the Association. Each member who is the cause thereof shall pay to the Association the increased cost of insurance premiums resulting from any such activity or the maintenance of any such condition.

Section 6.24 Aesthetics. The General Common Elements shall not be used to store supplies, materials, personal property, trash or refuse of any kind, except as designated by the Association. There shall not be any drying, shaking, or airing of clothing or other fabrics outside of the Dwelling. In general, no activity shall be carried on nor condition maintained by a member, either in his Unit or upon the Common Elements, which spoils the appearance of the Condominium.

Section 6.25 Obstructions in the Roads and General Common Element Areas. Roads and all of the General Common Elements, shall not be obstructed in any way nor shall they be used for purposes other than those for which they are reasonably and obviously intended. No bicycles, vehicles, chairs or benches may be left unattended on or about the General Common Elements, without the prior written consent of the Board of Directors.

Section 6.26 Signs. No sign or billboard of any kind shall be placed, erected or maintained on any Unit excepting that the provisions of this paragraph shall not apply to such signs as may be for purposes of resale by any Co-Owner. Signs for purposes of resale shall be limited to one sign per Unit, not exceeding four (4) square feet and shall be subject to review and approval of the Association and the Developer so long as the Developer shall hold title to any Unit. The provisions of this paragraph shall not apply to signs installed or erected on any Unit by the Developer, a Builder, or any entity that acquires title to one or more Units for the purpose of residential construction on those Units and subsequent resale, during such periods as any Units shall be “for sale” or used as a model or for display purposes by the Developer, Builder or other entity. Political signs for a period of three months (90 days) prior to an election may be displayed, one (1) sign per candidate, ground-mounted, on the Unit. No political sign shall be permitted on any of the General Common Elements. No political sign shall exceed four (4) square feet. In addition to these restrictions and limitations, a Co-Owner must also comply with any City ordinance relating to signs.

Section 6.27 Destruction of Building by Fire, etc. Any debris resulting from the destruction, in whole or in part, of any Dwelling within any Unit shall be removed as soon as possible from such Unit in order to prevent an unsightly or unsafe condition.

Section 6.28 Unit Leasing and Rental. A Co-Owner may lease his Unit for the same purposes set forth in this Article provided that written disclosure of such lease transaction is submitted to the Association in the manner specified in subsection “1” below, and provided that written approval (which approval shall not be unreasonably withheld) of such transaction is obtained from the Association. No Co-Owner shall lease less than an entire Unit in the Condominium and no tenant shall be permitted to occupy, except under a lease, the initial term of which is at least six (6) months, unless specifically approved in writing by the Association. The terms of all leases, occupancy agreements and occupancy arrangements shall incorporate, or be deemed to incorporate, all of the provisions of the Condominium Documents. The Developer may lease any number of Units in the Condominium in its discretion. Any rental arrangement and lease shall also comply with any applicable City ordinance.

(a) **Leasing Procedures.** The leasing of Units in the Project shall conform to the following provisions:

(1) A Co-Owner, not including the Developer until after the Transitional Control Date, desiring to rent or lease a Unit, shall disclose that fact in writing to the Association at least ten (10) days before presenting a lease form to a potential lessee and, at the same time, shall supply the Association with a copy of the exact lease form for its review for its compliance with the Condominium Documents. The Co-Owner and the Developer, if applicable, shall also provide the Association with a copy of the executed lease. If no written lease is to be used, then the Co-owner or the Developer, if applicable, shall supply the Association with the name and address of the lessees or occupants, along with the rental amount and due dates of any rent or compensation payable to a Co-owner or the Developer, if applicable, the due dates of that rental and compensation, and the term of the proposed arrangement.

(2) Tenants and non-owner occupants shall comply with all of the conditions of the Condominium Documents and all leases and rental agreements shall so state.

(3) If the Association determines that the tenant or non-owner occupant has failed to comply with the conditions of the Condominium Documents, the Association shall take the following action:

(i) The Association shall notify the Co-Owner by certified mail advising of the alleged violation by the tenant.

(ii) The Co-Owner shall have fifteen (15) days after receipt of such notice to investigate and correct the alleged breach by the tenant or advise the Association that a violation has not occurred.

(iii) If after fifteen (15) days the Association believes that the alleged breach is not cured or may be repeated, it may institute on its behalf or derivatively by the Co-Owners on behalf of the Association, if it is under the control of the Developer, an action for eviction against the tenant or non-owner occupant and, simultaneously, for money damages in the same action against the Co-Owner and tenant or non-owner occupant for breach of the conditions of the Condominium Documents. The relief provided for in this subsection may be by summary proceeding. The Association may hold both the tenant and the Co-Owner liable for any damages to the Common Elements caused by the Co-Owner or tenant in connection with the Unit or Condominium Project.

(iv) When a Co-Owner is in arrears to the Association for assessments, the Association may give written notice of the arrearage to a tenant occupying a Co-Owner's Unit under a lease or rental agreement and the tenant, after receiving the notice, shall deduct from any rental payment due the Co-Owner the arrearage and future assessments as they fall due and pay them to the Association. The deductions to pay past due and future assessments shall not constitute a breach of the rental agreement or lease by the tenant. If the tenant, after being notified, fails or refuses to remit rent otherwise due from the Co-Owner to the Association, then the Association may do the following: (a) issue a statutory notice to quit for non-payment of rent to the tenant and the Association shall have the right to enforce the notice by summary proceeding; (b) initiate proceedings on the Association's behalf or derivatively by the Co-Owners on behalf of the Association, an action for both eviction against the tenant or non-Co-Owner and, simultaneously, an action for money damages against the Co-Owner and tenant or non-Co-Owner occupant for breach of the conditions of the Condominium Documents.

Section 6.29 Landscaping.

(a) Installation. Any Co-owner taking occupancy of a newly constructed residence upon any Unit between September 1 and April 30 shall have the landscaping improvements, including, but not limited to, trees, plantings, shrubs and lawns, installed no later than the next August 31. Any Co-owner taking occupancy of a newly constructed home between May 1 and August 31 shall have the landscaping improvements as described above installed within one hundred twenty (120) days after taking occupancy but no later than November 30. No shrub or planting which obstructs sight lines shall be placed or

permitted to remain on any corner Unit within the triangular area formed by the lot lines and a line connecting them at points twenty-five feet (25') from the intersection of the lot lines, or in the case of a rounded property corner, from the intersection of the lot lines as though extended. No tree shall be permitted to remain within such distances of such intersections unless the foliage line is maintained at sufficient height to prevent obstruction of the sight lines.

(b) Maintenance. The Unit and the right-of-way contiguous to each Unit shall be kept free of weeds by the Co-owner, and all landscaping and lawns shall be well-maintained at all times. All lawn areas on a Unit shall be maintained by regular mowing during the months of April through October of each year unless weather conditions otherwise require additional mowing. All lawn and landscaping areas shall be kept in a vigorous, weed free, growing condition by regularly scheduled lawn care practices (i.e., fertilization, irrigation, and similar measures). Each year all dead and sparse grass areas shall be restored to a dense and healthy condition. Trees and shrubs located on a Unit shall be pruned and maintained according to standard horticultural practices to keep them in a neat and healthy condition. Broken, dead and unsafe branches shall be removed when said condition occurs. Trees, shrubs and other plantings shall be replaced with similar material when plantings are more than fifty percent (50%) dead.

(c) Irrigation Systems. Co-Owners shall install an irrigation system for all landscaped areas within the Unit. All landscape irrigation systems shall be kept operable as designed and shall be utilized as site and weather conditions dictate to ensure healthy, quality lawns and landscape.

(d) Drainage Systems. Drainage systems shall be maintained free of debris, mud, silt, or other conditions and shall be kept fully operable as designed and built.

Section 6.30 Mailboxes. The Association shall install, maintain, repair, and replace, as necessary, the mailboxes and mailbox stands in the areas dedicated for mailboxes in the Condominium. A Co-owner may not install or maintain a separate mailbox. A Co-owner shall not install or maintain a separate receptacle for newspapers, magazines or other similar materials. A Co-Owner may add a newspaper holder to the mailbox at the Co-Owner's expense with the written approval of the Association. Each Co-owner shall pay the Association that Co-owner's pro-rata share of the cost of installing that Co-owner's mailbox and mailbox stand and, if necessary, the cost of replacing that Co-Owner's mailbox and mailbox stand. If a Co-owner or the Co-owner's tenant, guest or invitee, or the guest or invitee of the Co-owner's tenant, damages any mailbox or mailbox stand, such Co-owner shall be responsible for repairing or replacing the damaged mailbox(es) or mailbox stand(s) with the identical mailbox or mailbox stand or one that is substantially similar if an identical one is not available. If the Co-owner fails to repair or replace the damaged mailbox(es) or mailbox stand, the Association shall repair or replace the damaged mailbox(es) or mailbox stand and the Co-owner shall reimburse the Association for the cost of repairing or replacing the mailbox(es) and mailbox stand within ten (10) days after the Association makes a written demand for payment. If the Co-Owner fails to pay the amount due to the Association, the Association may treat the amount due as a delinquent assessment and collect the delinquent assessment as provided in Section 2.7 of these Bylaws.

Section 6.31 Rules and Regulations. Reasonable rules and regulations consistent with the Act, the Master Deed and these Bylaws concerning the use of the Common Elements may be made and amended from time to time by any Board of Directors of the Association, including the Board of Directors appointed by the Incorporator and its successors. Copies of all such rules and regulations and amendments thereto shall be furnished to all members and shall become effective ten (10) days after mailing or delivery thereof to the designated voting representative of each member. Any such rule, regulation or amendment may be revoked at any time by the affirmative vote of more than fifty (50%) percent of all members at any duly convened meeting of the Association, except that the members may not revoke any rule, regulation or amendment prior to the First Annual Meeting of the Association.

Section 6.32 Application of Restrictions to Developer. None of the restrictions contained in this Article shall apply to any of the activities of the Developer, a Builder or other entity that acquires title to one or more Units for the purpose of residential construction on those Units and subsequent resale, during the Development and Sales Period, or of the Association in furtherance of its powers and purposes set forth herein and in its Articles of Incorporation and Bylaws as the same may be amended from time to time.

Section 6.33 Sales – Business Office. Notwithstanding anything to the contrary elsewhere herein contained, Developer or any entity that acquires title to one or more Units for the purpose of residential construction on those Units and subsequent resale, shall have the right to maintain a sales office (including a mobile office), a business office (including a mobile office), a construction office (including a mobile office), model units, storage areas and reasonable parking incident to the foregoing and such access to, from and over the Project as may be reasonable to facilitate the development and sale of the entire Project. During the Development and Sales Period, the Developer, or other entity, shall be responsible for all costs related to maintaining such sales and business offices as provided under this section, including all costs related to Units and Common Elements used by the Developer, Builder or other entity in furtherance of the development and sale of the Project. Developer may assign these rights during the Development and Sales Period. Developer shall restore the areas so utilized under this section, whether used by the Developer or by its assignee(s), to habitable status upon termination of use, or such costs required to restore same shall be chargeable to the Developer by the Association.

Section 6.34 Architectural Review Committee.

(a) No building, fence, wall, deck, swimming pool, outbuilding, drainage structure or other structure, or exterior improvement shall be commenced, erected or maintained on any Unit, nor shall any exterior addition to or change or alteration therein or change in the exterior appearance thereof be made until the plans and specifications showing the kind, size, shape, height, colors, materials, topography and location of the same on the Unit shall have been submitted to and approved in writing by an architectural review committee (the "Committee"). The Committee shall be composed of three (3) persons appointed by the Association. Committee members are not required to be Members of the Association, and may be employees, officers, directors, agents or affiliates of the Developer. Each member of the Committee shall serve until he resigns or is replaced by a subsequent appointee. Neither the Developer nor the Committee shall have any liability whatsoever for the approval or disapproval of any plans or specifications.

(b) Preliminary plans describing the improvements proposed to be made may be submitted to the Committee for preliminary consideration and approval prior to the preparation and submission of the plans and specifications described in subsection (c) below.

(c) Plans and specifications for final consideration for approval by the Committee shall include the following:

- (i) Complete plans and specifications sufficient to secure a building permit in the Municipality including a dimensioned plot plan showing the Unit and placement of all improvements;
- (ii) Front elevation, side elevations and rear elevation of the building, plus elevations of any walls and fences;
- (iii) A perspective drawing, if deemed necessary by the Committee,

to interpret adequately the exterior design;

- (iv) Data as to size, materials, colors and texture of all exteriors, including roof coverings and any fences and walls;
- (v) One set of plans (no less than 12" X 18" in size) to be left with the Committee until construction is completed;
- (vi) Any other data, drawings or materials which the Committee requests in order to fulfill its function.

(d) No approval by the Committee shall be valid if the structure or improvement violates any of the restrictions as otherwise set forth in Article VI of these Bylaws, except in cases where waivers have been granted as provided for herein.

(e) The Committee may disapprove plans because of noncompliance with any of the restrictions set forth in these Bylaws, or because the Committee is not satisfied with the grading and drainage plan, the location of the structure on the Unit, the materials used, the color scheme, the finish, design, proportion, shape, height, style or appropriateness of the proposed improvement or alteration or because of any matter or thing, which, in the judgment of the Committee, would render the proposed improvement or alteration inharmonious with, or out of keeping with, the objectives of the Developer in the creation of the Condominium or the provisions of these Bylaws as determined by the Committee, in its sole discretion, or with improvements erected or to be erected on other Units in the Condominium, including purely aesthetic considerations. No member of the Committee shall be liable for any approval or disapproval of any plan. The decision of the Committee is final and there is no appeals process.

(f) If the Committee fails to approve or disapprove plans within thirty (30) days after the proper and complete submission of plans and specifications, then such approval will not be required, but all other limitations, conditions and restrictions set forth in the Master Deed shall apply and remain in force as to such plans, specifications, and improvements.

(g) Committee approval shall be deemed given if either (a) the plans and specifications submitted for approval are marked or stamped as having been finally approved by the Committee, or (b) an approval form specifying the plans and specifications submitted for approval is dated and signed by two (2) members of the Committee who were validly serving on the Committee on the date of such approval.

(h) The Committee may, but shall not be required to, adopt guidelines for its approval process. The guidelines, if adopted, may include discussion of aesthetic standards to be utilized by the Committee in approving plans and specifications, preferred materials, preferred styles of residences, and other matters which will assist Co-owners seeking Committee approval. The guidelines, if adopted, will be intended solely for the purposes of illustrating and explaining current Committee standards. The guidelines shall not be construed to create any obligation on the part of the Committee to approve or reject any specific plan or specification or to otherwise modify or diminish the discretion of the Committee under this Article.

(i) The Committee may charge a review fee of a maximum of Two Hundred Fifty Dollars (\$250.00) to any Builder or Co-owner for the purposes of reviewing plans for the construction of a residence. The fee may not be utilized for the purposes of paying salaries to any members of the Committee but shall be utilized exclusively for the purposes of reimbursing

actual expenses of the Committee, including, but not limited to, professional review fees of independent consultants.

Section 6.35 Non-Co-Owner Compliance.

(a) All non-Co-Owner occupants of or visitors to any unit shall comply with all of the terms and conditions of the Condominium Documents and the provisions of the Act.

(b) If the Association determines that a non-Co-Owner occupant or visitor has failed to comply with the conditions of the Condominium Documents, or the provisions of the Act, the Association shall take the following action: (i) the Association shall advise the appropriate member by certified mail of the alleged violation by a person occupying or visiting his unit; (ii) the member shall have fifteen (15) days after receipt of the notice to investigate and correct the alleged breach or advise the Association that a violation has not occurred; (iii) if after fifteen (15) days the Association believes that the alleged breach has not been cured or may be repeated, it may impose an assessment against the Unit occupied by the non-Co-Owner or visitor to cover the cost incurred by the Association to cure the breach, if any, and the Association may institute, on its behalf, or derivatively by the members on behalf of the Association if it is under the control of the Developer, an action for eviction against the non-co-owner occupant or visitor and, simultaneously, for money damages against the member and non-co-owner occupant or visitor for breach of the conditions of the Condominium Documents or of the Act. The relief set forth in this Section may be by any appropriate proceeding. The Association may hold both the non-co-owner occupant or visitor and the member liable for any damages caused to the Condominium. If the violation is determined to be of an emergency nature, the Association may apply to the appropriate court for, and obtain injunctive relief, in addition to all other remedies, including money damages as above.

Section 6.36 Co-Owner Maintenance. Each Co-Owner shall maintain his or her Unit, the Dwelling constructed thereon, and any Limited Common Elements appurtenant thereto for which he or she has maintenance responsibility in a safe, clean and sanitary condition. Each Co-Owner shall also use due care to avoid damaging any of the Common Elements including, but not limited to, landscaping and the telephone, water, sanitary sewer, storm sewer, irrigation, gas, plumbing, electrical or other utility conduits and systems and any other Common Elements which are appurtenant to or which may affect any other Unit. Each Co-Owner shall be responsible for damages or costs to the Association resulting from negligent damage to or misuse of any of the Common Elements by him or her, or his or her family, guests, contractors, agents or invitees, unless such damages or costs are covered by insurance carried by the Association (in which case there shall be no such responsibility, unless reimbursement to the Association is limited by virtue of a deductible provision, in which case the responsible Co-Owner shall bear the expense to the extent of the deductible amount). Each individual Co-Owner shall indemnify the Association and all other Co-Owners against such damages and costs, including attorneys' fees, and all such costs or damages to the Association may be assessed to and collected from the responsible Co-Owner in the manner provided in Article II hereof.

Section 6.37 Enforcement. Failure to comply with any of the terms of the Act, the Master Deed, these Bylaws, the Articles of Incorporation or Rules and Regulations of the Association, shall be grounds for relief, which may include, without limitation, an action to recover sums due for such damages, injunctive relief and any other remedy that may be appropriate to the nature of the breach. The failure of the Association to enforce any right, provision, covenant or condition which may be granted by the Act, the Master Deed, these Bylaws, the Articles of Incorporation, or Rules and Regulations of the Association, shall not constitute a waiver of the right of the Association to enforce such right, provision, covenant or condition in the future. The Developer shall have the right to enforce these Bylaws

throughout the Development and Sales Period, which right of enforcement shall include (without limitation) an action to restrain the Association or any Co-Owner from any activity prohibited by these Bylaws.

Section 6.38 Waiver. During the Development and Sales Period, the Developer, and thereafter the Association, may waive the restrictions contained herein if it reasonably determines that the harmony and appearance of the community will not be adversely affected thereby.

ARTICLE VII

MORTGAGES

Section 7.1 Notice to Association. Any Co-owner who mortgages his Unit shall notify the Association of the name and address of the mortgagee, and the Association shall maintain such information in a book entitled "Mortgages of Units". The Association may, at the written request of a mortgagee of any such Unit, report any unpaid assessments due from the Co-owner of such Unit. The Association shall give to the holder of any first mortgage covering any Unit written notification of any default in the performance of the obligations of the Co-owner of such Unit that is not cured within sixty (60) days.

Section 7.2 Notification of Meetings. Upon request submitted to the Association, any institutional holder of a first mortgage lien on a Unit shall be entitled to receive written notification of every meeting of the Members of the Association and to designate a representative to attend such meeting.

ARTICLE VIII

VOTING

Section 8.1 Vote. Except as otherwise specifically provided in these Bylaws, each Co-owner shall be entitled to one vote for each Condominium Unit owned. With respect to those Sections of these Bylaws which require votes to be cast on a percentage of value basis, each Co-owner's Unit shall be assigned the number votes proportionate to the percentage of value pertaining to such Co-owner's Unit.

Section 8.2 Eligibility to Vote. No Co-owner, other than Developer, shall be entitled to vote at any meeting of the Association until he has presented to the Association evidence that the Co-owner owns a Unit. Except as provided in Section 11.2 of these Bylaws, no Co-owner, other than Developer, shall be entitled to vote prior to the date of the First Annual Meeting of Members held in accordance with Section 11.2. The vote of each Co-owner may be cast only by the individual representative designated by such Co-owner in the notice required in Section 8.3 below or by a proxy given by such individual representative. Developer shall be the only person entitled to vote at a meeting of the Association until the First Annual Meeting of Members and shall be entitled to vote during such period notwithstanding the fact that Developer may own no Units at some time or from time to time during such period. At the First Annual Meeting, and thereafter, Developer shall be entitled to vote for each Unit that it owns.

Section 8.3 Designation of Voting Representative. Each Co-owner shall file with the Association a written notice designating the individual representative who shall vote at meetings of the Association and receive all notices and other communications from the Association on behalf of the Co-owner. If a Co-owner designates himself as the individual representative, he need not file any written notice with the Association. The failure of any Co-owner to file any written notice with the Association

shall create a presumption that the Co-owner has designated himself as the voting representative. The notice shall state the name and address of the individual representative designated, the address of the Unit or Units owned by the Co-owner and the name and address of each person, firm, corporation, partnership, limited liability company, association, trust or other entity who is the Co-owner. The notice shall be signed and dated by the Co-owner. The Co-owner may change an individual representative at any time by filing a new notice in accordance with this Section 8.3. In the event a Unit is owned by multiple Co-owners who fail to designate an individual voting representative for such Co-owners, the Co-owner whose name first appears on record title shall be deemed to be the individual representative authorized to vote on behalf of all the multiple Co-owners of the Unit(s) and any vote cast in person or by proxy by said individual representative shall be binding upon all such multiple Co-owners.

Section 8.4 Quorum. The presence in person or by proxy of Co-owners representing thirty-five (35%) percent of the total number of votes of all Co-owners qualified to vote (based on one vote per Unit for quorum purposes) shall constitute a quorum for holding a meeting of the Members of the Association, except for voting on questions specifically required by the Condominium Documents to require a greater quorum. The written vote of any person furnished at or prior to any duly called meeting at which said person is not otherwise present in person or by proxy shall be counted in determining the presence of a quorum with respect to the question upon which the vote is cast.

Section 8.5 Voting. Votes may be cast in person or by proxy by a writing duly signed by the designated voting representative not present at a given meeting in person or by proxy. Proxies and any written votes must be filed with the Secretary of the Association at or before the appointed time of each meeting of the Members of the Association. Cumulative voting shall not be permitted.

Section 8.6 Majority. When an action is to be authorized by vote of the Co-owners of the Association, the action must be authorized by a majority of the votes cast at a meeting duly called for such purpose, unless the Master Deed, these Bylaws or the Act requires a greater percentage vote.

ARTICLE IX

MEETINGS

Section 9.1 Place of Meeting. Meetings of the Association shall be held at the principal office of the Association or at such other suitable place convenient to the Co-owners as may be designated by the Board of Directors. Meetings of the Association shall be conducted in accordance with generally recognized rules of parliamentary procedure, which are not in conflict with the Condominium Documents or the laws of the State of Michigan.

Section 9.2 First Annual Meeting. Developer may convene the First Annual Meeting of members of the Association in its discretion at any time prior to the date the First Annual Meeting is required to be convened pursuant to this Section 9.2. The First Annual Meeting must be held: (i) within one hundred twenty (120) days following the conveyance of legal or equitable title to non-Developer Co-owners of seventy-five (75%) percent of all Units that may be created; or (ii) fifty-four (54) months from the first conveyance to a non-Developer Co-owner of legal or equitable title to a Unit, whichever is the earlier to occur. Developer may call meetings of Members for informative or other appropriate purposes prior to the First Annual Meeting of Members and no such meeting shall be construed as the First Annual Meeting of Members. The date, time and place of such meeting shall be set by the Board of Directors, and at least ten (10) days written notice thereof shall be given to each Co-owner's individual representative. The phrase "Units that may be created" as used in this Section 9.2 and elsewhere in the Condominium Documents refers to the maximum number of Units that Developer is permitted to include in the Condominium Project under the Condominium Documents, as they may be amended.

Section 9.3 Annual Meetings. Annual meetings of Association Members shall be held not later than May 30 of each succeeding year following the year in which the First Annual Meeting is held, at a time and place determined by the Board of Directors. At each annual meeting, the Co-owners shall elect members of the Board of Directors in accordance with Article XI of these Bylaws. The Co-owners may also transact at annual meetings such other Association business as may properly come before them.

Section 9.4. Special Meeting. The President shall call a special meeting of Members as directed by resolution of the Board of Directors or upon presentation to the Association's Secretary of a petition signed by Co-owners representing at least one third (1/3) of the votes of all Co-owners qualified to vote (based upon one vote per Unit). Notice of any special meeting shall state the time and place of such meeting and the purposes thereof. No business shall be transacted at a special meeting except as stated in the notice.

Section 9.5 Notice of Meetings. The Secretary (or other Association officer in the Secretary's absence) shall provide each Co-owner of record, or, if applicable, a Co-owner's individual representative, with notice of each annual or special meeting, stating the purpose thereof and the time and place where it is to be held. A notice of an annual or special meeting shall be served at least ten (10) days but not more than sixty (60) days prior to each meeting, except for a Litigation Evaluation Meeting, which notice requirements, are prescribed in Article III. The mailing, postage prepaid, of a notice to the individual representative of each Co-owner at the address shown in the notice filed with the Association under Section 8.3 of these Bylaws shall be deemed properly served. Any Co-owner or individual representative may waive such notice, by filing with the Association a written waiver of notice signed by such Co-owner or individual representative.

Section 9.6 Adjournment. If any meeting of Co-owners cannot be held because a quorum is not in attendance, the Co-owners who are present may adjourn the meeting to a time not less than forty-eight (48) hours from the time the original meeting was called. When a meeting is adjourned to another time or place, it is not necessary to give notice of the adjourned meeting if the time and place to which the meeting is adjourned are announced at the meeting at which the adjournment is taken and only such business is transacted at the adjourned meeting as might have been transacted at the original meeting. However, if after the adjournment, the Board of Directors fixes a new record date for the adjourned meeting, a notice of adjourned meeting shall be given to each Co-owner or Co-owner's individual representative.

If a meeting is adjourned in accordance with the provisions of this Section 9.6 due to the lack of a quorum, the required quorum at the subsequent meeting shall be two thirds (2/3) of the required quorum for the meeting that was adjourned, provided that the Board of Directors provides each Co-owner (or Co-owner's individual representative) with notice of the adjourned meeting in accordance with Section 9.5 above and provided further the subsequent meeting is held within sixty (60) days from the date of the adjourned meeting.

Section 9.7 Action Without Meeting. Any action required or permitted to be taken at any meeting of Members may be taken without a meeting, without prior notice and without a vote, except for litigation referenced in Article III and Article XXI, if a written consent, setting forth the actions so taken, is signed by the Co-owners (or their individual representatives) having not less than the minimum number of votes that would be necessary to authorize or take the action if the action were taken at a meeting at which all Co-owners entitled to vote thereon were present and voted. Prompt notice of any action that is taken without a meeting by less than unanimous written consent shall be given to the Co-owners who have not consented in writing.

ARTICLE X

ADVISORY COMMITTEE

Within one (1) year after the first conveyance to a non-Developer Co-owner of legal or equitable title to a Unit in the Project or within one hundred twenty (120) days following the conveyance to non-Developer Co-owners of one third (1/3) of the total number of Units that may be created, whichever first occurs, Developer shall cause to be established an Advisory Committee consisting of at least three (3) non-Developer Co-owners. The Committee shall be established in any manner Developer deems advisable. The purpose of the Advisory Committee shall be to facilitate communications between the temporary Board of Directors and the non-developer Co-owners and to aid in the transition of control of the Association from Developer to purchaser Co-owners. The Advisory Committee shall automatically cease to exist when a majority of the Board of Directors of the Association is elected by non-Developer Co-owners. Developer may at any time remove and replace at its discretion any member of the Advisory Committee.

ARTICLE XI

BOARD OF DIRECTORS

Section 11.1 Number and Qualification of Directors. The Board of Directors shall be comprised of three (3) Directors. Following the Transitional Control Date, the Co-owners may elect to increase the number of Directors to five (5) by an affirmative vote of the Co-owners (or their individual representatives) who represent greater than fifty (50%) percent of the total votes of all Co-owners qualified to vote.

Section 11.2 Election of Directors.

(a) ***First Board of Directors.*** Until such time as the non-Developer Co-owners are entitled to elect one (1) of the members of the Board of Directors, Developer shall select all of the Directors, which persons may be removed or replaced by Developer in its discretion.

(b) ***Appointment of Non-Developer Co-owners to Board Prior to First Annual Meeting.*** Not later than one hundred twenty (120) days following the conveyance to non-Developer Co-owners of legal or equitable title to twenty-five (25%) percent of the Units that may be created, at least one (1) member and not less than twenty-five (25%) of the Board of Directors shall be elected by non-Developer Co-owners. Developer shall select the remaining members of the Board of Directors. Not later than one hundred twenty (120) days following the conveyance of legal or equitable title to non-Developer Co-owners of fifty (50%) percent of the units that may be created, not less than thirty-three and one-third (33-1/3%) percent of the Board of Directors shall be elected by non-Developer Co-owners. When the required percentage level of conveyance has been reached, Developer shall notify the non-Developer Co-owners and request that they hold a meeting to elect the required Director. Upon certification by the Co-owners to Developer of the Director elected, Developer shall immediately appoint such Director to the Board, to serve until the First Annual Meeting of Co-owners, unless he is removed pursuant to Section 11.7 or he resigns or becomes incapacitated.

(c) **Election of Directors at and after First Annual Meeting.**

(1) Not later than one hundred twenty (120) days following the conveyance to non-Developer Co-owners of legal or equitable title to seventy-five (75%) percent of the Units that may be created, and before conveyance of ninety (90%) percent of such Units, the non-Developer Co-owners shall elect all of the Directors on the Board, except that Developer shall have the right to designate at least one Director so long as Developer owns and offers for sale at least ten (10%) percent of the Units in the Project or as long as ten (10%) of the Units remain that may be created. Whenever the seventy-five (75%) percent conveyance level is achieved, a meeting of Co-owners shall promptly be convened within one hundred twenty (120) days to effectuate this provision, even if the First Annual Meeting has already occurred.

(2) Regardless of the percentage of Units which have been conveyed, upon the elapse of fifty-four (54) months after the first conveyance to a non-Developer Co-owner of legal or equitable title to a Unit in the Project, and if title to not less than seventy-five (75%) percent of the Units that may be created has not been conveyed, the non-Developer Co-owners have the right to elect a number of members of the Board of Directors equal to the percentage of Units they own, and Developer has the right to elect a number of members of the Board of Directors equal to the percentage of Units which are owned by Developer and for which assessments are payable by Developer. This election may increase, but shall not reduce, the minimum election and designation rights otherwise established in Section 11.2(b) or 11.2(c)(1) above. Application of this subsection does not require a change in the size of the Board of Directors.

(3) If the calculation of the percentage of members of the Board of Directors that the non-Developer Co-owners have the right to elect under subsection (2) above, or if the product of the number of members of the Board of Directors multiplied by the percentage of Units held by the non-Developer Co-owners under subsection (b) results in a right of non-Developer Co-owners to elect a fractional number of members of the Board of Directors, then a fractional election right of 0.5 or greater shall be rounded up to the nearest whole number, which number shall be the number of members of the Board of Directors that the non-Developer Co-owners have the right to elect. After application of this formula, Developer shall have the right to elect the remaining members of the Board of Directors. Application of this subsection shall not eliminate the right of Developer to designate one director as provided in subsection (1) above.

(4) At such time as the non-Developer Co-owners are entitled to elect all of the Directors, two (2) Directors shall be elected for a term of two (2) years and one (1) Director shall be elected for a term of one (1) year. At such meeting, all nominees shall stand for election as one slate and the two (2) persons receiving the highest number of votes shall be elected for a term of two (2) years and the one (1) person receiving the next highest number of votes shall be elected for a term of one (1) year. At each annual meeting held thereafter, either one (1) or two (2) Directors shall be elected depending upon the number of Directors whose terms expire, and the term of office of each Director shall be two (2) years. The Directors shall hold office until their successors have been elected and hold their first meeting.

Section 11.3 Powers and Duties. The Board of Directors shall have the powers and duties necessary for the administration of the affairs of the Association and may do all acts and things which are

not prohibited by the Condominium Documents or specifically required to be exercised and performed by the Co-owners.

Section 11.4 Specific Powers and Duties. In addition to the duties imposed by these Bylaws or any further duties that may be imposed by resolution of the Co-owners of the Association, the Board of Directors shall have the following powers and duties:

- (a) To manage and administer the affairs of and maintain the Condominium Project and the Common Elements.
- (b) To collect assessments from the Co-owners and to expend the proceeds for the purposes of the Association.
- (c) To carry insurance and collect and allocate the proceeds thereof.
- (d) To reconstruct or repair improvements after casualty.
- (e) To contract for and employ persons, firms, corporations or other agents to assist in the management, operation, maintenance and administration of the Condominium Project.
- (f) To acquire, maintain and improve; and to buy, operate, manage, sell, convey, assign, mortgage or lease any real or personal property (including any Unit in the Condominium and easements, rights-of-way and licenses) on behalf of the Association in furtherance of any of the purposes of the Association.
- (g) To borrow money and issue evidences of indebtedness in furtherance of any or all of the purposes of the Association, and to secure the same by mortgage, pledge, or other lien, on property owned by the Association; provided, however, that any such action shall also be approved by the affirmative vote of the Co-owners (or their individual representatives) representing at least seventy-five (75%) percent of the total percentages of value of all Co-owners qualified to vote.
- (h) To establish rules and regulations in accordance with Section 6.28 of these Bylaws.
- (i) To establish such committees as the Board of Directors deems necessary, convenient or desirable and to appoint persons thereto for the purpose of implementing the administration of the Condominium and to delegate to such committees any functions or responsibilities which are not by law or the Condominium Documents required to be exclusively performed by the Board.
- (j) To enforce the provisions of the Condominium Documents.

Section 11.5 Management Agent. The Board of Directors may employ for the Association a professional management agent (which may include Developer or any person or entity related thereto) at a reasonable compensation established by the Board to perform such duties and services as the Board shall authorize, including, but not limited to, the duties listed in Sections 11.3 and 11.4, and the Board may delegate to such management agent any other duties or powers which are not by law or by the Condominium Documents required to be exclusively performed by or have the approval of the Board of Directors or the Members of the Association.

Section 11.6 Vacancies. Vacancies in the Board of Directors that occur after the Transitional Control Date caused by any reason other than the removal of a Director by a vote of the Co-owners of the Association shall be filled by vote of the majority of the remaining Directors, even though they may constitute less than a quorum, except that Developer shall be solely entitled to fill the vacancy of any Director whom it is permitted in the first instance to designate. Each person so elected shall be a Director until a successor is elected at the next annual meeting of the Association. Vacancies among Directors elected by non-Developer Co-owners that occur prior to the Transitional Control Date may be filled only through election by non-Developer Co-owners and shall be filled in the manner as specified in Section 11.2(b).

Section 11.7 Removal. At any regular or special meeting of the Association duly called with due notice of the removal action proposed to be taken, any one or more of the Directors elected by the non-Developer Co-owners may be removed with or without cause by the affirmative vote of the Co-owners (or their individual representatives) who represent greater than fifty (50%) percent of the total votes of all Co-owners qualified to vote, and a successor may then and there be elected to fill any vacancy thus created. Any Director whose removal has been proposed by a Co-owner shall be given an opportunity to be heard at the meeting. Developer may remove and replace any or all of the Directors selected by it at any time or from time to time in its sole discretion. Any Director selected by the non-Developer Co-owners to serve before the First Annual Meeting may also be removed by such Co-owners before the First Annual Meeting in the manner described in this Section 11.7.

Section 11.8 First Meeting. The first meeting of the elected Board of Directors shall be held within ten (10) days of election at a time and place fixed by the Directors at the meeting at which such Directors were elected, and no notice shall be necessary in order to legally convene such meeting, provided a majority of the Board shall be present.

Section 11.9 Regular Meetings. Regular meetings of the Board of Directors may be held at such times and places as shall be determined from time to time by a majority of the Directors, but at least two (2) such meetings shall be held during each fiscal year of the Association. Notice of regular meetings of the Board of Directors shall be given to each Director, personally, by mail, telephone, facsimile or email at least ten (10) days prior to the date named for such meeting.

Section 11.10 Special Meetings. Special meetings of the Board of Directors may be called by the President on three (3) days notice to each Director, given personally, by mail, telephone or facsimile, which notice shall state the time, place and purpose of the meeting. The President or Secretary shall call special meetings of the Board of Directors in like manner on the written request of two (2) or more Directors.

Section 11.11 Quorum and Required Vote of Board of Directors. At all meetings of the Board of Directors, a majority of the members of the Board of Directors then in office shall constitute a quorum. The vote of the majority of Directors at a meeting at which a quorum is present constitutes the action of the Board of Directors, unless the Michigan Non-profit Corporation Act, the Articles of Incorporation, the Master Deed or these Bylaws require a greater plurality. If a quorum is not present at any meeting of the Board of Directors, the Directors present at such meeting may adjourn the meeting from time to time without notice other than an announcement at the meeting, until the quorum shall be present.

Section 11.12 Consent in Lieu of Meeting. Any action required or permitted to be taken at a meeting of the Board of Directors may be taken without a meeting if all members of the Board of Directors consent in writing. The written consent shall be filed with the minutes of the proceedings of the Board of Directors. The consent has the same effect as a vote of the Board of Directors for all purposes.

Section 11.13 Participation in a Meeting by Telephone. A Director may participate in a meeting by means of conference telephone or similar communications equipment by means of which all persons participating in the meeting can hear each other. Participation in a meeting pursuant to this Section 11.13 constitutes presence at the meeting.

Section 11.14 Fidelity Bonds. Following the Transitional Control Date, the Board of Directors shall require that all officers and employees of the Association handling or responsible for Association funds furnish adequate fidelity bonds. The premiums on such bonds shall be expenses of administration.

Section 11.15 Compensation. The Board of Directors shall not receive any compensation for rendering services in their capacity as Directors, unless approved by the Co-owners (or their individual representatives) who represent sixty (60%) percent or more of the total votes of all Co-owners qualified to vote.

ARTICLE XII

OFFICERS

Section 12.1 Selection of Officers. The Board of Directors, at a meeting called for such purpose, shall appoint a president, secretary and treasurer. The Board of Directors may also appoint one or more vice-presidents and such other officers, employees and agents as the Board shall deem necessary, which officers, employees and agents shall hold their offices for such terms and shall exercise such powers and perform such duties as shall be determined from time to time by the Board of Directors. One (1) person who may also be a Director may hold two (2) or more offices, except that of president and vice-president. An officer shall be a Co-owner, or shareholder, officer, director, employee, member or partner of a Co-owner that is an entity.

Section 12.2 Term, Removal and Vacancies. Each officer of the Association shall hold office for the term for which he is appointed until his successor is elected or appointed, or until his resignation or removal. The Board of Directors with or without cause may remove any officer appointed by the Board of Directors at any time. Any officer may resign by written notice to the Board of Directors. The Board of Directors may fill any vacancy occurring in any office.

Section 12.3 President. The President shall be a Member of the Board of Directors and shall act as the chief executive officer of the Association. The President shall preside at all meetings of the Association and of the Board of Directors. The President shall have all of the general powers and duties that are usually vested in the office of the President of an Association, subject to Section 12.1.

Section 12.4 Vice President. The Vice President shall take the place of the President and perform his duties whenever the President shall be absent or unable to act. If neither the President nor the Vice President is able to act, the Board of Directors shall appoint some other member of the Board to do so on an interim basis. The Vice President shall also perform such other duties as shall from time to time be imposed upon him by the Board of Directors.

Section 12.5 Secretary. The Secretary shall keep the minutes of all meetings of the Board of Directors and the minutes of all meetings of the Co-owners of the Association. The Secretary shall have charge of the corporate seal, if any, and of such books and papers as the Board of Directors may direct; and he shall, in general, perform all duties incident to the office of the Secretary.

Section 12.6 Treasurer. The Treasurer shall have responsibility for the Association funds and securities and shall be responsible for keeping full and accurate accounts of all receipts and disbursements in books belonging to the Association. The Treasurer shall be responsible for the deposit of all monies and the Board of Directors may from time to time, designate other valuable effects in the name and to the credit of the Association, in such depositories as may, from time to time, be designated by the Board of Directors.

ARTICLE XIII

SEAL

The Association may (but need not) have a seal. If the Board determines that the Association shall have a seal, then it shall have inscribed thereon the name of the Association, the words "corporate seal", and "Michigan".

ARTICLE XIV

FINANCE; BOOKS AND RECORDS; CO-OWNER RESPONSIBILITIES WHEN TRANSFERRING UNIT

Section 14.1 Records. The Association shall keep detailed books of account showing all expenditures and receipts of administration, which shall specify the maintenance and repair expenses of the Common Elements, and any other expenses incurred by or on behalf of the Association and the Co-owners. Such accounts and all other Association records shall be open for inspection by the Co-owners and their mortgagees during reasonable working hours. The Association shall prepare and distribute to each Co-owner at least once a year a financial statement, the contents of which shall be determined by the Association. The books of account shall be audited at least annually; provided, however, that such auditors need not be certified public accountants nor does such audit need to be a certified audit. Upon request, any institutional holder of a first mortgage lien on any Unit in the Condominium shall be entitled to receive a copy of such annual financial statement within ninety (90) days following the end of the Association's fiscal year. The costs of any such audit and any accounting expenses shall be expenses of administration.

Section 14.2 Fiscal Year. The fiscal year of the Association shall be an annual period commencing on the date initially determined by the Directors. The Board of Directors in its discretion may change the Association's fiscal year.

Section 14.3 Bank Accounts. The Association's funds shall initially be deposited in such bank or savings association as may be designated by the Directors. All checks, drafts and order of payment of money shall be signed in the name of the Association in such manner and by such person or persons as the Board of Directors shall from time to time designate for that purpose. The Association's funds may be invested from time to time in accounts or deposit certificates of such bank or savings association that are insured by the Federal Deposit Insurance Corporation of the Federal Savings and Loan Insurance Corporation and may also be invested in interest-bearing obligations of the United States Government.

Section 14.4 Co-owner Access to Books and Records; Procedures. Each Co-owner has the right to review the books and records of the Association. The following procedures are to be followed regarding such requests.

(a) In order to review the records, the requesting Co-owner must submit a request in writing to the Board of Directors in care of the management agent (or if there is no management agent, to the Secretary of the Association).

(i) The request must state which books and records the Co-owner seeks to review.

(ii) The request must state whether the Co-owner will require copies of the records which are requested.

(iii) The request must have the name, address and telephone number of the requesting party.

(b) Upon receipt of the request from a Co-owner to review the records, the management agent (or Secretary of the Association if there is no management agent) will advise the Board of Directors of the Association of the request. The management agent (or Secretary if there is no management agent) will then inform the Co-owner of a convenient time, place and date where the requested records may be reviewed. The Co-owner shall be advised of the time place and date within five (5) working days of the receipt of the Co-owner's initial request. The Co-owner shall be advised at that time of the following:

(i) The Co-owner will be responsible for payment of the actual costs of all reproductions or copies of the requested documents. The Co-owner shall be informed of the per page copying cost before copies are made.

(ii) The Co-owner shall be responsible for payment for time spent by management agent personnel at the rate set by the management contract.

(c) Each Co-owner may make only one such request per calendar quarter.

(d) These procedures shall also apply to requests for copies of books and records made by mortgagees of Units.

Section 14.5 Disposition of Interest in Unit by Sale or Lease. No Co-owner may dispose of a Unit in the Condominium, or any interest therein, by a sale or lease without complying with the following terms or conditions:

(a) **Notice to Association: Co-owner to Provide Condominium Documents to Purchaser or Tenant.** A Co-owner intending to make a sale or lease of a Unit in the Condominium, or any interest therein, shall give written notice of such intention delivered to the Association at its registered office and shall furnish the name and address of the intended purchaser or lessee and such other information as the Association may reasonably require. Prior to the sale or lease of a Unit, the selling or leasing Co-owner shall provide a copy of the Condominium Master Deed (including Exhibits A and B thereto) and any amendments to the Master Deed, the Articles of Incorporation and any amendment thereto, and the rules and regulations, as amended, if any, to the proposed purchaser or lessee. In the event a Co-owner shall fail to notify the Association of the proposed sale or lease or in the event a Co-owner shall fail to provide the prospective purchaser or lessee with a copy of the Master Deed and other documents referred to above, such Co-owner shall be liable for all costs and expenses, including attorney fees, that may be incurred by the Association as a result thereof or by reason of any noncompliance of such purchaser or lessee with the terms, provisions and restrictions set forth in

the Master Deed; provided, however, that this provision shall not be construed so as to relieve the purchaser or lessee of his obligations to comply with the provisions of the Condominium Documents.

(b) **Developer and Mortgagees Not Subject to this Section.** The Developer shall not be subject to this Section regarding the sale or, except to the extent provided in Article VI, Section 2(b), the lease of any Unit in the Condominium which it owns, nor shall the holder of any mortgage which comes into possession of a Unit pursuant to the remedies provided in the mortgage, foreclosure of the mortgage or deed in lieu of foreclosure, be subject to the provisions of this Section.

(c) **Charges.** The Association may charge a reasonable fee for any dues statement or status letter requested by a Co-Owner, prospective mortgagee, title company, or purchaser under these Bylaws. The purchaser of a Unit shall also be responsible for the payment of any Unit transfer fee, new account start-up or similar charge customarily collected by the Association or management agent upon the sale of the Unit. These charges are intended to cover the administrative expenses incurred by the management agent and Association when a unit is transferred or refinanced.

ARTICLE XV

INDEMNIFICATION OF OFFICERS AND DIRECTORS

Section 15.1 Third Party Actions. To the fullest extent permitted by the Michigan Non-profit Corporation Act, the Association shall, subject to Section 15.5 below, indemnify any person who was or is a party defendant or is threatened to be made a party defendant to any threatened, pending or completed action, suit or proceeding, whether civil, criminal, administrative or investigative (other than an action by or in the right of the Association) by reason of the fact that he is or was a Director or officer of the Association, or is or was serving at the request of the Association as a Director, officer, employee or agent of another corporation, partnership, joint venture, trust or other enterprise, including, without limitation, the Association's Management Agent, if any, against expenses (including actual and reasonable attorney fees), judgments, fines and amounts reasonably paid in settlement actually and reasonably incurred by him in connection with such action, suit or proceeding if he acted in good faith and in a manner he reasonably believed to be in or not opposed to the best interests of the Association or its members, and with respect to any criminal action or proceeding, had no reasonable cause to believe his conduct was unlawful. The termination of any action, suit or proceeding by judgment, order, settlement, conviction, or upon a plea of *nolo contendere* or its equivalent, shall not, of itself, create a presumption (a) that the person did not act in good faith and in a manner which he reasonably believed to be in or not opposed to the best interests of the Association or its members, and, (b) with respect to any criminal action or proceeding, that the person had reasonable cause to believe that his conduct was unlawful.

Section 15.2 Actions in the Right of the Association. To the fullest extent permitted by the Michigan Non-profit Corporation Act, the Association shall, subject to Section 15.5 below, indemnify any person who was or is a party defendant to or is threatened to be made a party defendant of any threatened, pending or completed action or suit by or in the right of the Association to procure a judgment in its favor by reason of the fact that he is or was a Director or officer of the Association, or is or was serving at the request of the Association as a Director, officer, employee or agent of another corporation, partnership, joint venture, trust or other enterprise against expenses (including actual and reasonable attorney fees) actually and reasonably incurred by him in connection with the defense or settlement of such action or suit and amounts reasonably paid in settlement if he acted in good faith and in a manner he reasonably believed to be in or not opposed to the best interests of the Association or its members, except

that no indemnification shall be made in respect of any claim, issue or matter as to which such person shall have been adjudged to be liable to the Association unless and only to the extent that the court in which such action or suit was brought shall determine upon application that, despite the adjudication of liability but in view of all circumstances of the case, such person is fairly and reasonably entitled to indemnity for such expenses which such court shall deem proper.

Section 15.3 Insurance. The Association may purchase and maintain insurance on behalf of any person who is or was a Director, employee or agent of the Association, or is or was serving at the request of the Association as a Director, officer, employee or agent against any liability asserted against him and incurred by him in any such capacity or arising out of his status as such, whether or not the Association would have power to indemnify him against such liability under Sections 15.1 and 15.2. In addition, the Association may purchase and maintain insurance for its own benefit to indemnify it against any liabilities it may have as a result of its obligations of indemnification made under Sections 15.1 and 15.2.

Section 15.4 Expenses of Successful Defense. To the extent that a person has been successful on the merits or otherwise in defense of any action, suit, or proceeding referred to in Sections 15.1 and 15.2, or in defense of any claim, issue, or matter therein, or to the extent such person incurs expenses (including actual and reasonable attorney fees) in successfully enforcing the provisions of this Article XV, he shall be indemnified against expenses (including reasonable attorney fees) actually and reasonably incurred by him in connection therewith.

Section 15.5 Determination That Indemnification is Proper. Any indemnification under Sections 15.1 and 15.2 (unless ordered by a court) shall be made by the Association only as authorized in the specific case upon a determination that indemnification of the person is proper under the circumstances, because he has met the applicable standard of conduct set forth in Section 15.1 or 15.2, whichever is applicable. Notwithstanding anything to the contrary contained in this Article XV, in no event shall any person be entitled to any indemnification under the provisions of this Article XV if he is adjudged guilty of willful or wanton misconduct or gross negligence in the performance of his duties. The determination to extend such indemnification shall be made in any one (1) of the following ways:

- (a) By a majority vote of a quorum of the Board of Directors consisting of Directors who were not parties to such action, suit or proceeding;
- (b) If such quorum described in (a) is not obtainable, then by a majority vote of a committee of Directors who are not parties to the action, suit or proceeding. The committee shall consist of not less than two (2) disinterested Directors; or
- (c) If such quorum described in (a) is not obtainable (or, even if obtainable, a quorum of disinterested Directors, so directs), by independent legal counsel in a written opinion.

If the Association determines that full indemnification is not proper under Sections 15.1 or 15.2, it may nonetheless determine to make whatever partial indemnification it deems proper. At least ten (10) days prior to the payment of any indemnification claim that is approved, the Board of Directors shall provide all Co-owners with written notice thereof.

Section 15.6 Expense Advance. Expenses incurred in defending a civil or criminal action, suit or proceeding described in Section 15.1 and 15.2 may be paid by the Association in advance of the final disposition of such action, suit, or proceeding as provided in Section 15.4 upon receipt of an undertaking by or on behalf of the person involved to repay such amount unless it shall ultimately be

determined that he is entitled to be indemnified by the Association. At least ten (10) days prior to advancing any expenses to any person under this Section 15.6, the Board of Directors shall provide all Co-owners with written notice thereof.

Section 15.7 Former Representatives, Officers, Employees or Agents. The indemnification provided in this Article XV shall continue as to a person who has ceased to be a Director, officer, employee or agent of the Association and shall inure to the benefit of the heirs, executors and administrators of such person.

Section 15.8 Changes in Michigan Law. In the event of any change of the Michigan statutory provisions applicable to the Association relating to the subject matter of this Article XV, the indemnification to which any person shall be entitled hereunder arising out of acts or omissions occurring after the effective date of such amendment shall be determined by such changed provisions. No amendment to or repeal of Michigan law with respect to indemnification shall restrict the Association's indemnification undertaking herein with respect to acts or omissions occurring prior to such amendment or repeal. The Board of Directors are authorized to amend this Article XV to conform to any such changed statutory provisions.

ARTICLE XVI

AMENDMENTS

Section 16.1 By Developer. In addition to the rights of amendment provided to Developer in the various Articles of the Master Deed, Developer may, during the Development and Sales Period and for a period of two (2) years following the expiration of the Development and Sales Period, and without the consent of any Co-owner, mortgagee or any other person, amend these Bylaws provided such amendment or amendments do not materially alter the rights of Co-owners or mortgagees.

Section 16.2 Proposal. Amendments to these Bylaws may be proposed by the Board of Directors of the Association upon the vote of the majority of the Directors or may be proposed by one-third (1/3) or more in number of the Co-owners by a written instrument identifying the proposed amendment and signed by the applicable Co-owners.

Section 16.3 Meeting. If the Board of Directors or the Co-owners propose any amendment to these Bylaws, a meeting for consideration of the proposal shall be duly called in accordance with the provisions of these Bylaws.

Section 16.4 Voting. These Bylaws may be amended by the Co-owners at any regular meeting or a special meeting called for such purpose by an affirmative vote of sixty-six and two-thirds (66-2/3%) percent or more of the total votes of all Co-owners qualified to vote, as determined on a percentage of value basis. No consent of mortgagees shall be required to amend these Bylaws unless such amendment would materially alter or change the rights of such mortgagees, in which event the approval of sixty-six and two-thirds (66-2/3%) percent of all mortgagees of Units shall be required. Each mortgagee shall have one vote for each mortgage held. Notwithstanding anything to the contrary contained in this Article XVI, during the Development and Sales Period, these Bylaws shall not be amended in any way without the prior written consent of Developer.

Section 16.5 Effective Date of Amendment. Any amendment to these Bylaws shall become effective upon the recording of such amendment in the office of the Macomb County Register of Deeds.

Section 16.6 Binding Effect. A copy of each amendment to the Bylaws shall be furnished to every Member of the Association after its adoption; provided, however, that any amendment to these Bylaws that is adopted in accordance with this Article XVI shall be binding upon all persons who have an interest in the Project irrespective of whether such persons actually receive a copy of the amendment.

ARTICLE XVII

COMPLIANCE

The Association or any Co-owners and all present or future Co-owners, tenants, future tenants, or any other persons acquiring an interest in or using the facilities of the Project in any manner are subject to and shall comply with the Act, as amended, and the mere acquisition, occupancy or rental of any Unit or an interest therein or the utilization of or entry upon the Condominium Premises shall signify that the Condominium Documents are accepted and ratified. In the event the Condominium Documents conflict with the provisions of the Act, the Act shall govern.

ARTICLE XVIII

REMEDIES FOR DEFAULT

Any default by a Co-owner of its obligations under any of the Condominium Documents shall entitle the Association or another Co-owner or Co-owners to the following relief:

Section 18.1 Legal Action. Failure to comply with any of the terms or provisions of the Condominium Documents shall be grounds for relief, which may include, without limitation, an action to recover damages, injunctive relief, foreclosure of lien (if there is a default in the payment of an assessment) or any combination thereof, and such relief may be sought by the Association or, if appropriate, by an aggrieved Co-owner or Co-owners.

Section 18.2 Recovery of Costs. In any proceeding arising because of an alleged default by any Co-owner, the Association, if successful, shall be entitled to recover the costs of the proceeding and such reasonable attorneys' fees (not limited to statutory fees) as may be determined by the court, but in no event shall any Co-owner be entitled to recover such attorneys' fees.

Section 18.3 Removal and Abatement. The violation of any provisions of the Condominium Documents shall also give the Association or its duly authorized agents the right, in addition to the rights set forth above, to enter upon the Common Elements, Limited or General, or into any Unit and the improvements thereon, where reasonably necessary, and summarily remove and abate, at the expense of the Co-owner in violation, any structure or condition existing or maintained in violation of the provisions of the Condominium Documents. The Association shall have no liability to any Co-owner arising out of the exercise of its rights under this Section 18.3.

Section 18.4 Assessment of Fines. The violation of any of the provisions of the Condominium Documents by any Co-owner shall be grounds for the assessment by the Association, acting through its duly constituted Board of Directors, of monetary fines against the applicable Co-owner. No fine may be assessed unless rules and regulations establishing such fines have first been duly adopted by the Board of Directors of the Association and notice thereof given to all Co-owners in the same manner as prescribed in Section 9.5 of these Bylaws. Thereafter, fines may be assessed only upon notice to the offending Co-owner, and an opportunity for such Co-owner to appear before the Board no less than seven (7) days from the date of the notice and offer evidence in defense of the alleged violation. All fines duly assessed may be collected in the same manner as provided in Article II of these Bylaws. No fine

shall be levied for the first violation. No fine shall exceed Twenty-Five and 00/100 (\$25.00) Dollars for the second violation, Fifty and 00/100 (\$50.00) Dollars for the third violation or One Hundred and 00/100 (\$100.00) Dollars for any subsequent violation.

Section 18.5 Non-Waiver of Rights. The failure of the Association or of any Co-owner to enforce any right, provision, covenant or condition which may be granted by the Condominium Documents shall not constitute a waiver of the right of the Association or of any such Co-owner to enforce such right, provision, covenant or condition in the future.

Section 18.6 Cumulative Rights, Remedies and Privileges. All rights, remedies and privileges granted to the Association or any Co-owner or Co-owners pursuant to any of the terms, provisions, covenants or conditions of the Condominium Documents shall be deemed to be cumulative and the exercise of any one or more of such rights or remedies shall not be deemed to constitute an election of remedies, nor shall it preclude the party exercising the same from exercising such other and additional rights, remedies or privileges as may be available to such party under the Condominium Documents at law or in equity.

Section 18.7 Enforcement of Provisions of Condominium Documents. A Co-owner may, at its sole cost and expense, maintain an action against any other Co-owner for injunctive relief or for damages or any combination thereof for noncompliance with the terms and provisions of the Condominium Documents or the Act.

ARTICLE XIX

RIGHTS RESERVED TO DEVELOPER

Any or all of the rights and powers granted or reserved to Developer in the Condominium Documents or by law, including the right and power to approve or disapprove any act, use or proposed action or any other matter, may be assigned by Developer to any other entity or to the Association. Any such assignment or transfer shall be made by an appropriate written instrument in which the assignee or transferee evidences its consent to the acceptance of such powers and rights. Any rights and powers reserved or retained by Developer or its successors and assigns shall expire, at the conclusion of two (2) years following the expiration of the Development and Sales Period, except as otherwise expressly provided in the Condominium Documents. The immediately preceding sentence dealing with the expiration and termination of certain rights and powers granted or reserved to Developer are intended to apply, insofar as Developer is concerned, only to Developer's rights to approve and control the administration of the Condominium and shall not, under any circumstances, be construed to apply to or cause the termination and expiration of any real property rights granted or reserved to Developer or its successors and assigns in the Master Deed or elsewhere (including, but not limited to, access easements, utility easements and all other easements created and reserved in such documents which shall not be terminable in any manner hereunder) and which shall be governed only in accordance with the terms of the instruments, documents or agreements that created or reserved such property rights.

ARTICLE XX

SEVERABILITY

In the event that any of the terms, provisions or covenants of the Master Deed, these Bylaws or the Condominium Documents are held to be partially or wholly invalid or unenforceable for any reason whatsoever, such invalidity shall not affect, alter, modify or impair in any manner whatsoever any of the

other terms, provisions or covenants of such documents or the remaining portions of any terms, provisions or covenants held to be partially invalid or unenforceable.

ARTICLE XXI

ARBITRATION

Section 21.1 Scope and Election. Subject to Article III of these Bylaws, disputes, claims, or grievances arising out of or relating to the interpretation or the application of the Condominium Documents, or any disputes, claims or grievances arising among or between the Co-owners and the Association, upon the election and written consent of the parties to any such disputes, claims or grievances (which consent shall include an agreement of the parties that the judgment of any circuit court of the State of Michigan may be rendered upon any award pursuant to such arbitration), and upon written notice to the Association, shall be submitted to arbitration, and the parties shall accept the arbitrator's decision as final and binding, provided that no question affecting the claim of title of any person to any fee or life estate in real estate is involved. The Commercial Arbitration Rules of the American Arbitration Association as amended and in effect from time to time shall be applicable to any such arbitration.

Section 21.2 Election of Remedies. The election and written consent by the disputing parties to submit any dispute, claim or grievance to arbitration shall preclude such parties from thereafter litigating such dispute, claim or grievance in the courts. Nothing contained in this Article XXI shall limit the rights of the Association or any Co-owner described in Section 144 of the Act.

UNAPPROVED MINUTES

1

MINUTES OF THE 1,163rd PUBLIC HEARINGS AND REGULAR MEETING HELD BY THE CITY PLANNING COMMISSION OF THE CITY OF LIVONIA

On Tuesday, December 15, 2020, the City Planning Commission of the City of Livonia held its 1,163rd 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
 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 #2 PETITION 2020-11-08-07 Adams Park Development

Mr. Caramagno, Secretary, announced the next item on the agenda, Petition 2020-11-08-07 submitted by Adams Park Development, L.L.C. requesting approval of the Master Deed, Bylaws and site plan pursuant to Section 18.62 of the City of Livonia Zoning Ordinance #543, as amended, to develop a site condominium (Adams Park) consisting of thirty-nine (39) single-family homes on the properties at 14416 Harrison Avenue and 28201 Lyndon Avenue (former Adams Elementary School site) located on the

south side of Lyndon Avenue between Inkster and Middlebelt Roads in the Southeast ¼ of Section 24.

Mr. Taormina: This request involves the development of a condominium subdivision. The location is the site of the former Adams Elementary School, which is at the southeast corner of Lyndon and Harrison Avenues. This property is 11.83 acres in area. It has 685 feet of frontage on Harrison and 785 feet of frontage on Lyndon. Surrounding the site are single-family subdivisions to the west and to the east. To the west is Compton Village and Har-Lo Subdivisions. The zoning there is R-1. To the east is Buckingham Village subdivision, also zoned R-1. To the north across Lyndon is Bishop estates, which is a six unit attached cluster housing development. Adjacent to that is Western Golf estates, zoned R-2. To the south of this property is the John F. Dooley park, which is zoned PL (Public Land). The subject property is currently in the process of being rezoned from PL (Public Land) to R-1 (One-family residential). City Council gave first reading on the rezoning on November 4, 2020. Second reading and Roll Call which are the final steps in the rezoning process are on hold pending a review of the site plan. Under the R-1 zoning the minimum lot size is 7,250 square feet per lot. Lot width minimum is 60 feet, and the depth is 120 feet. The site plan shows a total of 39 condominium lots. Most of the lots, as you can see here, are shown having frontage on two new streets that are designed in a U-shaped configuration. There is also a short cul-de-sac which extends south from the road along the west side of the development. Lots 11 through 39 would have access on the internal street and lots one to ten would have direct frontage on Harrison Ave, which borders the site along its west side. All 39 lots would meet or exceed the R-1 lot size requirements. In fact, roughly half the lots in this development measure 70 feet in width. There are three private open space areas. The largest is in the southeast corner of the property and it includes a detention pond, which is necessary for collecting and managing the sites storm water runoff. This park measures about 47,600 square feet or 1.1 acre. About 60% of the area would be devoted to the detention basin. There are two separate access paths to the park that would be available between lots 21 and 22. One is for the pedestrians to access the upland portion of the site. The other is a wider path that runs along the back of lots 22 through 26 that would be used for access for maintenance equipment. The other two open space areas are much smaller. One is in the southwest corner of the site between lot 1 and Dooley Park. The other is a narrow strip along Lyndon, which is adjacent to lot 39. That one would be

used for landscaping and placement of subdivision signs. The other two areas which are not as obvious to see on this plan, are located here in the southwest corner and then that narrow strip that I mentioned for landscaping and monument sign is located here. For all new plats and condominium subdivisions, the city requires the dedication of public open space at a ratio of 720 square feet per lot, which for Adams Park would equal 28,080 square feet. The combined area of the three open space areas total 52,819 square feet, which is nearly double the required land area. However, the petitioner is seeking approval to waive the requirement of dedicating the open space in the form of public parks and is instead proposing to assign these areas as general common elements under the Master Deed of the condominium subdivision. I am not going to go through the details of the homes. Additional information was provided to the Planning Commission which shows the design of the homes. I will let the petitioner do that. 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 November 17, 2020, 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 properties associated with the project are assigned the addresses of #28201 Lyndon Avenue and #14416 Harrison Avenue. The legal description included on the plans submitted by the owner appears to be correct, and should be used to describe the parcels. The proposed development is currently serviced by public water main, storm and sanitary sewers, and the submitted drawings indicate that new utility connections will be constructed to service the proposed parcel layout. Easements will need to be provided for the new water and sanitary sewers, as well as portions of the storm sewer that are to be maintained by the City. At this time, Exhibit "B" drawings have not been provided to show proposed easements, so we cannot determine if the proposed easements are correct. The proposed construction will be required to meet the Wayne County Stormwater Ordinance, including detention requirements. Detention is shown on the preliminary plans, and a full review of the proposed development will be completed when plans are submitted for permitting. It should be noted that the proposed outlet for the development is owned by Wayne County, and therefore storm water permitting will be through the Wayne County Department of Public Service. The submitted*

drawings indicate that the proposed roadways are to be 27' wide, but the current Engineering Department standards require roadways to be 31' wide. Access to the detention pond and accessory structures will need to be hardscaped (either sidewalk or pavers) to be able to drive equipment on for any future maintenance, as well as for residents to access the proposed open areas. The submitted drawings do not indicate roadway names for any of the proposed streets, but it should be noted that "Adams" will not be allowed for any of the roadways in this development as that name is already in use by roadways on the west side of the City. " The letter is signed by David W. Lear, P.E., Assistant City Engineer. The next letter is from the Livonia Fire & Rescue Division, dated December 7, 2020, which reads as follows: "This office has reviewed the site plan submitted in connection with a request to develop a site condominium (Adams Park) consisting of thirty-nine (39) single-family homes on properties located at the above referenced addresses. We have no objections to this proposal with the following stipulations: 1. Any curves or corner of streets shall accommodate emergency vehicles with a turning radius of fifty-three feet wall to wall and an inside turning radius of twenty-nine feet six inches. 2. Standard for residential cul-de-sacs is 50' with a minimum right-of-way radius of 60' to provide for sidewalks and utilities." The letter is signed by Greg Thomas, Fire Marshal. The next letter is from the Division of Police, dated November 23, 2020, 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 Szczepanski, Sergeant, Traffic Bureau. The next letter is from the Inspection Department, dated December 10, 2020, which reads as follows: "Pursuant to your request, the above-referenced petition has been reviewed. 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 November 20, 2020, 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 December 2, 2020, 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

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Lynda Scheel, Treasurer. That is the extent of the correspondence.

Mr. Wilshaw: I will note that in our packet we do have a copy of the floorplan elevations and some renderings with some examples which are on the screen for us to see right now. We also have a copy of the Master Deed and Bylaws for this development. Are there any questions of the Planning Director? I don't see any. I will ask if the petitioner here this evening. If so, please click raise hand and we will recognize you and welcome you to our meeting. We will need your name and address for the record please.

Stuart Michaelson and George Major, 31333 W. 13 Mile Road, Farmington Hills, MI 48334.

Mr. Michaelson: It is a site plan that you have seen a few times. We did make corrections and additions to it from our first meeting we had in front of you. I don't know what else to say besides what Mark has already relayed. It is 39 lots. You can see the site plan. We increased the size of the width of many of the lots to 70 feet and some were even wider than 70 feet. The minimum is 60. The minimum depth is 120. We made many of them deeper than the 120. We have increased the depth of the lots that back up to Lyons street. We are over 140 in those lots. That will leave enough room for rear yard drainage. Plenty of rear yard drainage. We think that will accommodate the people that live on Lyons and have complaints of some issues with flooding. We will be able to handle any excess water from their lots. When the school was there, they had parking and they had no place for the rainwater to runoff, so I think we are solving their problem. We are very excited about building these homes. We know there is a shortage of lots in general in the whole area and the addition of this community would be a big addition to the City of Livonia.

Mr. Wilshaw: Thank you, Mr. Michaelson. I think...just because we are used to seeing these plans, but for the sake of anyone who is not used to seeing these plans...you are intending on having in the rear of the lots, especially along the lots near Lyons there is going to be a system of swales and catch basins that will collect water and take it to the retention pond?

Mr. Michaelson: Correct. All of the storm water from our site ends up from the sump pumps and the homes from the rear yard drainage and from the street drainage, will end up in that detention. It then

outlets to the storm sewer. The purpose of the retention is that it slows the volume of water into the storm, so it won't flood the system. It will have a 100-year storm retention and it will store the water first and then slowly outlet into the storm system.

Mr. Wilshaw: Alright. Very good. That is exactly what we are used to seeing. Is there any questions for the petitioner from any of our commissioners this evening? Going once, going twice...anyone have any questions for our petitioner?

Mr. Caramagno: I know there was a question last time about front entry garages and side entry garages and if it was already talked about, I apologize. Where would the front entry or the side entry garages be located on this map?

Mr. Michaelson: All of the lots are designed to be front entry because of the width. That change was made in the Master Deed after the last meeting. I believe it was you that caught that. Everything will be a front now. There are corner lots, like for example 35,36, 22 that will be side entry because a corner lot can accommodate the side entry. The other lots will be front entry.

Mr. Caramagno: Okay, so there are a few that will be side entry. That answers that for me. Let me also ask you, the detention pond on...I think we talked about brick pavers that goes $\frac{3}{4}$ - $\frac{1}{2}$ around the detention pond and then a walkway with a cul-de-sac on the end there. Is there any reason that can't go all the way around the detention pond as a walking area?

Mr. Michaelson: Actually, our plan was...there is no reason, but our plan was to have a little area there with a bench and even a pergola as a sitting area for people to sit because we are going to enhance the pond with a fountain. It is going to be an enhanced pond and it is a good place for someone to walk out and sit and meet some of their neighbors if they would like. That was a landscape enhancement. The other one is going to be for service vehicles. Every so often you have to have a service vehicle come in and clean out the detention pond because it is going to be a grassy type mat that will look nice but will be able to handle any equipment that they have to use to get back there.

Mr. Caramagno: I think you said that last time. I forgot. Thank you.

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Mr. Wilshaw: Any other questions for our petitioner? Mr. Michaelson, who is going to be responsible for cutting and maintaining the grass around that pond area? Is that going to be the association?

Mr. Michaelson: We are going to form an association and we will collect yearly dues from each one of the homeowners. They are going to handle all of the common areas, including the front where the signage and landscaping will be and the maintenance of the open space and the pond.

Mr. Wilshaw: Okay, great. Any other questions on this petition from any of the commissioners? If not, I am going to go to our audience and see if anyone wishes to speak for or against this item? If so, please click raise hand and we will give you an opportunity to speak. We have Ms. Laura Franklin. You can unmute yourself.

Laura Franklin, Good evening everyone. I had questions concerning the retention pond and also on the site plan. Where does it show the discharge of the water? Which sewage line would the water be going in to?

Mr. Michaelson: it isn't shown on the plan, but it is all underground. It ties into an underground storm sewer.

Ms. Franklin: Yes, but I need to know if it would be heading toward east of Harrison which is next to my property or is there another storm drain that would be utilized?

Mr. Michaelson: Evan, are you on?

Mr. Wilshaw: He is. Let me unmute him.

Mr. Michaelson: Evan is our engineer. He can explain that better than I could.

Mr. Wilshaw: Let me just make sure that we have decorum.

Mr. Michaelson: Just so you know, the outlet is on the west end of the...it is all underground but it is on the west end of the pond.

Mr. Wilshaw: I just want to make sure we don't get into a back and forth between the audience and the petitioner. We want to try to maintain the questions through the commission and we will get those questions answered. Mr. Priest, good evening. We will see if you can answer those questions about the storm sewer system.

- Evan Priest: If you go back to that sheet right there, the outlet is...you can see on the east end of the pond there is a...right there. That pipe is going to connect to an underground pipe. It is an eight-foot diameter pipe, and it is...I want to say it is 12 feet underground. It flows north to the Livonia Drain #2 which runs east under Lyndon. Actually, it will go away from Harrison. The lots that face Harrison will have a rear yard storm sewer which you can see on this plan too. We are going to try and collect as much of that lot, including the roof, as we can. Obviously, the driveway will run out into Harrison. The rest of it we are going to collect and put into that pond and put it underground in that eight-foot diameter sewer, which for Ms. Franklins information, it is all separate from your sanitary sewer if that is your concern. The city does have some issues with things like that, maybe footing drains or connected to sanitary sewers...that is not the case here. All of the sump pumps will connect directly to the storm drain which will be kept completely separate from the sanitary sewer area.
- Mr. Wilshaw: Thank you for that response, Mr. Priest. Ms. Franklin, hopefully that addresses your question. Is there anything else you would like to say?
- Ms. Franklin: I'm just concerned because my property...there is access to not just water but also sewage that goes right next to my property, so that is why I need to know if the below of the site would mainly be shifting toward where those outlets are at my property. I don't have a sump pump in my basement, and I haven't had flooding in my basement since I have been here for quite some years. That is my concern in terms of how water is going to flow. It is all around my property.
- Mr. Wilshaw: For what it is worth, Ms. Franklin, each petition that comes before us and this has been the case for a number of years because of Wayne County's storm water management ordinance. Developments such as this have to basically retain their water on site that comes from storm water into these ponds and they need to slowly discharge it as a very controlled rate of release into existing storm sewer systems like this large pipe that they are referring to. It is not going to be discharged into anyone's yard or into any open areas. It is going to go into a system, and it is going to be done at a very controlled rate. It should not impact or cause any additional flooding or water retain on any neighbors' properties.

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- Ms. Franklin: Okay. I did have one more question. I think what the builder is doing is phenomenal to bring value to the neighborhood, but I had a question concerning a potential traffic challenge. Lyndon street...there was a survey done in 2015 and it was on April 22. They just did it for a 24-hour period. They noticed that there was 2,428 vehicles that went through. On April 23, 2,754 vehicles had went through. This was back in 2015. With AADT, they said the average is 2,480 vehicles going through over a 24-hour period. My question is, the entrance that closest to Harrison currently, where it is placed, that is the same place where the new buses actually release students and have students on, at Harrison and Lyndon street. Early in the morning, the congestion of traffic and throughout the day, there is a lot of traffic on Lyndon street. Has that been considered?
- Mr. Wilshaw: This plan has been looked at by our Traffic Division of the Police Department and they indicated that they had no concerns with the traffic that would be caused by this development. The Police Department will usually give us recommendations that you may have heard on the previous petition if they think a no left turn sign or right turn signs or any other traffic controls are necessary, they will indicate that. That hasn't been noted in this case of the development for essentially 30 something homes that are going to be there.
- Ms. Franklin: Okay, I do understand. I heard the letter that approved it but there was no mention of what was going on with the buses that actually stop. They stop on the north side and where they stope it is right there where the driveway is.
- Mr. Wilshaw: Right. It is possible if this property is developed as we see it here, that the school system may have to review where they have the bus stop and make some adjustments to ensure the safety of the children that get on those buses.
- Ms. Franklin; Thank you.
- Mr. Wilshaw: Thank you, Ms. Franklin, for attending this evening. We will see if anyone else wishes to speak for or against this item. You are welcome to click raise hand. I don't see anyone else doing that so, we will go back to Mr. Michaelson. Is there any other comments that you would like to make in regard to the petition before us?
- Mr. Michaelson: The only thing...I am hoping that you all agree that this will be a great addition to the city. We have a good reputation in all of

the cities we have built in and around Livonia. We have actually built in Livonia previously years ago. I think you will be happy with our development with the way we deal with the city and the inspectors and everybody involved. We think of ourselves as very professional and we are looking forward to being approved and being able to start hopefully before spring.

Mr. Wilshaw: Thank you, Mr. Michaelson. Any questions for our petitioner? If not, a motion would be in order.

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

#12-61-2020 **RESOLVED**, That the City Planning Commission does hereby recommend to City Council that Petition 2020-11-08-07 submitted by Adams Park Development, L.L.C. requesting approval of the Master Deed, Bylaws and site plan pursuant to Section 18.62 of the City of Livonia Zoning Ordinance #543, as amended, to develop a site condominium (Adams Park) consisting of thirty-nine (39) single-family homes on the properties at 14416 Harrison Avenue and 28201 Lyndon Avenue (former Adams Elementary School site) located on the south side of Lyndon Avenue between Inkster and Middlebelt Roads in the Southeast ¼ of Section 24, be approved, and the Public Open Space requirement of the Subdivision Rules and Regulations is hereby waived, subject to the following conditions:

1. That the Site Plan identified as Sheet 03, dated November 17, 2020, prepared by Michael L. Priest & Associates, Inc., is hereby approved and shall be adhered to.
2. That the issues as outlined in the correspondence dated December 7, 2020, from the Fire Marshal shall be resolved to the satisfaction of the Livonia Fire and Rescue Division.
3. That the Landscape Planting Plan identified as L-1 and the Landscape Notes & Details identified as L-2, both dated Novembers 19, 2020 as revised, prepared by Nagy Devlin Land Design., are hereby approved and shall be adhered to.
4. That streetlights and sidewalks shall be installed throughout the development to the satisfaction of the Engineering Department.

5. That the condominium Master Deed and Bylaws comply with the requirements of the Subdivision Control Ordinance, Title 16, Chapter 16.04-16.40 of the Livonia Code of Ordinance, and Article XX, Section 20.01-20.06 of Zoning Ordinance #543.
6. That Section 6.7 Garages of the Bylaws shall be modified to include front entries where applicable.
7. That the brick used in the construction of each condominium unit shall be full face four-inch (4") brick.
8. In the event of a conflict between the provisions set forth in the Master Deed and bylaws, and the requirements set forth in the City of Livonia Zoning Ordinance No. 543, as amended, the Zoning Ordinance requirements shall prevail, and petitioner shall comply with the Zoning Ordinance requirements.
9. That the petitioner shall include language in the Master Deed and bylaws or a separate recordable instrument wherein the condominium association shall reimburse the City of Livonia for any maintenance or repair costs incurred for the storm water detention/retention and outlet facilities, and giving the City of Livonia the right to impose liens on each lot owner's property pro rata and place said charges on their real estate tax bills in the event said charges are not paid by the condominium association (or each lot owner) within thirty (30) days of billing for the City of Livonia.
10. That all required cash deposits, certified checks, irrevocable bank letters of credit and/or surety bonds which shall be established by the City Engineer pursuant to Article XVIII of Ordinance No. 543, Section 18.66 of the ordinance, shall be deposited with the City prior to the issuance of engineering permits for this site condominium development.
11. That only a conforming entrance marker is approved with this petition, and any additional signage shall be separately submitted for review and approval by the Zoning Board of Appeals; and
12. Pursuant to Section 19.10 of Ordinance #543, the 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

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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.

ITEM #6 APPROVAL OF MINUTES 1,162nd Public Hearings and Regular Meeting

Mr. Caramagno, Secretary, announced the next item on the agenda, Approval of the Minutes of the 1,162nd Public Hearings and Regular Meeting held on November 10, 2020.

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

#12-62-2020 *RESOLVED*, That the Minutes of 1,162^{ndth} Public Hearings and Regular Meeting held by the Planning Commission on November 10, 2020, are hereby approved.

A roll call vote on the foregoing resolution resulted in the following:

AYES:	Long, McCue, Smiley, Ventura, Bongero, Caramagno, Wilshaw
NAYS:	None
ABSENT:	None
ABSTAIN:	None

Mr. Wilshaw, Chairman, declared the motion is carried and the foregoing resolution adopted.

On a motion duly made, seconded and unanimously adopted, the 1,163rd Public Hearings and Regular Meeting held on December 15, 2020, was adjourned at 9:33 p.m.

CITY PLANNING COMMISSION

Sam Caramagno, Secretary

ATTEST: _____
Ian Wilshaw, Chairman



REPORT TO THE LIVONIA CITY COUNCIL

Law

December 16, 2020

MEETING DATE

January 13, 2021

PREPARED BY

Brenda Smyser, Program Supervisor, Law

AGENDA ITEM

PROPOSED AMENDMENT TO THE LIVONIA CODE OF ORDINANCES (VACATING), AS AMENDED:
Department of Law, re: 2020-09-03-04 submitted by Group 10 Management, on behalf of Laurel Investment L.L.C., to vacate an existing public utility easement, located on the west side of North Laurel Park Drive, between Six Mile Road and University Park Drive (17117 and 17123 North Laurel Park Drive, Holiday Inn) located on the Southeast ¼ of Section 7.

BACKGROUND

Council Resolution Nos 268-20 and 276-20

RECOMMENDATION

First Reading

FISCAL CONSIDERATION

ATTACHMENTS

1. R121420 Petition 2020-09-03-04 Cover
2. S120220 2020-09-03-04 Minutes
3. Pet. 2020-09-03-04 - Holiday Inn
4. R011321 2020-09-03-04 (Holiday Inn) Vacating Ordinance
5. R011321 Petition 2020-09-03-04 (Holiday Inn) Response from Planning
6. S090920 Req to vacate public utility easement (Holiday Inn) 17117 and 17123 Laurel Park Drive (VACATE)

APPROVED BY

A handwritten signature in blue ink, appearing to be "Brenda Smyser".

Date: December 16, 2020

Paul Bernier, City Attorney

A handwritten signature in black ink, reading "Maureen Miller Brosnan". The signature is written in a cursive, flowing style.

Date: December 17, 2020

Maureen Miller Brosnan, Mayor



REPORT TO THE LIVONIA CITY COUNCIL

Planning
November 17, 2020

MEETING DATE

December 14, 2020

PREPARED BY

Stephanie Reece, Program
Supervisor, Planning

AGENDA ITEM

VACATING PETITION: Planning Commission, re: Petition 2020-09-03-04 submitted by Group 10 Management, on behalf of Laurel Investment L.L.C. to determine whether or not to vacate the existing public utility easement located on the west side of North Laurel Park Drive, between Six Mile Road and University Park Drive (17117 and 17123 North Laurel Park Drive, Holiday Inn) in the Southeast $\frac{1}{4}$ of Section 7. (CR 268-20)

BACKGROUND

pursuant to Section 12.08 of the Livonia Code of Ordinances of the City of Livonia, as amended, to determine whether or not to vacate the existing public utility easement at 17117 and 17123 North Laurel Park Drive (Holiday Inn), located on the west side of North Laurel Park Drive, between Six Mile Road and University Park Drive in the Southeast $\frac{1}{4}$ of Section 7.

RECOMMENDATION

FISCAL CONSIDERATION

ATTACHMENTS

1. 2020-09-03-04_Holiday Inn_E-COUNCIL Pkt
2. S090920 Req to vacate public utility easement (Holiday Inn) 17117 and 17123 Laurel Park Drive (VACATE)

APPROVED BY

**CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD DECEMBER 2, 2020**

Meeting was called to order via Zoom remote technology at 8:03 p.m. by Vice President Scott Bahr. Present: Laura Toy (Livonia, Michigan), Scott Bahr (Livonia, Michigan), Cathy White (Lehigh Acres, Florida), Brandon McCullough (Livonia, Michigan), Rob Donovic (Deployed), Jim Jolly (Livonia, Michigan) and President Kathleen McIntyre (Arrived 8:04 p.m.) (Livonia, Michigan). Absent: None

Councilmember Toy led the meeting in the Invocation.

Elected and appointed officials present: Mark Taormina, Director of Planning and Economic Development; Dave Lear, Assistant City Engineer; Paul Bernier, City Attorney; Susan Nash, City Clerk; Mike Slater, Director of Finance; Dave Heavener, Fire Chief; Casey O'Neil, Director of Information Systems; Don Rohraff, Director of Public Works; and Jacob Rushlow, Superintendent of Public Service.

- 10) VACATING PETITION: Planning Commission, re: Petition 2020-09-03-04 submitted by Group 10 Management, on behalf of Laurel Investment L.L.C. to determine whether or not to vacate the existing public utility easement located on the west side of North Laurel Park Drive, between Six Mile Road and University Park Drive (17117 and 17123 North Laurel Park Drive, Holiday Inn) in the Southeast ¼ of Section 7. (CR 268-20)

Mark Taormina, Director of Planning and Economic Development, presented this request to Council. He stated what you're looking at is the aerial photograph of the old Holiday Inn and you can see how it's positioned. This is the configuration of the easements that they requested to be vacated, so you can see that it's designed specifically for the building. These are no longer necessary on these, utilities and easements have been established to service the new Holiday Inn so the request in front of you is simply to vacate the old easements which are no longer needed.

Vice President Bahr offered an approving resolution for the Consent Agenda.

DIRECTION:

APPROVING

CONSENT

DEPARTMENT OF LAW

PAUL A. BERNIER
City Attorney

MICHAEL E. FISHER
Chief Assistant City Attorney

ERIC S. GOLDSTEIN
Assistant City Attorney

LEO D. NEVILLE
Assistant City Attorney



MAUREEN MILLER BROSNAN
MAYOR

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2520
FAX: (734) 466-2072

December 16, 2020

TO: HONORABLE MEMBERS OF THE CITY COUNCIL

FROM: DEPARTMENT OF LAW

SUBJECT: Proposed Amendment to the Livonia Code of Ordinances (Vacating)
Petition 2020-09-03-04 – Group 10 Management, on behalf of Laurel Investment L.L.C. (Vacating the existing public utility easement (17117 and 17123 North Laurel Park Drive)

REF: Council Resolution No. 276-20

Dear Council Members:

At your regular meeting of December 14, 2020, you unanimously approved Petition 2020-09-03-04, submitted by Group 10 Management, on behalf of Laurel Investment L.L.C., requesting to vacate the existing public utility easement (17117 and 17123 North Laurel Park Drive), located on the Southeast ¼ of Section 7.

Accordingly, herewith submitted for your consideration is the proposed ordinance amendment prepared by the Department of Law.

Approved for submission: Very truly yours,

Maureen Miller Brosnan, Mayor

Paul A. Bernier, City Attorney

PAB/bks

Attachment

cc: Mayor, City Clerk, Council, Finance, DPW, Engineering, Planning, Assessor

**AN ORDINANCE VACATING THE USE OF PORTIONS
OF STREET, ALLEY AND PUBLIC GROUND.**

THE CITY OF LIVONIA ORDAINS:

Section 1. The report and recommendation of the City Planning Commission, dated November 12, 2020, setting forth its resolution #11-57-2020 on Petition 2020-09-03-04 submitted by Group 10 Management, on behalf of Laurel Investment L.L.C., requesting to vacate the existing public utility easement at 17117 and 17123 North Laurel Park Drive (Holiday Inn), located on the west side of North Laurel Park Drive, between Six Mile Road and University Park Drive, in the Southeast 1/4 of Section 7, City of Livonia, Wayne County, Michigan, is hereby accepted and adopted and the Council does hereby approve all proceedings on said Petition 2020-09-03-04, it appearing that a public hearing thereon was held on November 10, 2020, as provided by law and that the proper notices of such hearing were given.

Section 2. Pursuant to Chapter 8 of Title 12 of the Livonia Code of Ordinances, as amended, the City of Livonia's use of the following property is hereby vacated:

The centerline of a twenty (20) foot wide easement being more particularly described as follows:

Commencing at the S.E. corner of Section 7, T.1S., R.9E., City of Livonia, Wayne County, Michigan, thence S 89° 58' W along the South line of said Section 7, 1,571.73 feet; thence N 0°02' W, 90.00 feet to a point on the North line of the Six Mile Road; thence continuing N 0°02' W, 158.00 feet to a point of curve; thence Northeasterly on a curve to the right 131.25 feet measured along the arc of said curve to a point-of-tangent, said curve having a radius of 160.00 feet and a central angle of 47°00'; thence N 46°58' E, 166.85 feet to the Westerly right-of-way line of North Laurel Park Drive (86 feet wide); thence N 43°02' W and along said Westerly right-of-way line 87 feet to the Point of Beginning of the center line of said twenty (20) foot wide easement; thence S 44°58' W, 194.00 feet to a point called "A"; thence continuing S 44°58' W, 26.00 feet to a point called "B"; thence continuing S 44°58' W, 33.00 feet; thence S 45°02' E, 68.00 feet; thence S

44°58' W, 235.00 feet; thence N 45°02' W, 70.00 feet; thence S 89°58' W, 303.00 feet; thence N 0°02' W, 12.00 feet for a terminus; thence continuing said easement from point "A", N 45°02' W, 233.00 feet to a point called "C"; thence N 44°58' E, 220.00 feet to a point on the Westerly right-of-way line of North Laurel Park Drive for a terminus; thence continuing said easement from point "B", S 45°02' E, 26.00 feet for a terminus; thence continuing said easement front point "C", N 45°02' W, 7.00 feet; thence S 89°58' W, 160.00 feet to a point called "D"; thence continuing S 89°58' W, 207.00 feet; thence S 0°02' E, 55.00 feet for a terminus; thence continuing said easement from point "D", S 0°02' E, 55.00 for a terminus.

Section 3. 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 4. 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.

Petition 2020-09-03-04 submitted by Group 10 Management, on behalf of Laurel Investment L.L.C., pursuant to Section 12.08 of the Livonia Code of Ordinances of the City of Livonia, as amended, to determine whether or not to vacate the existing public utility easement at 17117 and 17123 North Laurel Park Drive (Holiday Inn), located on the west side of North Laurel Park Drive, between Six Mile Road and University Park Drive in the Southeast $\frac{1}{4}$ of Section 7.

PLANNING COMMISSION

IAN WILSHAW, Chairman
GLEN W. LONG, JR., Vice Chairman
SAM CARAMAGNO, Secretary
DAVID BONGERO
ELIZABETH McCUE
CAROL A. SMILEY
PETER H. VENTURA



MAUREEN MILLER BROSNAN
MAYOR

MARK TAORMINA
PLANNING & ECONOMIC
DEVELOPMENT DIRECTOR

SCOTT O. MILLER
PLANNER IV

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2290 Fax (734) 466-2108

November 12, 2020

Honorable Members of the City Council
City of Livonia, Michigan

Re: Petition 2020-09-03-04 – Holiday Inn

Dear Council Members:

At the 1,162nd Public Hearings and Regular Meeting held by the City Planning Commission on November 10, 2020, the following resolution was unanimously adopted:

#11-57-2020 **RESOLVED**, That pursuant to a Public Hearing having been held by the City Planning Commission on November 10, 2020, on Petition 2020-09-03-04 submitted by Group 10 Management, on behalf of Laurel Investment L.L.C., pursuant to Section 12.08 of the Livonia Code of Ordinances of the City of Livonia, as amended, to determine whether or not to vacate the existing public utility easement at 17117 and 17123 North Laurel Park Drive (Holiday Inn), located on the west side of North Laurel Park Drive, between Six Mile Road and University Park Drive in the Southeast ¼ of Section 7, the Planning Commission does hereby recommend to the City Council that Petition 2020-09-01-07 be approved for the following reasons:

1. That with the demolition of the old hotel and redevelopment of the property as a new six-story hotel, this part of the easement is no longer needed for public utility purposes.
2. That the work has been completed, and upon vacation of the old easement, a new easement will be recorded that encompasses the relocated section(s) of utilities, and
3. No reporting City department or public utility has objected to the proposed vacating.

To: Honorable Members of the Council
Re: 2020-09-03-04 – Holiday Inn

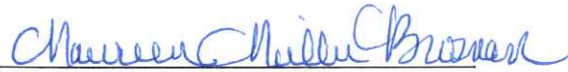
November 12, 2020
Page 2

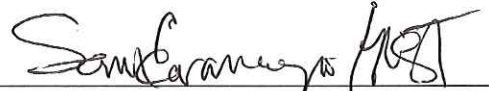
FURTHER RESOLVED, That notice of the above hearing was given in accordance with the provisions of Section 12.08.030 of Zoning Ordinance #543, as amended.

Very truly yours,

APPROVED FOR SUBMISSION

CITY PLANNING COMMISSION


Maureen Miller Brosnan, Mayor


Sam Caramagno, Secretary

cc: Mayor, Clerk, Law
Group 10 Management, 29200 Northwestern Hwy., Ste 450, Southfield, MI 48034
Laurel Investment LLC, 29200 Northwestern Hwy., Ste 450, Southfield, MI 48034



29200 Northwestern Highway
Suite 450
Southfield, Michigan 48034
248-855-2100 (p) 248-855-1080 (f)

XC: Law-Approve as to
Eng 8/7/20 Form
Planning (LM)

July 27, 2020

City Council
Livonia City Hall
33000 Civic Center Drive
Livonia, MI 48154-3097

RE: Vacating of Grant of Easement

Dear City Council:

We accept this letter as our desire to vacate the Grant of Easement recorded in Liber 24162 page 568, a copy of which is attached. Also enclosed is a copy of the survey is also attached which highlights the easement we wish to vacate as well as the required \$650.00 fee.

Please contact Alan Baskins at 248-855-2100 ext.131 or abaskins@group10.net if you have questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Majid Koza".

Majid Koza
Manager

RECEIVED
AUG 07 2020
CITY OF LIVONIA
ENGINEERING DEPARTMENT

2020 AUG -7 AM 10:14
RECEIVED
CITY OF LIVONIA

DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

TODD J. ZILINCIK, P.E.
City Engineer

DAVID W. LEAR, P.E.
Assistant City Engineer



MAUREEN MILLER BROSNAN
MAYOR

DONALD R. ROHRAFF
Director of Public Works

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154
(734) 466-2571
FAX: (734) 466-2195

August 11, 2020

Honorable Members of the City Council
City of Livonia

**Re: Vacation of the Public Utility Easement
in S.E. ¼ of Section 7
Holiday Inn (#17117 and #17123 North Laurel Park Drive)
Parcel I.D. Nos. 46 028-99-0006-008 & 046 028-99-0006-007**

Ladies and Gentlemen:

Pursuant to the July 27, 2020 request from Group 10 Management, on behalf of the owners, Laurel Investment, LLC, the Law Department has approved the request as to form and the Engineering Division has reviewed the utilities located on the property in question and found that the request for the vacation of the public utility easement is warranted.

In order to proceed, the Engineering Division respectfully requests that the City Council do all things necessary for the vacation of the following public utility easement (previously recorded in Liber 24162, page 568, Wayne County Records):

The centerline of a twenty (20) foot wide easement being more particularly described as follows:

Commencing at the S.E. corner of Section 7, T.1S., R.9E., City of Livonia, Wayne County, Michigan, thence S 89° 58' W along the South line of said Section 7, 1,571.73 feet; thence N 0°02' W, 90.00 feet to a point on the North line of the Six Mile Road; thence continuing N 0°02' W, 158.00 feet to a point of curve; thence Northeasterly on a curve to the right 131.25 feet measured along the arc of said curve to a point-of-tangent, said curve having a radius of 160.00 feet and a central angle of 47°00'; thence N 46°58' E, 166.85 feet to the Westerly right-of-way line of North Laurel Park Drive (86 feet wide); thence N 43°02' W and along said Westerly right-of-way line 87 feet to the Point of Beginning of the center line of said twenty (20) foot wide easement; thence S 44°58' W, 194.00 feet to a point called "A"; thence continuing S 44°58' W, 26.00 feet to a point called "B"; thence continuing S 44°58' W, 33.00 feet; thence S 45°02' E, 68.00 feet; thence S 44°58' W, 235.00 feet; thence N 45°02' W, 70.00 feet; thence S 89°58' W, 303.00 feet; thence N 0°02' W, 12.00 feet for a terminus; thence continuing

To: Honorable Members of the City Council
Re: Vacation of the Public Utility Easement
S.E. ¼ of Section 7
Holiday Inn (17117 & 17123 North Laurel Park Drive)
Property ID's #46-028-99-0006-008 & #46-028-99-0006-007

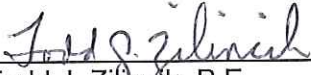
August 11, 2020
Page 2 of 2

said easement from point "A", N 45°02' W, 233.00 feet to a point called "C"; thence N 44°58' E, 220.00 feet to a point on the Westerly right-of-way line of North Laurel Park Drive for a terminus; thence continuing said easement from point "B", S 45°02' E, 26.00 feet for a terminus; thence continuing said easement front point "C", N 45°02' W, 7.00 feet; thence S 89°58' W, 160.00 feet to a point called "D"; thence continuing S 89°58' W, 207.00 feet; thence S 0°02' E, 55.00 feet for a terminus; thence continuing said easement from point "D", S 0°02' E, 55.00 for a terminus.

A map with the original easement to be vacated is attached:

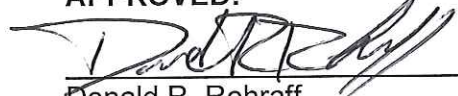
Should you have any questions, please feel free to contact this office.

Sincerely,



Todd J. Zilinski, P.E.
City Engineer

APPROVED:



Donald R. Rohraff
Director of Public Works

APPROVED AS TO FORM:



Paul A. Bernier
City Attorney

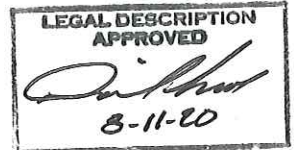
APPROVED FOR SUBMISSION:

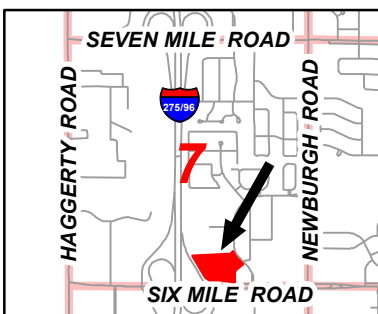
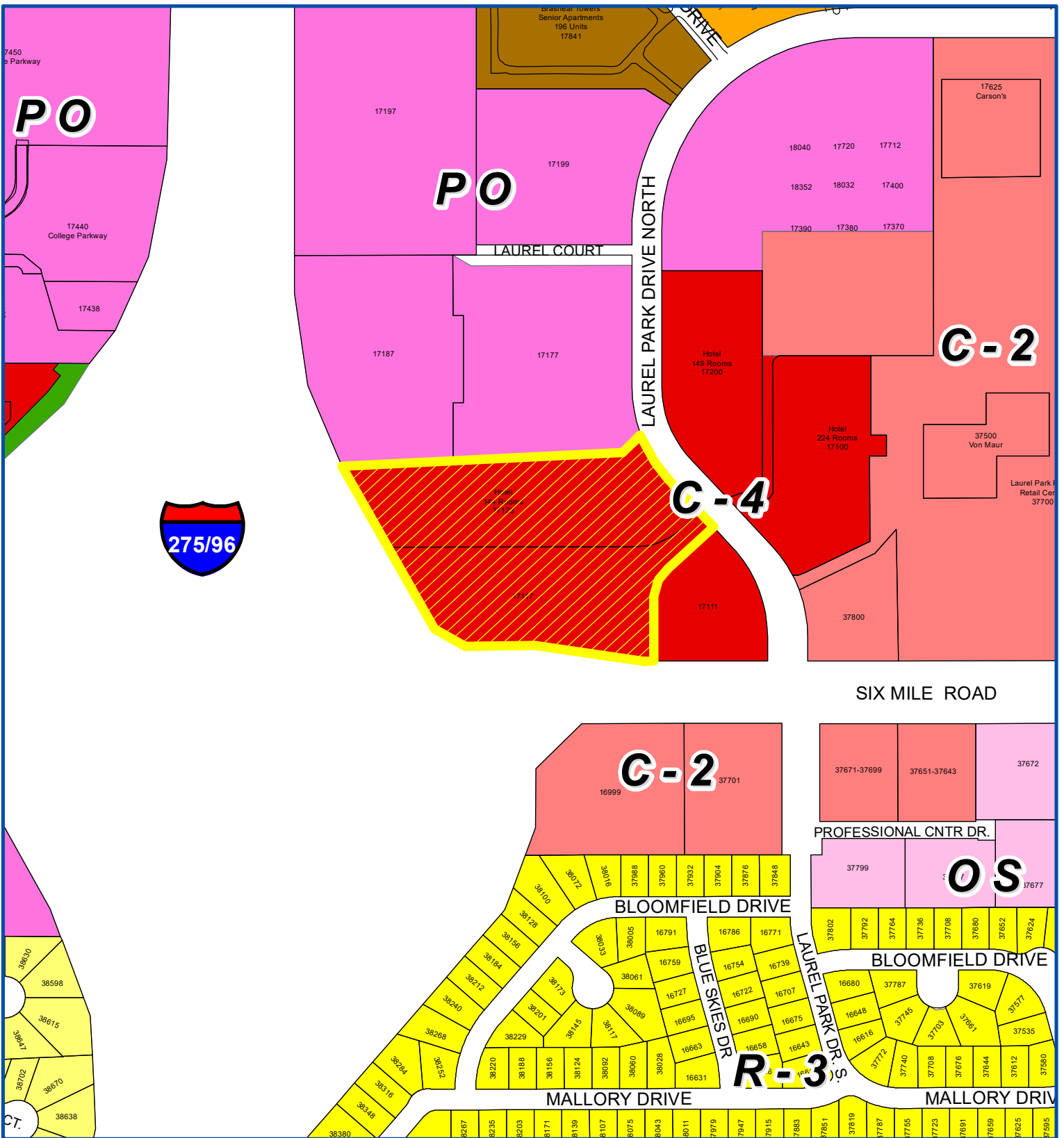


Maureen Miller Brosnan, Mayor
CITY OF LIVONIA

Attachment

cc: Mr. Majid Koza, Group 10 Management, 29200 Northwestern Highway, Ste 450, Southfield, MI 48034
DPW
File





Address & Zoning Map

Petition 2020-09-03-04

Holiday Inn

17117 and 17123 North Laurel Park Drive
Vacate Public Utility Easement



Not to Scale

City of Livonia
Planning Department

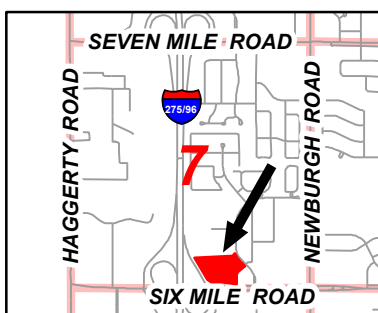


Aerial Map

Petition 2020-09-03-04

Holiday Inn

17117 and 17123 North Laurel Park Drive
Vacate Public Utility Easement



Not to Scale



City of Livonia
Planning Department

PLANNING COMMISSION STAFF NOTES

PUBLIC HEARING

ITEM 3

Petition 2020-09-03-04 submitted by Group 10 Management, on behalf of Laurel Investment L.L.C., pursuant to Section 12.08 of the Livonia Code of Ordinances of the City of Livonia, as amended, to determine whether or not to vacate the existing public utility easement at 17117 and 17123 North Laurel Park Drive (Holiday Inn), located on the west side of North Laurel Park Drive, between Six Mile Road and University Park Drive in the Southeast ¼ of Section 7.

October 27, 2020 Study Meeting:

This petition involves a request to vacate an existing public utility easement located at the site of the Holiday Inn Detroit Northwest – Livonia on North Laurel Park Drive, just north of Six Mile Road. The existing six-story hotel received site plan approval in 2015, replacing a three-story Holiday Inn hotel.

When the Holidome was originally constructed in 1979, a 20-foot wide public utility easement was established to service the hotel. With the demolition of the old hotel and redevelopment of the property, the utilities were relocated, thus eliminating the need for the original easement. Attached is a survey illustrating the sections to be vacated.

The City Engineering Division has no objections to the request. City ordinance requires that vacating petitions first have a public hearing by the Planning Commission with a report and recommendation submitted to the City Council. Notice of this petition to vacate the easements has been provided to all known utility and communications companies.

November 10, 2020 Public Hearing:

Approving Resolution: That the request to vacate the existing public utility easement at 17117 and 17123 North Laurel Park Drive is hereby approved for the following reasons:

1. That with the demolition of the old hotel and redevelopment of the property as a new six-story hotel, this part of the easement is no longer needed for public utility purposes.
2. That the work has been completed, and upon vacation of the old easement, a new easement will be recorded that encompasses the relocated section(s) of utilities, and
3. No reporting City department or public utility has objected to the proposed vacating.

DEPARTMENT OF FINANCE

Michael T. Slater
DIRECTOR OF FINANCE

Connie Kumpula
CHIEF ACCOUNTANT



MAUREEN MILLER BROSAN
MAYOR

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

September 24, 2020

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

Petition 2020-09-03-04 -- 17117 and 17123 Avondale - Holiday Inn

Dear Mr. Miller,

I have reviewed the address connected with the above noted petition. There are no past due amounts receivable, however, their water bill of \$3,328.40 is currently due on October 9, 2020. 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
p

OFFICE OF THE TREASURER

LYNDA L. SCHEEL
CITY TREASURER



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

September 28, 2020

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

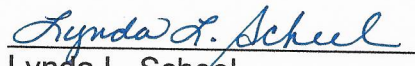
Re: Petition 2020-09-03-04

17117 and 17123 North Laurel Park Drive
Holiday Inn (Laurel Investment L.L.C.)

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
Treasurer, City of Livonia

UNAPPROVED MINUTES

1

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 #3 PETITION 2020-09-03-04

Holiday Inn

Mr. Caramagno, Secretary, announced the next item on the agenda, Petition 2020-09-03-04 submitted by Group 10 Management, on behalf of Laurel Investment L.L.C., pursuant to Section 12.08 of the Livonia Code of Ordinances of the City of Livonia, as amended, to determine whether or not to vacate the existing public utility easement at 17117 and 17123 North Laurel Park Drive (Holiday Inn), located on the west side of North Laurel Park Drive,

between Six Mile Road and University Park Drive in the Southeast ¼ of Section 7.

Mr. Taormina: This is more or less a housekeeping matter. It is a petition involving the vacating of an existing public utility easement that is located at the Holiday Inn at Six Mile Road and North Laurel Park Drive. It was in 2015 when the city approved the construction of the new six-story hotel that replaced the old Holidome. When the Holidome was built about 40 years ago, twenty-foot wide public utility easements were created to service the hotel with sanitary and water service. With the demolition of the old hotel and the redevelopment of the property, the utilities were relocated to the new easements, hence eliminating the need for these original easements. You can see the plan in the areas highlighted in red. They represent the easements that would be vacated as part of this petition. We have two items of correspondence. The first item is from the Finance Department, dated September 24, 2020, which reads as follows: *I have reviewed the address connected with the above noted petition. There are no past due amounts receivable, however, their water bill of \$3,328.40 is currently due on October 9, 2020. I have no objections to the proposal.* The letter is signed by Connie Kumpula, Chief Accountant. Presumably, that bill has been paid. We have Kenny Koza on the call, and he can verify that. The next letter is from the Treasurer's Department, dated September 28, 2020, 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 no taxes due, 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, we have Mr. Koza in the audience. I will give him an opportunity to speak if he would like to address anything on this petition. Good evening, Mr. Koza. We see that you have unmuted yourself, but we don't hear you. Is there anyone else in the audience here for this petition? If so, if you could click raise hand. I don't see anybody else here for this petition. Is there anybody in the audience that wishes to speak for or against this item? I am not seeing anyone there Mr. Koza, you are unmuted, but we are not hearing your audio. If you are speaking, we do not hear you. This is a fairly non-controversial housekeeping item as you mentioned, Mr. Taormina. I don't think it is going to be too controversial when we get to a motion. Is there any additional questions or comments from any of the

Commissioners? If not, I will close the public hearing and ask for a motion.

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

#11-57-2020 **RESOLVED**, That pursuant to a Public Hearing having been held by the City Planning Commission on November 9, 2020, on Petition 2020-09-03-04 submitted by Group 10 Management, on behalf of Laurel Investment L.L.C., pursuant to Section 12.08 of the Livonia Code of Ordinances of the City of Livonia, as amended, to determine whether or not to vacate the existing public utility easement at 17117 and 17123 North Laurel Park Drive (Holiday Inn), located on the west side of North Laurel Park Drive, between Six Mile Road and University Park Drive in the Southeast ¼ of Section 7.the Planning Commission does hereby recommend to the City Council that Petition 2020-09-01-07 be approved for the following reasons:

1. That with the demolition of the old hotel and redevelopment of the property as a new six-story hotel, this part of the easement is no longer needed for public utility purposes.
2. That the work has been completed, and upon vacation of the old easement, a new easement will be recorded that encompasses the relocated section(s) of utilities, and
3. No reporting City department or public utility has objected to the proposed vacating.

FURTHER RESOLVED, That notice of the above hearing was given in accordance with the provisions of Section 12.08.030 of Zoning Ordinance #543, as amended.

Regular Meeting Minutes of September 21, 2020

VACATE

Request to vacate the public utility easement within the Holiday Inn property located at 17117 and 17123 North Laurel Park Drive, Parcel ID Nos. 46-028-99-0006-008 and 46-028-99-0006-007
(Refer to Planning Commission)

#268-20 RESOLVED, that having considered a communication from the City Engineer, dated August 11, 2020, approved by the Director of Public Works, approved as to form by the City Attorney, and approved for submission by the Mayor, to which is attached a communication from Majid Koza, Manager, Group 10 Management, on behalf of Laurel Investment, LLC, dated July 27, 2020, wherein a request is submitted to vacate the public utility easement within the Holiday Inn property located at 17117 and 17123 North Laurel Park Drive, Parcel ID Nos. 46-028-99-0006-008 and 46-028-99-0006-007, 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.

September 21, 2020

CONSENT AGENDA (Regular Meeting of September 21, 2020)

Motion by:	Bahr
Seconded by:	Jolly
ROLL CALL:	
Ayes:	Bahr, White, McCullough, Donovic, Jolly, Toy, McIntyre
Nays:	None
Absent:	None

**CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD SEPTEMBER 9, 2020**

Meeting was called to order via Zoom remote technology at 9:25 p.m. by President Kathleen McIntyre. Present: Scott Bahr, Cathy White, Brandon McCullough, Rob Donovic, Jim Jolly, Laura Toy, and Kathleen McIntyre. Absent: None.

Vice President Bahr led the meeting with an Invocation.

Elected and appointed officials present: Mark Taormina, Director of Planning and Economic Development; Todd Zilincik, City Engineer; Paul Bernier, City Attorney; Lynda Scheel, Treasurer; Connie Kumpula, Chief Accountant; Tom Hritz, Accountant II; Casey O'Neil, Director of Information Systems; Jacob Rushlow, Superintendent of Public Service; and Doug Moore, Assistant Director of Public Works.

9. VACATING REQUEST: Engineering Division, re: to vacate a public utility easement located within the Holiday Inn, located at 17117 and 17123 North Laurel Park Drive. Parcel I.D. Nos. 46 028-99-0006-008 & 046 028-99-0006-007.

Todd Zilincik, City Engineer, presented this request to Council. He stated this is a housekeeping issue. As you know, the Holiday Inn was built a couple years ago on Newburgh just north of Six Mile and we're just trying to do clean-up on the 20-foot easement that was recorded back in 1988. They are looking to develop the south portion of that development in the near future but Group 10 had asked for a vacation, giving this to City Council for their review and go to the Planning Commission, let it circumvent its course and come back hopefully with no issues.

Vice President Bahr offered an approving resolution for the Consent Agenda.

Zilincik clarified that it will be sent to the Planning Commission for their review and run its course.

DIRECTION: REFER TO PLANNING COMMISSION CONSENT

DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

TODD J. ZILINCIK, P.E.
City Engineer

DAVID W. LEAR, P.E.
Assistant City Engineer



MAUREEN MILLER BROSNAN
MAYOR

DONALD R. ROHRAFF
Director of Public Works

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154
(734) 466-2571
FAX: (734) 466-2195

August 11, 2020

Honorable Members of the City Council
City of Livonia

**Re: Vacation of the Public Utility Easement
in S.E. ¼ of Section 7
Holiday Inn (#17117 and #17123 North Laurel Park Drive)
Parcel I.D. Nos. 46 028-99-0006-008 & 046 028-99-0006-007**

Ladies and Gentlemen:

Pursuant to the July 27, 2020 request from Group 10 Management, on behalf of the owners, Laurel Investment, LLC, the Law Department has approved the request as to form and the Engineering Division has reviewed the utilities located on the property in question and found that the request for the vacation of the public utility easement is warranted.

In order to proceed, the Engineering Division respectfully requests that the City Council do all things necessary for the vacation of the following public utility easement (previously recorded in Liber 24162, page 568, Wayne County Records):

The centerline of a twenty (20) foot wide easement being more particularly described as follows:

Commencing at the S.E. corner of Section 7, T.1S., R.9E., City of Livonia, Wayne County, Michigan, thence S 89° 58' W along the South line of said Section 7, 1,571.73 feet; thence N 0°02' W, 90.00 feet to a point on the North line of the Six Mile Road; thence continuing N 0°02' W, 158.00 feet to a point of curve; thence Northeasterly on a curve to the right 131.25 feet measured along the arc of said curve to a point-of-tangent, said curve having a radius of 160.00 feet and a central angle of 47°00'; thence N 46°58' E, 166.85 feet to the Westerly right-of-way line of North Laurel Park Drive (86 feet wide); thence N 43°02' W and along said Westerly right-of-way line 87 feet to the Point of Beginning of the center line of said twenty (20) foot wide easement; thence S 44°58' W, 194.00 feet to a point called "A"; thence continuing S 44°58' W, 26.00 feet to a point called "B"; thence continuing S 44°58' W, 33.00 feet; thence S 45°02' E, 68.00 feet; thence S 44°58' W, 235.00 feet; thence N 45°02' W, 70.00 feet; thence S 89°58' W, 303.00 feet; thence N 0°02' W, 12.00 feet for a terminus; thence continuing

To: Honorable Members of the City Council
Re: Vacation of the Public Utility Easement
S.E. ¼ of Section 7
Holiday Inn (17117 & 17123 North Laurel Park Drive)
Property ID's #46-028-99-0006-008 & #46-028-99-0006-007

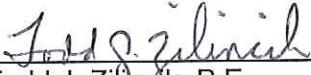
August 11, 2020
Page 2 of 2

said easement from point "A", N 45°02' W, 233.00 feet to a point called "C"; thence N 44°58' E, 220.00 feet to a point on the Westerly right-of-way line of North Laurel Park Drive for a terminus; thence continuing said easement from point "B", S 45°02' E, 26.00 feet for a terminus; thence continuing said easement front point "C", N 45°02' W, 7.00 feet; thence S 89°58' W, 160.00 feet to a point called "D"; thence continuing S 89°58' W, 207.00 feet; thence S 0°02' E, 55.00 feet for a terminus; thence continuing said easement from point "D", S 0°02' E, 55.00 feet for a terminus.

A map with the original easement to be vacated is attached:

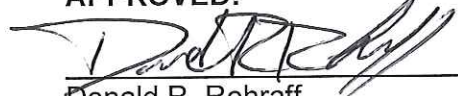
Should you have any questions, please feel free to contact this office.

Sincerely,



Todd J. Zilinski, P.E.
City Engineer

APPROVED:



Donald R. Rohraff
Director of Public Works

APPROVED AS TO FORM:



Paul A. Bernier
City Attorney

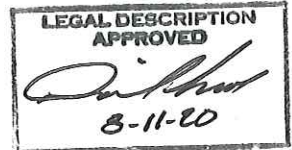
APPROVED FOR SUBMISSION:



Maureen Miller Brosnan, Mayor
CITY OF LIVONIA

Attachment

cc: Mr. Majid Koza, Group 10 Management, 29200 Northwestern Highway, Ste 450, Southfield, MI 48034
DPW
File





29200 Northwestern Highway
Suite 450
Southfield, Michigan 48034
248-855-2100 (p) 248-855-1080 (f)

XC: Law-Approve as to
Eng 8/7/20 Form
Planning (LM)

July 27, 2020

City Council
Livonia City Hall
33000 Civic Center Drive
Livonia, MI 48154-3097

RE: Vacating of Grant of Easement

Dear City Council:

We accept this letter as our desire to vacate the Grant of Easement recorded in Liber 24162 page 568, a copy of which is attached. Also enclosed is a copy of the survey is also attached which highlights the easement we wish to vacate as well as the required \$650.00 fee.

Please contact Alan Baskins at 248-855-2100 ext.131 or abaskins@group10.net if you have questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Majid Koza".

Majid Koza
Manager

RECEIVED
AUG 07 2020
CITY OF LIVONIA
ENGINEERING DEPARTMENT

2020 AUG -7 AM 10:14
RECEIVED
CITY OF LIVONIA

GRANT OF EASEMENT

Continental Misc
U24162-568THIS INDENTURE, made this 23rd day of November, 1988,
89062931between Corporate Property Associates 6 & 7
whose street number and post office address is 639 Hfb Avenue 4th floor
New York NY 10022, parties of the first part, and the CITY OF
LIVONIA, a Michigan Municipal Corporation, party of the second part, whose street
number and post office address is 33000 Civic Center Drive, Livonia, Michigan 48154.

WITNESSETH:

That the said party of the first part, for and in consideration of the sum of One Dollar (\$1.00) and other valuable consideration to them in hand paid by the said party of the second part, the receipt of which is hereby confessed and acknowledged, do by these presents grant unto the said party of the second part, its successors and assigns an easement for public purposes and use, in, unto and upon that certain piece of land situated in the City of Livonia, County of Wayne and State of Michigan, described as follows:

EASEMENT DESCRIPTION:

The center line of a twenty (20) foot wide easement being more particularly described as follows:

Commencing at the S.E. corner of Section 7, T.1S., R.9E., City of Livonia, Wayne County, Michigan, thence S. 89°58' West along the South line of said Section 7, 1571.73 feet; thence N. 0°02' West 90.00 feet to a point on the North line of the Six Mile Road; thence continuing N. 0°02' West 158.00 feet to a point of curve; thence Northeasterly on a curve to the right 131.25 feet measured along the arc of said curve to a point-of-tangent, said curve having a radius of 160.00 feet and a central angle of 47°00'; thence North 46°58' East 166.85 feet to the Westerly right-of-way line of North Laurel Park Drive (86 feet wide); thence N. 43°02' West and along said Westerly right-of-way line 87 feet to the Point of Beginning of the center line of said twenty (20) foot wide easement; thence S. 44°58' West 194.00 feet to a point called "A"; thence continuing S. 44°58' West 26.00 feet to a point called "B"; thence continuing S. 44°58' West 33.00 feet; thence S. 45°02' East 68.00 feet; thence S. 44°58' West 235.00 feet; thence N. 45°02' West 70.00 feet; thence S. 89°58' West 303.00 feet; thence N. 0°02' West 12.00 feet for a terminus; thence continuing said easement from point "A" North 45°02' West 233.00 feet to a point called "C"; thence N. 44°58' East 220.00 feet to a point on the Westerly right-of-way line of North Laurel Park Drive for a terminus; thence continuing said easement from point "B" South 45°02' East 26.00 feet for a terminus; thence continuing said easement from point "C" North 45°02' West 7.00 feet; thence South 89°58' West 160.00 feet to a point called "D"; thence continuing S. 89°58' West 207.00 feet; thence South 0°02' East 55.00 feet for a terminus; thence continuing said easement from point "D" S. 0°02' East 55.00 feet for a terminus.

including the right of access in the party of the second part to go over and upon that part of said piece of land of the parties of the first part, for public purposes and use, of the party of the second part providing that the granting of the above easement does not vest in the party of the second part authority to use any portion of said property for any purpose other than herein designated; provided also, that this easement shall continue only for such period of time as the said party of the second part, its successors and assigns, shall maintain same for public purposes and use.

IT IS UNDERSTOOD AND AGREED, as a part of the consideration for the granting of the above easement, that the party of the second part will use every effort possible to leave the premises in as good condition as at present.

IN WITNESS WHEREOF, the said parties of the first part have hereunto set their hands and seal on the day and year first above written.

In the presence of:

Anthony Moly
Anthony Moly

Lisa M. Coleman
Lisa M. Coleman

Corporate Property Associates 6 and
Corporate Property Associates 7
By: Sixth Creek Corporate Property, Inc. and
Seventh Creek Corporate Property, Inc.
Corporate General Partners
By: Eve C. Goldberg
Eve C. Goldberg
Second Vice President

LEGAL DESCRIPTION
APPROVED
14/11/88

GRANT OF EASEMENT (Individual)

STATE OF MICHIGAN)
) SS
COUNTY OF WAYNE)

U24162-569

On this _____ day of _____, 19____, before me personally appeared

_____ to me
known to be the person described in and who executed the foregoing instrument and
acknowledged that _____ executed the same as _____ free act and deed.

Notary Public, _____ County, Michigan

My Commission expires: _____

GRANT OF EASEMENT (Partnership)

NEW YORK
STATE OF MICHIGAN)
) SS
COUNTY OF WAYNE)

On this 23 day of November, 1988, before me personally appeared

Eve E. Goldberg who being by me duly
sworn, did say that she is a partner of the Corporate Property Associates & Improvements Associates
a Michigan partnership, and that said instrument was signed in behalf of said partner-
ship, by authority of its articles of agreement, and the said partner acknowledged that
said instrument to be the free act and deed of said partnership.



VIRGINIA BOSCH
Notary Public, State of New York
No. 31-4838810
Qualified in New York County
Commission Expires June 27, 1990

Virginia Bosc
Notary Public, New York County, New York

My Commission expires: _____

GRANT OF EASEMENT (Corporate)

STATE OF MICHIGAN)
) SS
COUNTY OF WAYNE)

On this _____ day of _____, 19____, before me personally appeared

_____ to me
personally known, who being by me sworn, did each for himself say that they are respec-
tively the _____ and _____
of the _____ Corporation named in and which
executed the within instrument, and that the seal affixed to said instrument is the
corporate seal of said corporation, and the said instrument was signed and sealed in
behalf of said corporation by authority of its board of directors; and said
_____ acknowledged said instrument
to be the free act and deed of said corporation.

Notary Public, _____ County, Michigan

My Commission expires: _____

Prepared by Harry C. Tatigian
City Attorney
Department of Law
33000 Civic Center Drive
Livonia, Michigan 48154

Approved as to form:
DEPARTMENT OF LAW

Harry C. Tatigian
Harry C. Tatigian, City Attorney
Dated: 7.2.88

When recorded, return to:
OFFICE OF THE CITY CLERK
33000 Civic Center Drive
Livonia, Michigan 48154



**CITY of LIVONIA
OFFICE OF THE CITY CLERK**

33000 CIVIC CENTER DRIVE, LIVONIA, MICHIGAN 48154
TELEPHONE (734) 466-2230

Received From: Group 10 Management
Address 29200 Northwestern Hwy. Ste 450
City 48034 Zip 48034 Date 08/07/20
RE: Holiday Inn Livonia

CERTIFICATES

Dollar Amount

BIRTHS ☐ LF# ☐ CC ☐ PARCHMENT

DEATHS ☐ LF# ☐ CC

PAID
AUG 07 2020

CITY OF LIVONIA

GENERAL

- ☐ Maps, Books
- ☐ F.O.I.A. Copies Holiday Inn
- ☐ Signs
- ☐ Grading Bond
- ☐ Petition, Waiver Vacating Petition
- ☐ Election Fees Grant of Easement
- ☒ Other

CASH ☐ CK# 003377

Total Amt. >

\$150.00

BY: VM

No.067655

CITIZEN'S COPY

THE FACE OF THIS DOCUMENT WAS A COLORED BACKGROUND ON WHITE PAPER.

Laurel Investment, LLC
DBA Holiday Inn Livonia
29200 Northwestern Highway, STE 450
Southfield, MI 48034

Hunington Bank
Operating

003377

74-347
724

Six Hundred Fifty and 00/100 Dollars

Check No.	Date	Amount
003377	7/28/2020	\$650.00

Pay
To The
Order
Of

City of Livonia
33000 Civic Center Drive
Livonia, MI 48154



Authorized Signature

⑈003377⑈ ⑆072403473⑆ 01382673222⑈

Laurel Investment, LLC

City of Livonia

003377

Date	Invoice No.	Invoice Date	Description	Amount
7/28/2020	200727	7/28/2020		650.00
Check Date: 7/28/2020 Check Number: 003377 Total: 650.00				



REPORT TO THE LIVONIA CITY COUNCIL

Law

November 5, 2020

MEETING DATE

January 13, 2021

PREPARED BY

Brenda Smyser, Program Supervisor, Law

AGENDA ITEM

ROLL CALL: Proposed Amendment to Zoning Ordinance No. 543, as amended: Department of Law, re: Petition 2020-07-01-04, submitted by Adams Park Development, L.L.C., to rezone the properties located on the south side of Lyndon Avenue between Inkster and Middlebelt Roads (14416 Harrison Avenue and 28201 Lyndon Avenue), former Adams Elementary School site, in the Southeast $\frac{1}{4}$ of Section 24 from PL (Public Lands) to R-1 (One Family Residential).

First Reading given by Councilmember Brandon McCullough on Wednesday, December 2, 2020.

BACKGROUND

Request to Rezone Properties at 14416 Harrison Avenue and 28201 Lyndon Avenue (Former Adams Elementary School site) located on the south side of Lyndon Avenue between Inkster and Middlebelt Roads in the Southeast $\frac{1}{4}$ of Section 24 from PL (Public Lands) to R-1 (One Family Residential)

RECOMMENDATION

FISCAL CONSIDERATION

ATTACHMENTS

1. R120220 Petition 2020-07-01-04 (14416 Harrison and 28201 Lyndon FIRST READ
2. PH100720 2020-07-01-04 (Adams Park) 14416 Harrison and 28201 Lyndon (ZONING)
3. Pet. 2020-07-01-04 - Adams Park Development

APPROVED BY

A handwritten signature in blue ink, appearing to be "B. Smyser".

Date: November 05, 2020

Paul Bernier, City Attorney

A handwritten signature in black ink, reading "Maureen Miller Brosnan". The signature is written in a cursive, flowing style.

Date: November 12, 2020

Maureen Miller Brosnan, Mayor

Regular Meeting Minutes of December 2, 2020

McCullough gave first reading to the following Ordinance:

ZONING

Petition 2020-07-01-04
(Adams Park
Development)
Approval to rezone
property located on the
south side of Lyndon
Avenue between Inkster
and Middlebelt Roads
(14416 Harrison and
28201 Lyndon) Section
24 from PL (Public
Lands) to R-1 (One
Family Residential).
(First Read)

AN ORDINANCE AMENDING SECTION 14 OF THE ZONING MAP OF THE CITY OF LIVONIA AND AMENDING ARTICLE III OF ORDINANCE NO. 543, AS AMENDED, KNOWN AND CITED AS "THE CITY OF LIVONIA ZONING ORDINANCE" BY ADDING SECTION 3._____ THERETO. (Petition 2020-07-01-04)

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.

REGULAR MEETING OF December 2, 2020

Councilmembers Present: Jolly, Toy, Bahr, White, McCullough, Donovic, McIntyre

Councilmember(s) Absent: None

December 2, 2020

Adams Park Development LLC
31333 W. Thirteen Mile Road, Suite 200
Farmington Hills, Michigan 48334

October 27, 2020

Dear Council Member:

We listened carefully to your comments at the public hearing and made several important revisions to our preliminary site plan.

We feel that the changes made not only improve the layout of our community but allows it to fit in better with the neighboring homes.

- We created a large park called Adams Park abutting John F. Dooley Park.
- The pond will be enhanced with a water fountain and landscaping with benches.
- The front entrance will be nicely landscaped with signage.
- We included nineteen 70 foot lots which will break up the streetscape look and allow 3 car front entry garages.
- The R-1 zoning as we have shown on site plan allows for deeper lots abutting the homes along Lyons Street.

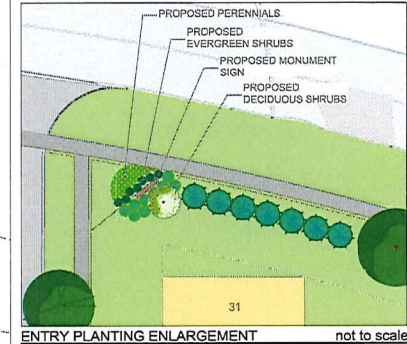
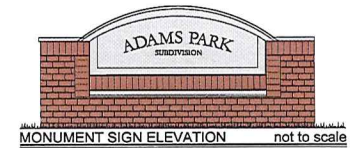
It should also be noted that when we develop the site the internal storm sewer system will alleviate any rear yard drainage issues that the residents on Lyons abutting our property are now experiencing.

Thank you,

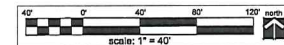
ADAMS PARK DEVELOPMENT LLC



Stuart Michaelson



- LEGEND**
- PROPOSED DECIDUOUS TREE
 - PROPOSED EVERGREEN TREE
 - PROPOSED ORNAMENTAL TREE
 - PROPOSED UPRIGHT EVERGREEN TREE
 - PROPOSED DECIDUOUS SHRUB
 - PROPOSED EVERGREEN SHRUB
 - PROPOSED PERENNIALS
 - PROPOSED WETLAND SEED MIX
 - PROPOSED WILDLIFE HABITAT SEED MIX
 - EXISTING DECIDUOUS TREES



date: October 27, 2020
 revised:
 10-28-2020 Review by Client
 10-29-2020 Add adjacent lot dimensions.



LANDSCAPE PLAN FOR:
 Michael L. Priest & Associates, Inc.
 40655 Koppennick
 Canton, Michigan 48187
 (734) 459-8560

PROJECT LOCATION:
 Adams Park Subdivision
 Southeast Corner of
 Harrison Avenue &
 Lyndon Avenue
 Livonia, Michigan

LANDSCAPE PLAN BY:
 Nagy Devlin Land Design
 31736 West Chicago Ave.
 Livonia, Michigan 48150
 (734) 634 9208

ORIGINAL IN BLUE

CL-1: CONCEPTUAL LANDSCAPE PLAN
 * Base data provided by Michael L. Priest & Associates, Inc.

Kasprowicz, Sara

From: Deborah Larocque <DLarocque936@msn.com>
Sent: Thursday, October 8, 2020 4:29 PM
To: CityCouncil
Subject: To all council members-Adams Park Development
Attachments: thumbnail_IMG_0193.jpg

Hello,

My name is Debbie LaRocque. I live at 14301 Harrison St. My house is located on the west side of Harrison across from the new proposed 'Adams Park Development' site. Last evening I was listening to the meeting from my house phone. The instructions i received from the letter that was sent stated that for all calling in without zoom you could press *9 to speak. For some reason that feature didn't work for me so I am writing to all of you today to address my concerns about this proposal.

Re: Traffic.

As we all heard in the meeting there are many concerns about traffic, not only the addition of it with 39 new homes but there is a real problem with speeding on Lyndon since all of the stop signs on Lyndon have been removed. The subs surrounding this area have a lot of mature residents but as new families move in, there are more and more children. I think that a few strategic stop signs need to be returned to Lyndon near the proposed development to address these very important traffic/speeding concerns we residents have. The one gentleman said they are 'drag racing' on Lyndon. I am far enough away that I don't hear that but the speeding is almost as bad on Harrison as well.

Re: Correct property ownership info.

Originally a letter was sent out just before this past Christmas stating that Livonia Schools were planning on selling the property and the property was slated to be demolished soon. The letter stated Livonia Schools were going to be accepting bids or proposals from developers or how this parcel of land was to be developed. I spoke with a few of my neighbors and out of concern I called Stacey Jenkins who sent the letter out to find out more details about the sale. I learned that Adams was going to be developed but Dooley Park is actually owned by the city and would not be developed. There is also a narrow 2-acre strip that runs up Harrison that is also owned by the city and I was told that would not be included in the sale/development? Not sure I missed something but the next letter/any info I received was about

a hearing to re-zone the property. I actually missed that zoning meeting but called and spoke with Stephanie Reece from the City Planning Department. I requested and reviewed the actual minutes from that meeting though. I questioned Stephanie about the 2-acre parcel and she states that it was actually owned by Livonia Schools. I was told it was owned by the city.

Can someone please look into this and verify when that 2-acre sale was sold from the city to the school district and when? I point this out because according to the developer the site plan I received shows 10 homes on Harrison with driveways on that 2-acre strip of property that was not to be included in the sale? It was suggested when I read the minutes from the zoning meeting that entry into the new community was basically the same 2 that exist where Adams originally was.

Re: Additional Parking/Dooley Park

Please...If you are going to cram in all of these homes into this small space, we need to create additional off-street parking in Dooley Park or incorporate it into the edge of this development to reduce the additional parking issues of Dooley Park which is a very popular play/walking area. Compton park on Lyndon has 2 baseball diamonds and a newly renovated pickleball court. They have off-site parking for 50 cars and we have just as much foot traffic as they do and possibly more now. Many more families use Dooley Park Play area than Compton Park hands down. The addition of these 10 new homes with each home having their own driveway will create more parking issues because many people park along Harrison now to go to the ball diamond and play area of the park. They use to park behind the Teachers parking lot that is now gone. It was right in front of the ball diamond. With the addition of even more homes...this entire area will become even more congested...we implore our city council to aide us and demand the best possible partnership with the Adams Park Developers into designing an area that will make everyone one happy! Think...WIN WIN:-) Let this development be a model for future success please:-)

Re: Water Retention Basin/flooding/power overloading concerns

I agree that this area is an older development with older infrastructure and there are concerns about overload/flooding/power overloading too. I have recently purchased a generator because in the past few years we have experienced more power loss than even before. Reading up on this subject matter I discovered that power loss is apx 65% from storms, trees falling on lines etc. but 35% of it is from overloading the grid. In my opinion, I feel that this way over saturation of the commercial/retail building near us has not helped. I hope that after the builders have made their money and gone on to make more money in another community...our community will not be left holding the bag after they are gone. Most of us don't really understand the Water Basin Retention Ponds but i wouldn't want to be the one who borders it. The surrounding area that runs along Harrison is a marshy/muddy area. My house has 2 storm drains in front of it and when it rains hard it backs up all the way to my driveway and often, over my curb and up to my sidewalk. Again, please be sure that this infrastructure in our surrounding areas will be improved and not decimated.

In general, listening to the calls from homeowners who abutt or are near the Adams site, I heard and share the same valid concerns of my neighbors on the call. A few concerned residents pointed out traffic as well as infrastructure concerns. We are not opposed to building new homes. We need to ensure that ALL parties are considered in this development. Honestly, one of the developers seemed a bit out of touch with the resident concerns in my opinion. His claim that this was not going to have much impact on the traffic was in-correct! This development along with all the additional retail that has been way over built on the middlebelt-schoolcraft-plymouth road corridor has brought so much traffic already! I avoid this area as much as possible. We seem to have a lot of people cutting through our neighborhoods to avoid a lot of the bottle neck traffic from it. This development just adds even more headache.

I have lived in Livonia all my life and in this house for 34 years. Our son attended Adams. He enjoyed playing hockey along with many other children every winter on the outdoor ice pond across the street. The biggest reason that we purchased our home 34 years ago was because of the park like setting of Dooley Park and of course the fact that our son could walk to school. Our lot is 70 ft wide. We could have bought somewhere else but we preferred a wider lot so we were not right on top of our neighbors. Please consider R-2 lots for this community.

This is a long read and I apologize but this is an extremely important subject for all of your loyal tax paying residents here. Please have our backs. We have supported all of you and we need all of you to support us now:-) I am willing to have continued dialogue with any of you or Adams Park Development to make this development a real success. You know that ole' saying...'The bitterness of poor quality remains long after the sweet taste of low price is forgotten'. These residents deserve a good solid, creative plan that all can and will be satisfied with.

Thank you,

Debbie LaRocque

734_427_8699



**CITY OF LIVONIA
PUBLIC HEARING**

Minutes of Meeting Held on Wednesday, October 7, 2020

A Public Hearing of the Council of the City of Livonia was held virtually via ZOOM on Wednesday October 7, 2020.

MEMBERS PRESENT: Kathleen McIntyre, President
Vice President Scott Bahr
Rob Donovic
Jim Jolly
Brandon McCullough
Laura M. Toy
Cathy K. White

MEMBERS ABSENT: None

OTHERS PRESENT: Mark Taormina, Director of Economic Development
Todd Zilincik, City Engineer
Paul Bernier, City Attorney
Sara Kasprowicz, Recording Secretary

The Public Hearing was called to order at 7:25 p.m. with President Kathleen McIntyre presiding. This item is regarding **Petition 2020-07-01-04** submitted by Adams Park Development, L.L.C. pursuant to Section 23.01 of the City of Livonia Zoning Ordinance #543, as amended, requesting to rezone the properties at 14416 Harrison Avenue and 28201 Lyndon Avenue (former Adams Elementary School site) located on the south side of Lyndon Avenue between Inkster and Middlebelt Roads in the Southeast ¼ of Section 24 from PL (Public Lands) to R-1 (One Family Residential).

This item will move to the Regular Meeting of **November 4, 2020**.

The Public Hearing is now open. There were 25 people in the audience.

McIntyre: We have a hand raised, and I don't see that Council from anyone from the City, from Atul Kishore, I hope I've pronounced that correctly.

Kishore: Yes, thank you very much, can you hear me?

McIntyre: Yes, I believe we have also received an email from you.

Kishore: Yes, thank you very much for giving me the time. Just a little background on myself, I used to live in Livonia and I had moved out to California and

then to Bloomfield and now I'm back in Livonia. I love the City and thank you for giving me the chance to talk to you today. Before we discuss about the elementary school, I want to discuss about the current situation we are facing today in our building, this is regarding the home owner's association for Bishop Condominiums, that is a new condominiums right across from this site. This is built by Soave Homes and I must say that in general, they have been good but I have had a real problem with Mike Soave, the builder, because they are using my sprinkler and my water connection to water the entire subdivision. The Water Department is working with them and they are not getting cooperation because Mike keeps promising that he'll add another line and its not working, so I would love to have City Council and the Mayor getting involved with Mike Soave to get that resolved and have a successful new line put in. Then we are moving to this area of Adams LLC that is going in. I look forward, I think, on behalf of the Homeowners Association, we all look forward, we are not objecting to having the single-family homes in there as long as they are done right. Right now, Lyndon has a major problem. The road itself is sinking towards Lyndon and water is collecting. Now, thank God, the geese are gone, because the geese were using that a pond in the middle of Lyndon and then everybody driving there is honking. So, as you can imagine, as this subdivision goes into play, we're going to have some major problems. There is water already coming out from the Soave construction from the expansion joints in the sidewalks. Nobody from Inspection has looked at it or given the ok. So, someone from Inspection needs to come out and make sure this is done. The other thing is, right now with, as I mentioned in my email, this new subdivision has to look at the four items that I mentioned on there. Rather than going into it, I know this is strictly about a rezoning process, but we need to make sure that the rezoning and the builder completely takes control of this project, especially if there is going to be a Homeowner's Association or not, that they are held liable to the very end.

McIntyre: Thank you, Mr. Kishore. Your comments are appreciated and as you know, we require bonds from developers, and we hold onto the bonds until everything is complete and signed off on by the City. I do appreciate your comments and as you know, this is the public hearing and this will move on to the Regular agenda of October 19th, so I would encourage you to also participate in that meeting. That meeting will also be via Zoom, so that will be the Regular meeting at 7pm.

Kishore: Yep, I plan to, thank you very much.

McIntyre: Thank you for your comments and again, thank you for engagement in the City and your Homeowner's Association in taking an interest in what is going on in the City and in your neighborhood, so thank you again. Alright,

any other to comment? We have Mr. McCabe. Thank you for bearing with us and waiting until we got to the second public hearing.

McCabe: Thank you again and I'm a little bit new to Civics so I appreciate your guidance and my interruption on the other meeting. I was on the Planning Commission meeting, I live, again, this is Jim McCabe, I live at 14236 Lyons Street. Lyons is the street directly east of the planned development so we will certainly be affected in many ways. I was on the Planning Commission and I noted my vote against the new building, however, I learned something during that meeting, and that was that this is basically a foregone conclusion. The property has been sold, a developer owns it, he's not going to leave it as green space, which I know everyone in my neighborhood here would like. So, he's got a certain investment in it, so shame on me for not being Civically active when the school board sold it to the developer, so shame on me on that. It does seem like it was quite an easy sale, it seemed to happen very quickly. That aside, I'm not in favor of it, you know, there is going to be certain impacts. You going to put forty new houses inside a sixty-four year old infrastructure, there's infrastructure and traffic problems on Lyndon. There's many different drawbacks to it, so I don't know why it was so easily rubber stamped. Again, these guys put a lot of money in to buy that property, so maybe my comments are a day late and a dollar short, but I have to make it known, I'm not in favor of it. You're going to build forty new homes inside a sixty-four year old infrastructure and there was a civil engineer on the Planning Commission call that said there will be no impact, I just can't believe that. So, anyway, I just wanted to express my disenchantment with the whole thing and be on record. I appreciate the date of the next Council meeting, I guess I will attend that for no other reason but to make myself feel good.

McIntyre: Thank you for your comments and just received notification that the information I was reading is not correct, and that these will actually be on the Meeting of November 4. Mr. McCabe, if you would like to call the Council office tomorrow to get the correct date, but Mr. McCabe, I would like to address your comments, and first of all, I want to thank you again and I mean this sincerely, for taking the time to call in and express your concerns and I'd like to address what you said about the process. You recognized a very important fact and that is that these are properties that belonged to Livonia Public School District, which is a completely separate legal entity which you understand. Sales aren't generally quick with these and I don't know with this particular property, how long this was on the market, but these are put on the market and are made available, they are usually working with a broker and these are made available very widely to any developer, to anyone whose interested in purchasing these and the sale is generally contingent upon the rezoning and I think we have Mr. Taormina with us, I know we do because we are sharing his screen and

I'm going to ask Mr. Taormina, our Planning Director if he can confirm that. Mark, is the sale contingent upon the rezoning?

Taormina: I'll have to allow the petitioner speak on the specifics of his purchase agreement with LPS, but its my understanding, but yes, this is all a contingent based agreement and at what point they choose to close on the property, I'm not certain on that. Just to speak a little bit on the length of the process, I believe it was around the first of the year that the consultant that was hired by Livonia Public School sent out the proposals, the RFPs, they went out and then following that, there was a process that the school board used to select the buyers of not only this site but also Webster and Wilson. So, it has been a several month process all together.

McIntyre: Thank you and I wanted Mr. Taormina to speak to this issue. It is not a quick process, and as far as it being a rubber stamp, its not a rubber stamp. That's why we go through these processes, its really not for show, these are important, we are legally bound to have public hearings but they are very important to us and the comments we hear are very important to us. Generally, I shouldn't say generally, but the comments drive us to come into our consideration often do drive us to additional conversations with the perspective developer. Going back through the Planning Commission notes, so your comments are not at all in vain and the other thing that I would like to mention, in the process on rezoning and you may know this Mr. McCabe and I apologize if I am telling you something you already know, but the process for rezoning is that it gets a first reading at a City Council meeting and again, I believe this is November 4, I think I have just received confirmation that this will be November 4th for this item. There is a first read given by a member of City Council generally and someone can decide not to offer a first read, but generally there is a first read, but before we have the second read, and the second read is where a roll call vote is taken and the rezoning is finalized and it doesn't take affect until it is published in the paper, but prior to that happening, is when we receive and review the site plan and so we have a number of significant steps to go through here before the rezoning is finalized, so I hope that helps put your mind at ease a little bit and be more comfortable that this is not a rubber stamp, that this is not simply a formality on a done deal.

McCabe: I thank you for that. Again, I have never been very involved with local politics and shame on me for that, I'll say that twice, shame on me for that. I appreciate the education and the opportunity to voice my concern and my vote against the building of 49 new homes, but again, I understand the situation and I appreciate it. Perhaps I'll run for office someday, I don't know, I'm fascinated by this whole process. I thank you again.

McIntyre: Thank you and again, the thing that we appreciate it, and I don't usually speak for Council, but in this case, I think I can speak for all of us. We're

always happy when people call us and they like what we're doing, and they agree with everything, but what we like best is for people to be engaged, even if they are not happy about something or they disagree with something that's going on, we really appreciate hearing that. It does inform our thinking and our decision-making, so your strong Civic engagement is appreciated, and your voice is heard and it's not a voice in vain.

McCabe: Thank you so much.

McIntyre: Next we will move along to Sean Kelly. I'm hitting unmute, there we go, good evening.

Kelly: Ok, first of all, I want to agree with Mr. McCabe in that, I'm not as knowledgeable as you guys are about zoning and all that. I did participate in the Zoning Board Commission and I thought the rezoning had already been approved for Residential 1. Are you saying it's still not approved, that has to go to the City Council?

McIntyre: That is correct. This is the City Council, so you participated at what I think you are referring to is the Planning Commission?

Kelly: Maybe it was the Planning Commission, yes. They just voted it to go through to you guys?

McIntyre: They are a recommending body.

Kelly: Ok, then they recommended the thirty-nine houses?

McIntyre: They recommended the rezoning.

Kelly: Not the plan that the developer is proposing?

McIntyre: We are not to the review of the site plan yet. The process is, I don't know if you heard what I had explained to Mr. McCabe?

Kelly: Yeah, I was watching. So, I don't know if you guys participated in the Planning Commission's Zoom broadcast, but there was a person there, Laura, and she was asking why was Residential 1 and not Residential 2. I understand that you want to, this is land and the developer bought it, but it just seems like thirty-nine houses in that small of a space is too much. Especially if the ingress egress is going to be on Lyndon. I'm giving up having the green space, but I think it should be Residential 2, I think it allows for larger lots and they would be less houses. Am I correct in that?

- McIntyre: You are correct. So, this is a request to rezone from Public Lands to R-1, one family residential. You are correct, R-1 and R-2 specify the lot sizes.
- Kelly: R-2 would allow for larger lot sizes, correct?
- McIntyre: R-2 requires larger lot sizes, that is correct.
- Kelly: Ok, by the way, I'm at 14453 Lyons, I butt up right to it. Our entire strip along just by where the school was, we're flooded every Spring. I lost one huge, fifty-year-old maple. My neighbor South of me, he floods up into his backyard and I'm really concerned with having thirty-nine houses. At the Planning Commission meeting, there was a drainage expert, I can't remember his name, he said on Lyndon there's a huge tunnel on Lydon that you could drive a pickup through. He said we had all this drainage running along our fence line, west of my lot that would handle any subsequent run off. Well, it didn't handle anything. Then I'm concerned, we're going to have a retention pond at the bottom of this proposed development and all that run off from thirty nine houses into a retention pond, what's that going to do to my neighbors south of me? So, I'm not, like Mr. McCabe said, I would love a green space, but I think R-1 is way too much for that small of a property. I would hope you guys would take that into consideration.
- McIntyre: Alright, thank you. I would like to just address a high-level issue of the retention pond and I'm going to ask Mr. Taormina to jump in here if I say anything that is not correct. Generally, what we find, is with these former school sites, when they are school sites and when they were built, the storm water management requirements were very different and not nearly as robust as they are now. So, when these are purchased and redeveloped, this County's requirements, requires aggressive storm water management on lots, on parcels of this size. What you generally end up with is an improved situation for the streets and the residents surrounding these schools, when there is development now, the retention ponds are required, and I guess I would term them stringent storm water management capabilities are required.
- Kelly: Alright, but I didn't hear about any improvement to the infrastructure underground. I've got sewers, I don't know if they are sewers, but I've got sewer caps right at the back of my fence and right at the front of my yard. They came and looked at them while they were doing all this. I don't understand, are they going to take those drainpipes out and make them bigger or are they just going to do trench drains to run down to this retention pond. How are they going to handle a heavy rain?
- McIntyre: Answering your question's specificity is beyond my Civil Engineering skills, which are very limited.

- Kelly: I am also very limited on Civil Engineering, so thank you. It just sounds like thirty-nine houses with the pavement and everything that is going to be involved with that, it's going to cause a lot more runoff than greenspace that this park now provides.
- McIntyre: I'm not sure that premise is correct, but what I'd like to do, I do know my colleague Mr. McCullough would like to weigh in here, he does have a background in facilities management and development. I'm going to ask him if he'd like to speak and the other thing that I'd like to do, Mr. Kelly, it get in touch with me through the Council office and we will refer this to the Administration and get some information for you from the City Engineer prior to the meeting on November 4th.
- Kelly: Ms. McIntyre, can you give me that number that I can get to you on?
- McIntyre: Sure, 734-466-2250.
- Kelly: 734-466-2250? Alright, thank you.
- McIntyre: You can also go on the City Council homepage and find an email form that you can get in touch with us. Also, I believe that number is listed there.
- Kelly: Alright, thank you.
- McIntyre: With that, I'm going to go to Councilmember McCullough.
- McCullough: Thank you, Madam President.
- McIntyre: From the Chair to Mr. Kelly, just in general, so with this Public Hearing this is just for rezoning, I know in the packet, there is a site plan, just a rendering of a high-level, first draft of a site plan so we can get our eyes on it. With the site plan approval process, everything kind of restarts and having managed large, capital projects, there is a lot of engineering calculations that go into developments like this. Everything basically starts over, so the next thing, if this goes through, then the applicant and the petitioner would go through the formal site plan approval process that kind of starts Planning all over. Then, we get another look at it and if it gets approved by Planning, then to comes to Council, so I can assure you that and everybody out that, any infrastructure, there is massive Engineers and Architects that look at these numbers and make sure that everything conforms to our current system, so, I know the whole package gets looked at after this round. I hope that kind of clears up stuff, but just to reiterate, this is just for the rezoning. Thank you, Madam President.
- McIntyre: I'd like to clarify one thing that Mr. McCullough said, he is correct, and I think I had explained that previously. Nothing happens on the rezoning

until the site plan goes back to the Planning Commission and goes through. Things don't start over in the sense of, this is part of the process to rezone this. This is a public hearing to rezone this to R-1, so there's no resetting of the rezoning, we simply don't finish the process until the site plan goes through the Planning Commission and then it comes back through us, so thank you and at that time, that's when the deep dive is done, no pun intended, into the calculations for the sewer, for the storm water but prior to that, I am happy to talk to our City Engineer and refer this to the Administration to get information for you, Mr. Kelly.

Kelly: Ok, great thanks. That's good to hear, so the R-1 has not been approved yet, right?

McIntyre: That's correct, this is simply the public hearing where the public, and it is exactly what it says it is, the public has an opportunity to participate and share their thoughts and concerns and views about this, then this will come on the Regular Council meeting of November 4th, the Regular meeting is at 7:00pm and this would generally get what is called a first reading. Ok, so first reading is offered, there is no voting on it, its simply a first reading and then after the first reading, before we go on to take the roll call vote on the rezoning to R-1, that's when we go through the site plan process. The site plan goes to the Planning Commission, just as the initial rezoning did and the Planning Commission studies it, they have their Study and Regular meeting with the Petitioner and the public and then they will make a recommendation to Council on the site plan. The site plan has to be done before we go to the second reading. The second reading is where we take a roll call vote and either vote yes or no on the rezoning.

Kelly: Ok, so, I guess, I just want to voice my opinion at the very least, I think it should be R-2 and I base that kind of on the condos that are opposite Lyndon there. It doesn't concern me, but walk my dogs there every night and I go by there and all the people along Harrison that butt up to that condo site, they are flooded all the time because it elevated and it runs down into their yard. It just seemed like a bad decision to elect those condos.

McIntyre: Alright, thank you very much, Mr. Kelly.

Kelly: I hope you take my recommendation seriously. Thank you, guys.

McIntyre: Thank you. Alright, I will now go back to Councilmember Toy.

Toy: I'm sorry, I didn't hear you, Mr. Kelly? Do we have his address? Did we get his address?

McIntyre: I have Mr. Kelly's address and this is recorded so we do have it.

- Toy: Could I get that, what is it?
- Kelly: 1143 Lyons.
- Toy: I would like to go out and see it. I remember you know, I've been passed Adam's school and the site, but I hear what you are saying about flooding, Madam President, when I was out last year, in some of the neighborhoods, there was a considerable amount of concern about flooding as was pointed out on those new condos over there. So, that's not to say it should happen on this property or already happening or whatever, but just to get a visionary of this, we have a lot of great people in this Administration that can address that, as you explained, Madam President, I'd just like to eyeball it, if you may, before the 4th. Also, are we going to hear from the Petitioner as well, tonight, who is proposing this?
- McIntyre: I don't know, let me see.
- Kelly: If you can still hear me, Miss Toy, I'd love you come out and look at not only my yard, but my neighbor's yard.
- Toy: Ok.
- McIntyre: Alright, thank you, Mr. Kelly. Mark, correct me if I'm wrong, I don't see the Petitioner, I do see a number of other people that would like to speak.
- Taormina: The Petitioner is present.
- McIntyre: Ok, thank you.
- Toy: Who is it?
- Taormina: Stuart Michaleson.
- Toy: He's representing the Soave's?
- Taormina: No, he is representing the Windmill Development, the purchaser of the property.
- Toy: Ok, can we hear from him soon or no?
- McIntyre: I'm going through the people here. Next, we will go to Loraine.
- Compo: This is Loraine Compo, my address is 14449 Harrison and I would first like to start by saying that many residents in this area are opposed to this project for a variety of reasons. I think at this point, it is safe to assume

that this project will be moving forward in some capacity since the property has been sold. I was under the impression as some of the other callers that the zoning had already been changed, but I'm glad to know that is not the case. What I would like to say is that I believe that, as many of the other callers have, that thirty-nine homes is a ridiculous amount of homes to cram into that amount of space. I also think it's a lot to ask the residents in this area to put up with this. This is a project that is obviously going to cause a huge disruption to our neighborhood for years, because to build that many homes, is going to take some time. Based on that, I guess, I would just like to ask, what's in it for us? My hope is that we can come to some kind of a reasonable compromise, perhaps a smaller number of homes. Based on some of the comments from some of the people on Lyons, how about some greenspace perimeter around the whole area, around Lyons, around Harrison, so it will lessen the overall impact to our neighborhood and the neighbors and the environment. I realize that the developer doesn't really care about the impact to the existing neighborhood or to the neighbors or to the environment, their goal is simply profit and cram as many homes in as you can. I feel like this is going to reek havoc on our neighborhood, disrupt our lives, for a period of time, while they make their millions and move on to the next project. If I have learned one thing from living in Livonia for thirty-five years and attempting to have our voices heard. For example, the reconfiguring of our school system, we have these meetings because its to let the citizens be heard because you are required to do so by law. I was encouraged to hear that there's a lot going into this process, a lot that I didn't know. In my experience, making changes based on what the citizens in the neighborhood want, generally doesn't happen. I'm here again, trying to be heard and hoping to make a difference and I respectfully request that you, as our elected officials tasked with the responsibility of representing this community will do just that and ask yourselves how you would feel if this was going to happen in the middle of your neighborhood. I ask that you please work with the citizens of this neighborhood, represent us and don't merely accept a proposal of the developer. We're counting on you guys not to and it sounds like you're really interested in helping us out here. I appreciated your time and attention and the opportunity to speak and I appreciate anything you can do to lessen the impact of this project on our neighborhood.

McIntyre: Alright, thank you for your comments. Before we go on to the next member of the public that would like to speak, I would like to recognize that we do have Mr. Jolly with us. Hello Mr. Jolly, I know you were able to listen in, thank you for now joining us as the panelist attendee, so thank you. Alright, we will go to Atul Kishore. There we go, Mr. Kishore?

Kishore: Thank you again, you said you were going to come out, I would love to have you come and see me also as part of the six homeowners here. Half

of Lyndon gets flooded today on a rainy day and in the winter, it's going to be ice, its going to be cars that are slipping and sliding into our mailboxes and into our yards. This is why a subdivision having that many homes exiting out of Lyndon should not be acceptable to anybody because it's a curb on the road and its, right now, its terrible. Todd Zilincik from the Engineering Department came and had the road surfaced, a little bit skimmed off which made it even worse because it was already sunk down so it needs to come up and it needs to come up before any construction starts because Lyndon, half flooded as an emergency route is not acceptable. I would love to have you come and talk to me.

McIntyre: Thank you, Mr. Kishore.

Kishore: Thank you.

McIntyre: Alright, Vice President Bahr.

Bahr: Thanks, Madam President, just two quick responses at some of what we've heard and certainly appreciated the input of some of the residents. I'll just reiterate what's already been said, we do take these public hearings seriously and your input does matter. Anybody that paid attention to the Clay school development a couple of years ago is very aware of the hours and long nights that we went through to make some significant changes to that plan in response to the input from the neighbors. I think our track record on that speaks for itself. That's not to totally graph what's going to happen here, neighbor input is one input. Its an important input, but its one input and we definitely hear what you're saying. The second thing is, I'll try not to belabor it, because it's been talked about, with the drainage thing, the drainage retention ponds that are required by Wayne County, which is, historically a relative new thing. Not the requirement of retention ponds, but just the size that they now require is actually, in the minds of many, excessive. More than what is necessary. Without being a Civil Engineer myself, I think it's safe to say that this development, with the requirements that will be put on it that were not put on your current, existing neighborhood when it was built, will probably, if anything, improve the drainage situation. That's all I will say about that because that all gets into site plan, the question that is under consideration now is one of zoning, that is just that Livonia Public Schools selling this land to a private developer, is coming before us for the first time with the question of would this make sense to be redeveloped as residential. That's the question, of course now, all the other stuff will definitely be put through the ringer when we get to the site plan, assuming that happens. Thanks.

McIntyre: Thank you, Vice President Bahr. It looks like Mr. Kelly would like to speak again. I'm sorry, Councilmember Jolly, did you have your hand up?

Jolly: Yeah, thank you, Madam President. I apologize for earlier, I was on a device that was allowing me to listen but not participate, so I did listen to this and the previous hearing. I have a question real quick. Obviously, this request is asking to rezone this as R-1. This goes to Mr. Taormina and to Mr. Bernier. At this point, are we limited to only considering R-1? Obviously, that's what is asked for, but if we move this on from this public hearing, are we free after to discussion with the developer to discuss a possible R-2 or R-3 scenario? I remember when we have had those discussions and time to talk about things with other developments, but I'd like to know, at this point, are we limited to R-1 only in this consideration or can we consider maybe and R-2? Then my second comment real quick while I'm on the line, I would like to hear from the developer asking whether or not they have mocked up the site as an R-2 and if so, what would be the difference in the amount of houses. To be quite frank with you, building new houses is very important to the city of Livonia, keeping our housing stock somewhat fresh, or having some availability of fresh housing is important, but I'm getting a little leery, a little questionable when I think about the fact that every single new development that we've had in the city is being asked to be R-1. I would like those answers from the developer. We have plenty of R-2, R-3 sites in the city that have been great neighborhoods for fifty, sixty years. I want to know why we are not considering R-2, R-3, thank you very much.

McIntyre: Thank you, Councilmember Jolly. We'll go back to Mr. Kelly.

Jolly: Madam President, if I may, I did ask a question to Mr. Taormina and Mr. Bernier.

Taormina: Two-part question, the first part was the question of whether or not the Council of the City could take action in any way to change the zoning recommendation from R-1 to R-2, because that would involve a change to a less intensive zoning classification that is generally recognized and accepted. That authority does rest to the City at this point. If it were the other way around, then there would be an issue with the public hearing process and we'd have to go back to the Planning Commission, but I don't believe that would be the case in this instance if it were up zoned, if you will.

Bernier: I agree, that's my analysis of it too. If we were going from R-1 to R-3, there's not a problem, but of you go, to say, R-3 to R-1, you would probably have to start this process all over again.

McIntyre: Alright, Mr. Jolly, does that satisfy your question?

Jolly: The first part, Madam President, I'd like to hear from the developer on that second part.

- McIntyre: Alright, I do not see that the developer has asked to be recognized. I do see a second hand up, alright, Mr. Michaelson, good evening.
- Major: This is George Major from Windmill; can you hear me? I think you unmuted me instead of unmuting my partner, Mr. Michaelson.
- McIntyre: Who wishes to speak?
- Major: Mr. Michaelson can speak, or I can if you can't unmute him.
- McIntyre: That's who I'm trying to unmute. I'm going to ask our Information Systems Director to help me, I'm having a hard time doing the unmuting. Casey, are you able to help here? I will tell you, occasionally, we've had a problem where we've done the unmuting on our end. There we go, it looks like we have Mr. Michaelson unmuted.
- Michaelson: Yeah, hi. My name is Stuart Michaelson, I'm with the Adams Park Development company. I just want to start off by saying, the R-1 was chosen because we're in the middle of all R-1 zoned homes. All the houses surrounding us are R-1 zoned except for the condos on Lyndon that are across the street, which are attached condos. What we're proposing to do is 60x120 size lots which we have found to be very successful in previous developments which we were involved in. I've been doing this for thirty-seven years, going to Planning Commission meetings and Council meetings and there's always, you're always going to get the people that don't want anything built on the empty land next to them. They want to enjoy it. But, at the same token, they want to live in nice houses. We find that, we've done this in Farmington Hills, we specialized, if you want to say that, the last couple of years, the last probably ten years in buying school sites, because they are closing down the schools. The old school sites that are available today, are in the middle of neighborhoods. Nowadays, if you build a new school, its on a main street. The older schools are in the middle of older neighborhoods. What we have found is, the people, when you raise the values of people's homes, we find that many of the people that want new houses, they don't want to live in forty, fifty year old houses, but don't want to leave the neighborhood, are happy to have new housing so that they can move into the new house, have all the new amenities, the energy conservation that we put into all the houses that we build and we also are very careful that we have, and your Engineering Department is very careful about putting in all new infrastructure. Fifty-year-old infrastructure that was built with the school all gone, its going to be torn out. Any remnants of it will be gone, we'll start over from scratch, we'll put in new storm sewers, sanitary sewers, water mains. Everything is new and carefully engineered so as not to flood any neighborhoods. The hundred year detention that we'll put in will have an

outlet, so what it does, it takes all the rainwater from all the houses and collects it into a detention so that it doesn't flood the existing storm drains and then it's out-letting in a slow manner into a storm drain which will take care of all the storm issues. The people there are having problems because it was a school for fifty or so years that didn't have it graded properly. The people that surround us, they're going to find all the issues that are caused by our piece of land will go away. We can't deal with other City storm sewers, whatever is happening outside of our development, but we certainly will be very careful making sure that our homes will all drain properly, they're going to have sump in every basement that are out-letting to underground storm sewers. Its very carefully designed. We have to work within the marketplace that drives the prices of the homes, so we find that in this area, to compete with the pricing of the existing homes, we need thirty-nine home. They are 60x120, I'd be glad to take the Council members and have them visit sites that we have recently completed in Farmington, the City of Farmington, Farmington Hills where we did 60x120 and it worked out very well. The other thing as far as traffic, you're not going to have that much traffic. People come and go at different times, nowadays they're at home most of the time working, not even going to offices, but that's besides the point, but even if they were, its not an overflow of traffic. There's going to be ten homes fronting on Harrison, twenty-nine homes within our development. Believe me, the people that live in these homes and create these nice communities, they are so happy to have the homes, new homes. It saves people from having to leave Livonia to go to Northville or Novi or any other place to find new homes. That's what the people want. We're not in this, believe me, I've been doing this for thirty-seven years, if I made millions and millions of dollars in every development, I'd be on an island someplace, I wouldn't be her working. We enjoy what we do, we do a good job, we've done it in many communities around, like I said, we're in Farmington Hills now, doing two communities. We did one in the City of Farmington on an old school site. I've built in Troy, Northville, all over, we have a good reputation, we do what we say we're gonna do and probably 99% of our customers are very happy. So, I know, it a load, you have a piece of land and now it's vacant, before you had the school, there was nothing pretty about the school, but that's the way of the world and that's how you make the city grow. You'd bring property taxes, the school boards get money from the State, you'd have kids living there, they're nice communities, I'd be glad to take you and show you where we are. Also, our Engineer, I believe is on, Mike Priest or Evan Priest, they can explain a little more about the Engineering issues, but we've been doing this for a long time and very successful.

McIntyre: Alright, thank you, Mr. Michaelson, I appreciate your comments. Councilmember Jolly?

Jolly: Thank you, Madam President. So, just real quick, Mr. Michaelson, I believe what you're telling us, I understand the truth of the need for new housing that people are really craving this type of thing and to be quite frank with you, like I said before, we hear that we need to refresh our housing stock and this is one way to do it. For everybody who's listening, this zoning will not have a final vote until we also have a site plan that will receive a final vote. I think you've explained that before, obviously, yes, but, the reason I'm bring that up now, is, Mr. Michaelson, I want to see a site plan that makes sense, I want to see a site plan that actually fits houses into the property as they should be fit. We have had developments here, even though we've gone through the process and limited the houses from what was originally desired, you drive through the finished product and it looks like houses are squeezed in there. I'm going to start to be more skeptical and scrutinize these situations a little bit more to make sure that it makes sense on paper and it makes sense in practice for what we're looking at. So, I'm just telling you right now, listen, I'm not going to hold up the zoning at this point, it's R-1 surrounding for the most part, you can proceed at R-1, but I want to see a site plan that makes sense for the property and the surrounding homeowners as well, thank you.

Michaelson: Yeah, Mr. Jolly, if I just may add one more, I would like to show you examples of recent housing communities that we have developed and built, because we develop and build, and show you how nice the houses look on a 60x120 lot. Here's the other thing, I gotta tell ya, people today, they don't want big lots, because they don't want to sit and spend their whole weekends mowing lawns. The 60x120 is the perfect size for our customers.

Jolly: Sir, if you would provide addresses and locations of those new developments, I'd love to see them, thank you.

McIntyre: Alright, I'll go to Councilmember McCullough and then Councilmember Toy.

McCullough: Thank you Madam President, through the Chair to the developer, just kind of looking over the site, I'm kind of reiterating a little bit, tying on to Mr. Jolly's words, Councilman Jolly. Looking at the site plan that was provided and we'll obviously dive deeper into it, you have the ability, and I'm not discounting the lot sizes, the retention basins, I think the stormwater management plan, I'm not too concerned, obviously, because when you jump into this, I know how the engineering goes into this, but you have both Dooley Park and Buckingham Park that borders to the South and looking at the original site plan and I know it's early, but I think you have a great opportunity to tie in great sustainability features and walkways and pathways from this new development, potentially, to those parks. That's kind of just, one of my wish list, obviously, we'll wait and see what comes

from the formal site plan process, but I'm looking for some innovation, that would be my request to tie in. Both Dooley and Buckingham are great parks, they get a lot of use, they get a lot of people that float it. I think you have a great opportunity to take it to the next level, so I just wanted to go on record stating that, thank you.

McIntyre: Alright, thank you. Councilmember Toy. Please unmute.

Toy: Sorry, thank you Mr. Michaelson and Madam President and George, I didn't catch your last name. I just want to thank you for bringing this forward. The sensitivity to these large lots, I grew up in Livonia, I've been at it in this city for sixty-some years. We get out and hear residents, we're sensitive to our residents as all of us are. When we start seeing various developments go in, we're considering about three of these right now. I see you're involved in the Adams school one, I don't know if you are involved in any of the rest of them, but we're getting a lot of pushback from neighborhoods on these. While we can always have open space, we understand that, we understand that you are bringing us value-added in many respects, but we also want, as I think a couple of my colleagues said, we want to incorporate some uniqueness into this. I don't mean to be rude to you, but if you were to buy the property and not be able to do thirty-nine places, you'd need to consider that when you purchase it. I realize that you're contingent, but by the same token, we have to also measure your needs and the people that live there and pay taxes already in those areas. While its R-1, most of these larger lots that we're considering with these closed schools, there are R-1s around them, but that doesn't mean we always have to go with R-1s, just because those are R-1s. Yeah, I get it, that in most of those areas are R-1s, but some people would like a little bit bigger lot, because quite frankly, when they move into the condo or the site condominiums or any of the rest, they'd like to have a little animal, maybe a dog. Maybe a dog that's bigger than twelve pounds. So, I'm sensitive to those kind of needs as people age out or people move in with young children. So, it's a different style of living, I get it, but I don't want to see it crammed either. I want to see some good creativity in this, and I want to see us address those flooding problems that these people are talking about, thank you so much.

Michaelson: Councilwoman Toy if I may just add?

McIntyre: Mr. Michaelson, I know this is a little bit difficult because of the Zoom format, but I will ask you if you want to address a comment by Council, if you do use the raise your hand function so I can recognize you. I'm trying to give everyone their due turn here. So, I will this time allow you to proceed in addressing Councilwoman Toy, but I would ask that you do use the raise you hand feature just because that's how I keep order in the meeting.

Michaelson: I'm very sorry I forgot to do that. So, I just wanted to mention that if Mark Taormina can put on the site plan, you'll see at the South end, we have an egress to the park and a small park area ourselves. So, we try to be creative by creating a park attached to your park and we have an egress so that people can walk through, either coming through Lyndon or our residents can walk through and go to the park. Also, I just want to mention, George just reminded me, the detention pond that we do, we have it with water in it so it doesn't get overgrown with weeds and it's an enhancement, we always put a fountain in it and it sprays nicely, so for people that are looking back at us from the park, you're gonna see a nice pond and from the residents, especially the ones backing up to the pond, even the residents that live on Lyons will see it, it's gonna be a nice feature. We always make sure we do, we take a lot of pride in our developments.

Toy: Thank you, thank you Madam Chair.

McIntyre: I'm going to go to Vice President Bahr.

Bahr: Just wanted to point out in light of the discussion that while it is R-1 here to the north, we have R-U-F and R-2 and I think whatever direction this goes, there is justification to both of them, thanks.

McIntyre: Thank you, Councilmember McCullough.

McCullough: Thank you, Madam President, I just want to clarify, I looked at the detention basin and I know the fountain is great for keeping circulation of the water in there. The easement that you show on here, me personally, I think it could be a lot better. You tie in two parks, not to discount this, I've seen the easement, I appreciate that it's there, I just think that when you tie in two greenspace, especially two city parks, I think there's opportunity to be a little bit better than what's shown in this. That's just my two cents on that, thank you.

McIntyre: Thank you, Councilmember McCullough. Councilmember White?

White: Quick question for Mr. Taormina. Councilman Jolly did ask if any analysis was done as to how many homes would be, with this site support if it was R-2. Has there been any analysis of that?

Taormina: No we have not done an alternate plan. I could speculate as to what the impact would be under this same design if you were to increase each of the lots by roughly ten feet in width, you would lose a few lots. What that number impacts in terms of feasibility of the project, I don't know. There would be an impact, probably at least three, maybe four lots at the most.

White: Ok, thank you.

McIntyre: Alright, thank you, Councilmember White. I will go back to the attendees, again, my apologies for the difficulties tonight getting everything up on my screen. We'll go back to Mr. Kelly. Mr. Kelly?

Kelly: Hi guys. I guess that I'm not watching the Vice President's debates, I think they started. That tells you about my concern. I want to say Councilman Jolly and McCullough, I'm glad you are raising the questions that I raised. Mr. Bahr, I'd like to know where the Clay school was, was it designated R-1 and I'd like to go by and see where it is, do you know where that is?

Bahr: Madam President, do you mind if I answer that?

McIntyre: No, please, go ahead, Vice President Bahr.

Bahr: So, it's a neighborhood just South of Six Mile and on the East side of Newburgh, so Six and Newburgh on the Southeast corner, facing Newburgh, basically. Just at a high-level, it's a mixture if R-1 and R-2, it was proposed as R-1, similar to this. Without going into detail of many, many meetings and many, many hours that ended up being a mixture of R-1 and R-2, but by all means, go check it out.

Kelly: I will. So, South of Six Mile?

Bahr: South of Six, East of Newburgh, entrance is off of Newburgh.

Kelly: I was part of the Planning Commission and I don't know if Mr. Michaelson is still here, but at that hearing, he said you could drive a pickup through the drain that runs along Lyndon and then I thought he said today, all of the underground infrastructure was going to be replaced. I don't believe that, but does he still say you can drive a pickup through the sewer drain on Lyndon?

McIntyre: You've made your comments, Mr. Kelly, I think we're getting into some level of detail here and some he-said, he-said. If Mr. Michaelson would like to address it, I will certainly allow him to, but I think we're getting a little bit off the track here of the rezoning of the Adams school site. I do so appreciate all of your comments.

Kelly: Alright, well I'm done, but that is what he said, and I hope you guys all take that into consideration. Thank you all for your consideration.

McIntyre: We do have complete minutes from the Planning Commission and your comments relative to Mr. Michaelson's statements have been noted, so thank you.

- McCabe: Yeah, thank you, sorry, for a second opportunity here to speak and I thank you. Again, Jim McCabe, 14236 Lyons Street, the street directly East of the proposed new development. I guess, I'm not a Civil Engineer, and with all due respect to Mr. Michaelson's thirty-seven years of success, and I'll keep this in the macro, I promise. I know he's probably been in front of many City Councils and heard every objection from every resident like me, so I know he knows how to tell us what we want to hear, it just doesn't, again, not getting into the details of matters, and water is only one of ten problems with this that we, the residents see and feel. I just don't see it, but my objection, I guess I discount most of what Mr. Michaelson said and I know he's a successful man, I am not a Civil Engineer, again, I have to get that out there. My hats off to Loraine and Mr. Kelly, they've done a great job and I agree with them 100%. Mr. Jolly, I appreciate your very astute and candid thought process here, its helpful, it makes me feel better. I guess I'll cut it short, thank you guys for hearing me tonight.
- McIntyre: Thank you again, Mr. McCabe. Again, I just want to stress to your comments and your engagement are very much appreciated. Alright, with that, we will go on to a member of the audience who appears as D0103100 and I will ask for your name and address please.
- Ellison: Hello and thank you, yes, my name is Belinda Ellison. My address 28154 Lyndon, I'm the property directly across from Adams and directly next door to the new condo units, thank you for affording me the time to express my concerns, I appreciate that. I concur with the other guests that you've had from the audience in our neighborhood. I've had great concern as this development, particularly with the traffic. If you are proposing, I believe it was thirty-nine homes, the average homeowner has two vehicles per home, so you do the math, that's approximately eighty cars, maybe more. That's going to be considerable traffic on Lydon. That is something to consider. Then also, Mr. Kelly was expressing his concerns along the property line on Lyons there, that butts up to the easement. I walk over there all the time and whenever there is rain, it is flooded a lot. There is a pond every time it rains, so there's no exaggeration there. Then also, when the Engineer was saying that with the new development, there will be sump pumps in all of the basements. Ok, you're proposing putting new homes in a very established neighborhoods and I'm willing to bet that most of the homes in this neighborhood do not have sump pumps, so I'm a little concerned as to what happens with the homes that do have sump pumps, Where is all this going? Is it going into the new drainage that was being proposed that will hopefully do the job? Just expressing concerns that I have. I appreciate the Councilmembers that spoke on our behalf expressing their concerns as well, they do see that there is merit in what we have to say. So, I appreciate that, thank you so much.

McIntyre: Ms. Ellison? Thank you and I want to say there is merit in what every citizen has to say. I don't know if you were on earlier, but we would love it if everyone who called us all the time thought we were doing a great job and agreed with whatever is before us, but this is how progress is made and this is how you reach, and you never, and I will say this, there has never been a development that I have been part of, and I've been on the Zoning Board, the Planning Commission and Council, where everyone was happy. I've never seen us get there, where every resident was 100% happy, where the developers were 100% happy, but I do think, I every case that I can think of and there have been a lot, that we do go through a process of negotiation and give and take and listening to the developers who are, at the end of the day, invested in our community and be listening to the residents who are the residents of our community. So, your comments are really appreciated, so thank you.

Ellison: I appreciate that, thank you as well.

McIntyre: Alright, it looks like Mr. Kishore is back with us, Mr. Kishore?

Kishore: Thank you, I heard all the comments, especially from Mr. Jolly, I really appreciate you giving your thoughts on there, as well as my fellow residents and looking at the six homes that I'm speaking for twelve people in this community here as the new condos. We are R-2 and we would at least, and somebody mentioned this earlier, even though there were prior R-1's, since there is an R-2, the direction is more towards R-2, so we should really look at why this cannot be an R-2, but before the zoning happens or any of the construction starts, please make sure the Council looks at what's going on with Lyndon. That's a very important factor. Lyndon is a mess right now, I have cars flying down at 50-60mph at nighttime now that Harrison has been paved. There is drag racing going on with no police out there in the middle of the night. What's going to happen with Lyndon with the extra cars coming in, the street being flooded already, those things need to be resolved, not when the construction is done, but before the project even starts. There needs to be a band-aid and I'm glad that Miss Toy has agreed to come and see it because I want to take her to the problems that we are facing on our new condos today.

McIntyre: Thank you I would encourage you, Mr. Kishore, if there are traffic problems, I would encourage you to call the police department, maybe you already have.

Kishore: I haven't done that, but its pretty clear that there is drag racing going on, on the newly paved Harrison.

McIntyre: Ok, thank you for mentioning that and we have a very attentive and responsive police department, and would be happy to follow up on that.

Again, the best thing is to do, anytime you are aware of that, is to pick up the phone and call the police and its not a bother to do so, it helps to establish a record of problem areas.

Kishore: Thank you very much.

McIntyre: Thank you. I'll get back to Councilmember Jolly.

Jolly: Thank you Madam President, I'll keep this very short. It just dawned on me, normally when we look at these new proposals, the school property itself that's being considered is surrounded on three sides typically. That's not the case in this circumstance, so I'm wondering, is there a mock up of the site plan that could be presented to us at a later date that would allow for a secondary entrance into the neighborhood as well? I think sometimes that is something that strikes the neighborhood as something different, because if these neighborhoods were built in the same way they were typically, you wouldn't just have just one entrance into a neighborhood of thirty-nine houses, or a section of a neighborhood of thirty-nine houses, there would be a secondary egress into the neighborhood as well. That is possible in this circumstance with the West side there on Harrison. So, I would maybe like to see if we could have an access there on Harrison as well. Is that something that you can mock-up for us or kind of put together a little bit here? To be quite honest with you, we're looking at it as we're looking at this, we're looking at it as thirty-nine houses here, I want to go the route that we did when we were talking about the Six Mile and Newburgh site here. I'd like to see some R-2, I'd like to see some R-1 as a mixture in here and make a neighborhood that actually makes sense. More house is not necessarily better for the city. If we're talking about losing 3-5 houses with having some R-2 in there, I want to see it. Thirty-nine houses, I'm not just going to take thirty-nine as being the most economical option for the developer. Thank you.

McIntyre: Thank you. Would the petitioner like to respond, I see that Mr. Kelly has his hand up again, yes, Mr. Kelly.

Kelly: I just want to say, thank you, Councilman Jolly.

McIntyre: Alright, Mr. Michaelson, I don't know if you wish to respond to any of Mr. Jolly or to any of the comments that were made.

Michaelson: Yeah, I'd be glad to take another look at the site plan.

McIntyre: Thank you. Alright, anything else? I do not see anyone else from Council or the City's side or anyone else from the audience who wish to address the council so I will call this public hearing to a close and I will remind everyone that this item will be on the agenda of the November 4th meeting.

Bernier: A resolution?

Jolly: Madam President? I'll offer an approving for R-1 and also an approving resolution for R-2.

McIntyre: Thank you. Thank you, Mr. Jolly, thank you Mr. Bernier. This is the first time I've done this, thanks everybody, good night.

As there were no further questions or comments, the Public Hearing was declared closed at 8:39 p.m.

OFFICES OF THE CITY COUNCIL

COUNCIL MEMBERS

Kathleen E. McIntyre
President

Scott Bahr
Vice President

Rob Gjonaj Donovic
Jim Jolly
Brandon McCullough
Laura M. Toy
Cathy K. White



33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2251
FAX: (734) 421-4388

September 3, 2020

To be announced at the City Council Regular Meeting of Wednesday, September 21, 2020

**A Public Hearing for the following item will be held
Wednesday, October 7, 2020
7:00 P.M.**

* Due to COVID-19, Public Hearings will not be held in the City Hall Auditorium
Connect on Zoom: <https://us02web.zoom.us/j/87333432528>
or phone at (312) 626-6799, ID: 873 3343 2528

To participate, use the 'Raise Hand' button on Zoom or press *9 on your phone to be called on

Petition 2020-07-01-04 submitted by Adams Park Development, L.L.C. pursuant to Section 23.01 of the City of Livonia Zoning Ordinance #543, as amended, requesting to rezone the properties at 14416 Harrison Avenue and 28201 Lyndon Avenue (former Adams Elementary School site) located on the south side of Lyndon Avenue between Inkster and Middlebelt Roads in the Southeast ¼ of Section 24 from PL (Public Lands) to R-1 (One Family Residential).

cc: Mayor, City Clerk (suggested publication 9/20/20), City Treasurer, City Attorney, Director of Planning & Economic Dev., City Assessor, City Engineer, Director of Public Works, Director of Finance and Director of Inspection

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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MARK TAORMINA
PLANNING & ECONOMIC
DEVELOPMENT DIRECTOR

SCOTT O. MILLER
PLANNER IV

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2290 Fax (734) 466-2108

September 2, 2020

Honorable Members of the City Council
City of Livonia, Michigan

Re: Petition 2020-07-01-04 – Adams Park Development

Dear Council Members:

At the 1,159th Public Hearings and Regular Meeting held by the City Planning Commission on September 1, 2020, in the Livonia City Hall, the following resolution was unanimously adopted:

#09-42-2020 **RESOLVED**, that pursuant to a Public Hearing having been held by the City Planning Commission on September 1, 2020, on Petition 2020-07-01-04 submitted by Adams Park Development, L.L.C. pursuant to Section 23.01 of the City of Livonia Zoning Ordinance #543, as amended, requesting to rezone the properties at 14416 Harrison Avenue and 28201 Lyndon Avenue (former Adams Elementary School site) located on the south side of Lyndon Avenue between Inkster and Middlebelt Roads in the Southeast ¼ of Section 24 from PL (Public Lands) to R-1 (One Family Residential) the Planning Commission does hereby recommend to the City Council that Petition 2020-07-01-04 be approved for the following reasons:

1. That the proposed change of zoning is compatible to and in harmony with the surrounding residential uses and zoning districts in the area.
2. That the proposed change of zoning will provide for a single-family residential development similar in density to what exists in the neighboring area.
3. That the proposed change of zoning is consistent with the existing character of the area.
4. That the proposed zoning change does not obstruct the goals, policies, and objectives of the Future Land Use Plan, and

To: Honorable Members of the Council
Re: 2020-07-01-04 – Adams Park Development

September 2, 2020
Page 2

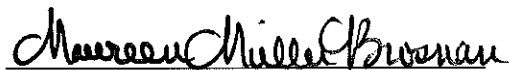
5. That the proposed change of zoning of the subject property represents a reasonable and logical zoning transformation which adheres to the principles of sound land use planning.

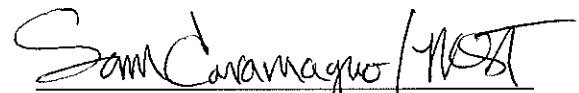
FURTHER RESOLVED, that notice of the above hearing was given in accordance with the provisions of Section 23.05 of Zoning Ordinance #543, as amended.

Very truly yours,

APPROVED FOR SUBMISSION

CITY PLANNING COMMISSION


Maureen Miller Brosnan, Mayor


Sam Caramagno, Secretary

cc: Mayor, Clerk, Law
Stuart Michaelson, Adams Park Development, 31333 W 13 Mile Road, Ste 200,
Farmington Hills, MI 48334

**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 asked to provide your proposal with the Planning Department staff.

Date Filed: _____ Petition 2020-07-01-04

Site Address: 28201 LYNDON & 14416 HARRISON Sidwell 46-096-99-0004-000 &
46-095-99-0011-000

Requesting To Rezone Property From PL To R-1

For the Following Reason (s) DEVELOPMENT OF A SINGLE FAMILY RESIDENTIAL
NEIGHBORHOOD

Applicant: STUART MICHAELSON Business/Company: ADAMS PARK DEVELOPMENT, LLC
31333 W. 13 MILE RD, FARMINGTON
Applicant's Address: SUITE 200 City: HILLS State: MI Zip Code: 48334
Applicant's Phone # (248) 538-7000 Applicant's Email stuart@windmillhomes.com
ssherr@sherrdev.com
evanpriest@mlpassoc.com

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: LIVONIA PUBLIC SCHOOLS

Owner's Address: 28201 LYNDON City: LIVONIA State: MI Zip Code: 48154

Owner's Phone # (734) 744 2554 Owner's Email pfrancis@livoniapublicschools.org

Signature of Owner: _____ Print Name: PHILIP FRANCIS

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

on this 31 day of July 20 20

Signature of Notary [Signature] My commission expires 8/10/25

APPROVED AS FORM
Department of Law

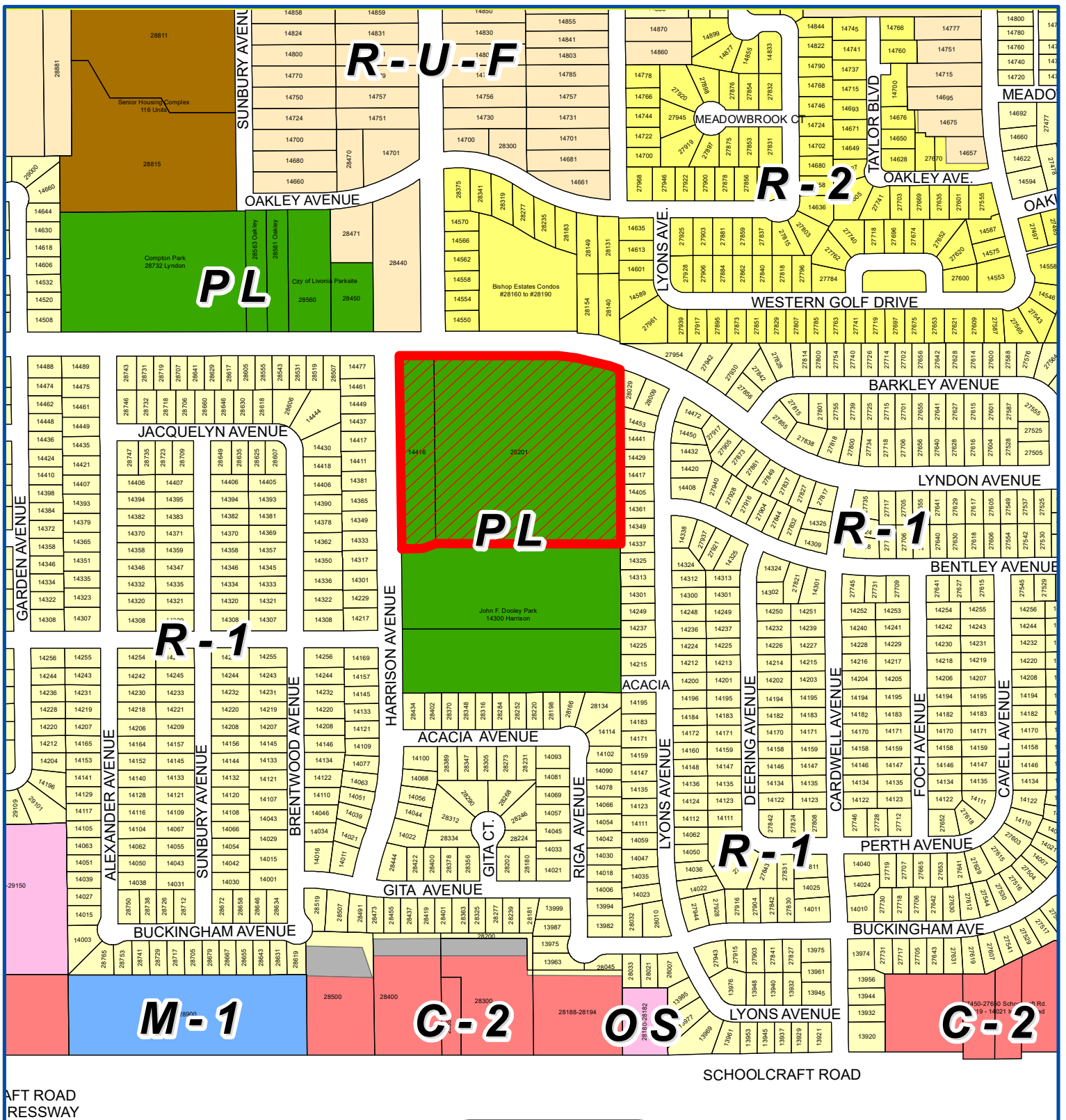
By: Michael E. Fisher

Date: 8/4/2020

N. LANTTO
NOTARY PUBLIC, STATE OF MI
COUNTY OF WAYNE
MY COMMISSION EXPIRES Aug 10, 2025
ACTING IN COUNTY OF Wayne

RECEIVED
OFFICE OF THE CITY CLERK
2020 JUL 31 PM 2:15

RECEIVED
CITY OF LIVONIA
PLANNING COMMISSION
AUG 05 2020



Address & Zoning Map

Petition 2020-07-01-04

Adams Park Development, L.L.C.

14416 Harrison Avenue & 28201 Lyndon Avenue

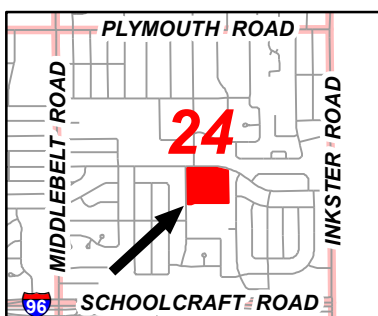
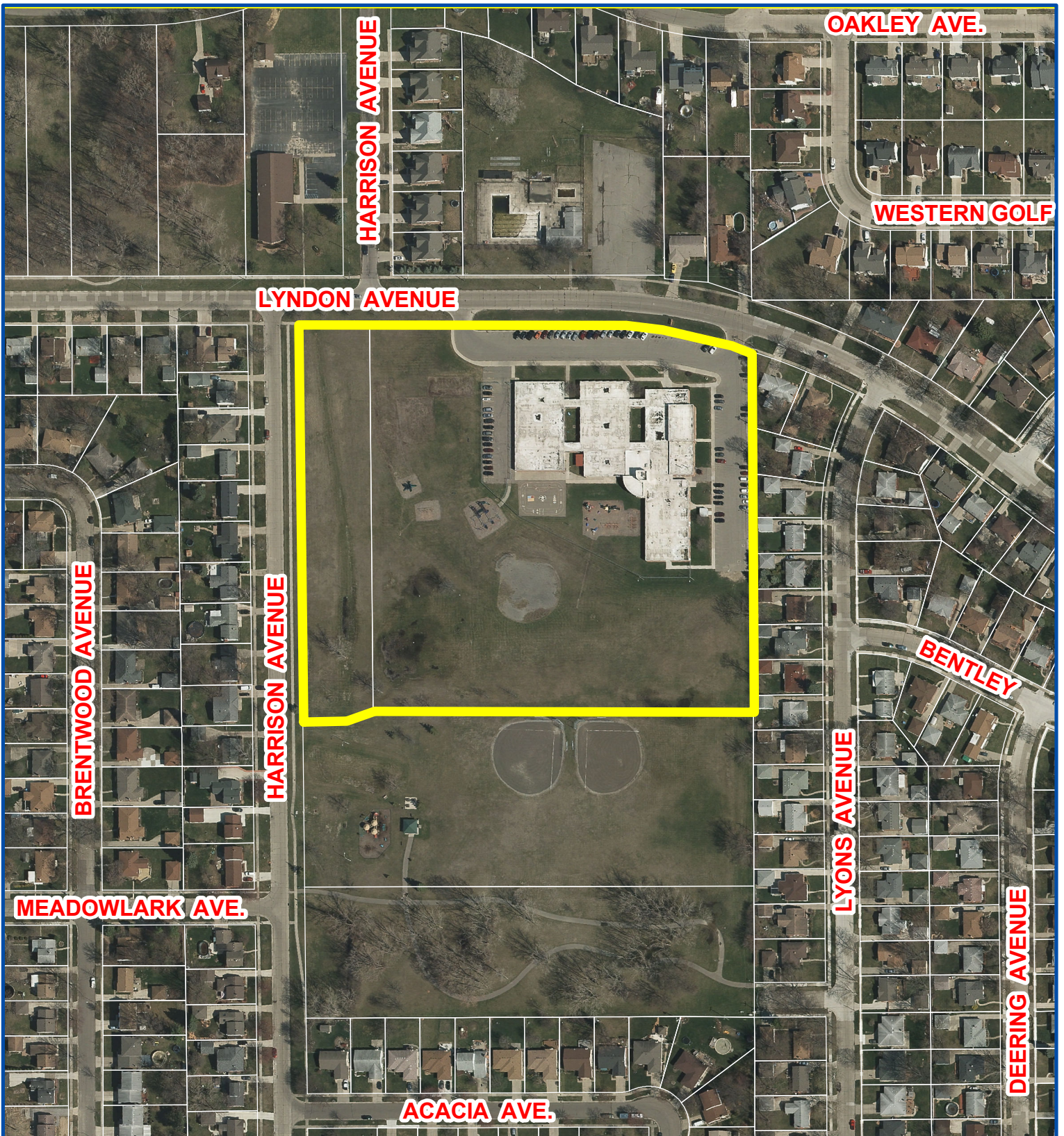
PL to R-1



Not to Scale



City of Livonia
Planning Department



Aerial Map

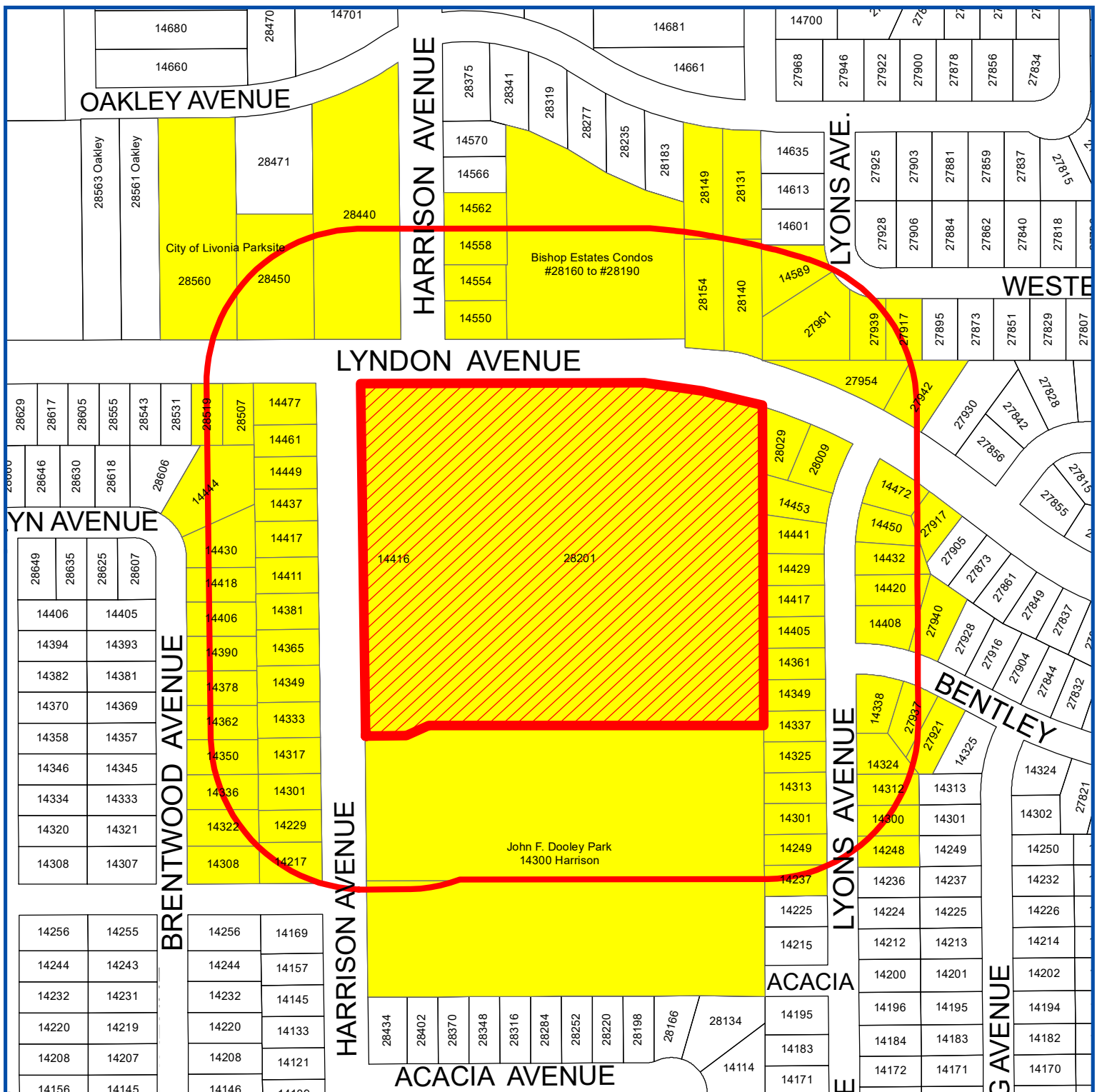
Petition 2020-07-01-04
Adams Park Development, L.L.C.
14416 Harrison Avenue & 28201 Lyndon Avenue
PL to R-1



Not to Scale



City of Livonia
Planning Department



Notification Map

Petition 2020-07-01-04

Adams Park Development, L.L.C.

14416 Harrison Avenue & 28201 Lyndon Avenue

PL to R-1

 Site Under Petition

 300 Feet Radius

 Properties within 300 feet



Not to Scale



City of Livonia
Planning Department

Date of Public Hearing: September 1, 2020

NOTICE OF PUBLIC HEARING

CITY OF LIVONIA PLANNING COMMISSION



A PUBLIC HEARING WILL TAKE PLACE BEFORE
THE CITY PLANNING COMMISSION OF THE CITY OF LIVONIA
ON TUESDAY SEPTEMBER 1, 2020, AT 7:00 P.M., OR AS SOON THEREAFTER
AS THE AGENDA WILL PERMIT ON THE FOLLOWING ITEM.

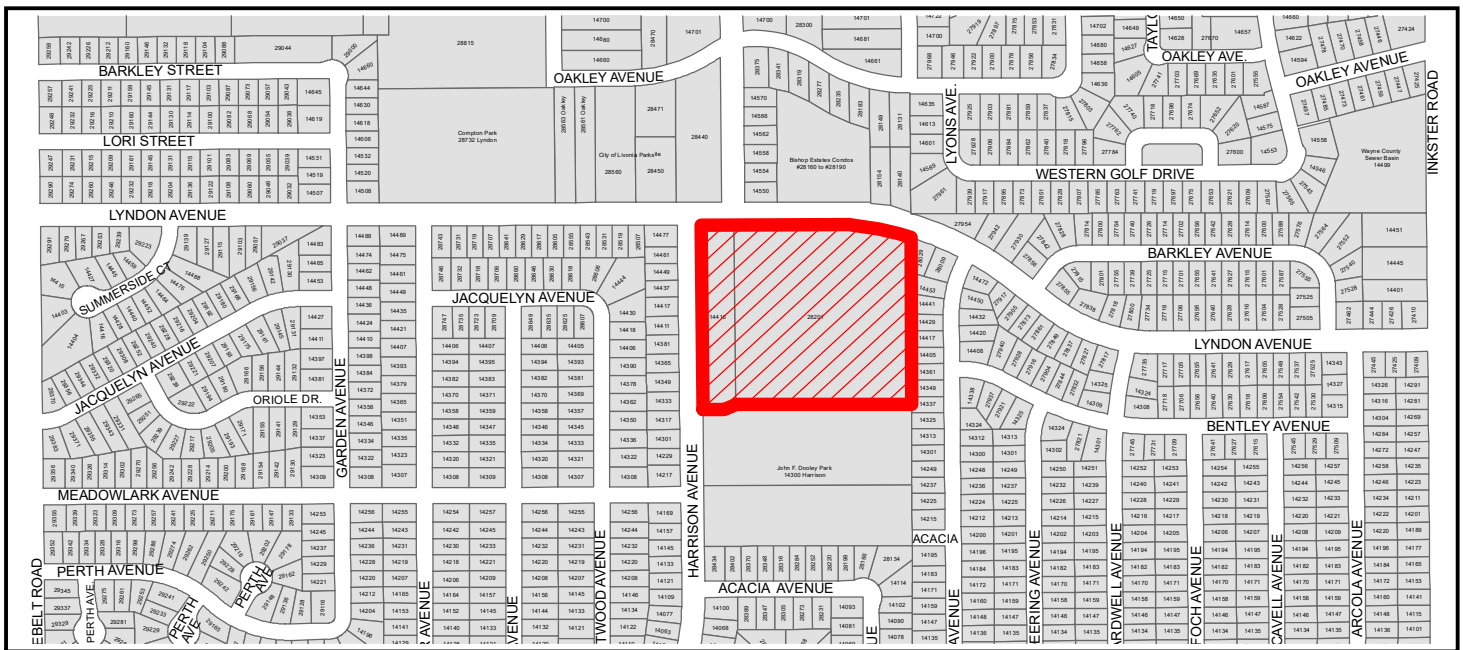
Due to COVID-19, the Planning Commission meeting will not be held in the City Hall Auditorium
Live broadcast: AT&T Uverse Channel 99 / Spectrum Channel 203/
WOW Channel 10 / YouTube.com/LivoniaTV

Connect online: <https://us02web.zoom.us/j/182188326>

Phone participation: (312) 626-6799

Meeting ID: 182 188 326

Petition 2020-07-01-04 submitted by Adams Park Development, L.L.C. pursuant to Section 23.01 of the City of Livonia Zoning Ordinance #543, as amended, requesting to rezone the properties at 14416 Harrison Avenue and 28201 Lyndon Avenue (former Adams Elementary School site) located on the south side of Lyndon Avenue between Inkster and Middlebelt Roads in the Southeast ¼ of Section 24 from PL (Public Lands) to R-1 (One Family Residential).



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 DR., LIVONIA, MI 48154, OR BY EMAIL TO: PLANNING@CI.LIVONIA.MI.US

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.

PLANNING COMMISSION STAFF NOTES

PUBLIC HEARING

ITEM 1

Petition 2020-07-01-04 submitted by Adams Park Development, L.L.C. pursuant to Section 23.01 of the City of Livonia Zoning Ordinance #543, as amended, requesting to rezone the properties at 14416 Harrison Avenue and 28201 Lyndon Avenue (former Adams Elementary School site) located on the south side of Lyndon Avenue between Inkster and Middlebelt Roads in the Southeast ¼ of Section 24 from PL (Public Lands) to R-1 (One Family Residential).

August 25, 2020 Study Meeting:

This petition seeks to rezone the former Adams Elementary School site from PL (Public Lands) to R-1 (One Family Residential). The subject site is made up of two (2) parcels: 14416 Harrison Avenue and 28201 Lyndon Avenue. Combined, the parcels measure 12.74 acres in total area and the site has frontage on Lyndon Avenue to the north and Harrison Avenue to the west. Existing developed single-family lots, which are part of the Buckingham Village Subdivision, border the property to the east. Abutting the subject site to the south is a City park known as Dooley Park. The proposed rezoning and subsequent residential development would involve both properties, which are currently owned by Livonia Public Schools (LPS) and in the process of being sold to the Petitioner.

The subject site is surrounded by residential subdivisions. To the east, south and west, the subdivisions are zoned R-1 and consist of single-family lots that measure a minimum of 60 feet in width by 120 feet in depth. To the north, across Lyndon Avenue, is the Western Golf Estates Subdivision, which is zoned R-2 and developed with lots that measure a minimum of 70 feet in width by 120 feet in depth.

Submitted with the application to rezone the property is a conceptual site plan showing a total of thirty-nine (39) conventional-sized R-1 lots. Most of the homesites would front on a new internal street system that includes a “U”-shaped pattern and a short cul-de-sac. Access to the new streets would come from Lyndon Avenue. The looped roads would extend approximately 300 feet in a north/south direction, turn towards each other, and continue in an east/west direction until they connect. The cul-de-sac would extend south from the road along the west side of the development. Access to Lots 11 through 39 would be from this new interior road system. Lots 1 through 10 would have direct access from Harrison Avenue. Other features of the plan include a stormwater detention basin in the southeast corner of the site and an open space park located in the southwest corner.

The Future Land Use Map shows the site as Parks and Community, reflecting the current ownership and former use of the property as a school site.

PUBLIC HEARING

ITEM 1 Petition 2020-07-01-04 – former Adams Elementary School site Page 2

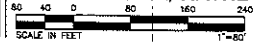
September 1, 2020 Public Hearing:

Approving Resolution: That the request to rezone the properties at 14416 Harrison Avenue and 28201 Lyndon Avenue (former Adams Elementary School site) from PL to R-1 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 residential uses and zoning districts in the area.
2. That the proposed change of zoning will provide for a single-family residential development similar in density to what exists in the neighboring area.
3. That the proposed change of zoning is consistent with the existing character of the area.
4. That the proposed zoning change does not obstruct the goals, policies, and objectives of the Future Land Use Plan, and
5. That the proposed change of zoning of the subject property represents a reasonable and logical zoning transformation which adheres to the principles of sound land use planning.

ADAMS PARK

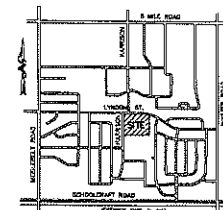
PART OF THE SOUTH 1/2 OF SECTION 24
TOWN 1 SOUTH, RANGE 9 EAST
CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN



BASIS OF BEARINGS:
EAST LINE OF HARRISON AVENUE AS RECORDED IN
THE PLAT OF COMPTON VILLAGE, SUB'N L. 85, P.
66-67 OF PLATS, W.C.R.

NOTE REGARDING EXISTING UTILITIES:
THE FOLLOWING UTILITY COMPANIES WERE CONTACTED
VIA THE MISS DIG DESIGN TICKET SYSTEM TO REQUEST
RECORD MAPS OF THEIR UTILITIES IN THE AREA. THE
STATUS OF THEIR RESPONSES ARE NOTED. NO
GUARANTEE CAN BE MADE TO THE COMPLETENESS OF
EXACTNESS OF THEIR LOCATION.

AT&T
FACILITIES ON-SITE
BRIGHT HOUSE NETWORKS
CHARTER COMMUNICATIONS
ALONG EAST PL
DETROIT Edison
LIVONIA CITY
LIVONIA PUBLIC SCHOOLS
WIDE OPEN WEST
ALONG EAST PL



PROPRIETOR

DATE: 01-16-2020

STATUS:

REVISIONS:

BY: JLS

DATE: 01-16-2020

BY: JLS

DATE: 01-16-2020

BY: JLS

DATE: 01-16-2020

BY: JLS

DATE: 01-16-2020

BY: JLS

DATE: 01-16-2020

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BY: JLS

DATE: 01-16-2020

BY: JLS

DATE: 01-16-2020

BY: JLS

DATE: 01-16-2020

BY: JLS

LEGAL DESCRIPTION:

PARCEL 1 PER WARRANTY DEED L. 13296, P. 178 W.C.R.:
A PARCEL OF LAND OF PART OF THE SOUTH 1/2 OF SECTION 24, TOWN 1
SOUTH, RANGE 9 EAST, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN,
BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT THE CENTER OF SAID SECTION 24, THENCE S89°58'E, A
DISTANCE OF 660.28 FEET ALONG THE EAST AND WEST 1/4 LINE, THENCE
S00°08'10"E, ALONG THE WEST LINE OF BUCKINGHAM GARDENS SUB, A
DISTANCE OF 706.87 FEET TO A POINT, THENCE S89°51'45"W, A DISTANCE
OF 556.48 FEET TO A POINT, THENCE N02°23'30"W 708.91 FEET, TO THE
POINT OF BEGINNING.
TAX ID: 46-095-99-0011-000

PARCEL 2 PER WARRANTY DEED L. 17072 P. 152 W.C.R.:
A PARCEL OF LAND OF PART OF THE SOUTH 1/2 OF SECTION 24, TOWN 1
SOUTH, RANGE 9 EAST, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN,
BEING DESCRIBED AS FOLLOWS:
BEGINNING AT THE CENTER 1/4 CORNER OF SECTION 24, TOWN 1 SOUTH,
RANGE 9 EAST, AND PROCEEDING THENCE ALONG THE NORTH AND SOUTH
1/4 LINE OF SAID SECTION 24, S00°00'35"E 708.91 FEET, THENCE
S89°43'03"W 43.63 FEET, THENCE S89°00'00"W 80.85 FEET, THENCE
ALONG THE EAST LINE OF HARRISON AVENUE, 86 FEET WIDE, COINCIDENT
WITH THE EAST LINE OF COMPTON VILLAGE SUBDIVISION, AS RECORDED IN
LIBER 85 OF PLATS, PAGE 31, WAYNE COUNTY RECORDS, N00°07'35"W
726.05 FEET, THENCE ALONG THE EAST AND WEST 1/4 LINE OF SAID
SECTION 24, S89°31'28"E 122.94 FEET TO THE POINT OF BEGINNING.
TAX ID: 46-098-99-0004-000

AS SURVEYED DESCRIPTION:

PART OF THE SOUTH 1/2 OF SECTION 24, TOWN 1 SOUTH, RANGE 9
EAST, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN, DESCRIBED AS
FOLLOWS:

COMMENCING AT THE CENTER 1/4 CORNER OF SAID SECTION 24 AS
RECORDED IN L.C.R.C. L. 47230, P. 445-448 W.C.R.; THENCE ALONG THE
EAST-WEST 1/4 LINE OF SECTION 24, S89°28'13"E 659.96 FEET TO THE
WEST LINE OF BUCKINGHAM VILLAGE SUBDIVISION AS RECORDED IN L. 77,
P. 66-67 OF PLATS, W.C.R.; THENCE ALONG SAID LINE S00°21'49"W
706.78 FEET; THENCE N89°39'14"W 655.34 FEET; THENCE S68°32'10"W
43.63 FEET; THENCE S89°52'25"W 80.85 FEET TO THE EAST LINE OF
HARRISON AVENUE, 86 FEET WIDE, ALSO THE EAST LINE OF COMPTON
VILLAGE SUB'N AS RECORDED IN L. 85, P. 31-32 OF PLATS, W.C.R.;
THENCE ALONG SAID LINE N00°07'35"W 726.99 FEET TO THE EAST-WEST
1/4 LINE OF SECTION 24; THENCE ALONG SAID LINE S89°33'41"E 122.94
FEET TO THE POINT OF BEGINNING. CONTAINING 12.7141 ACRES.

LEGEND:

PROPERTY BOUNDARY
EXISTING SANITARY SEWER
EXISTING WATER MAIN
EXISTING STORM SEWER
EXISTING OVERHEAD WIRES
EXISTING U.G. ELECTRIC
EXISTING GAS
EXISTING FENCE
TO BE REMOVED

EXISTING CONCRETE
EXISTING GRAVEL

FOUND CAPPED IRON ROD (F.C.I.R.)
FOUND IRON PIPE (F.I.P.)
EXISTING GUY POLE
EXISTING UTILITY POLE
LAMP POST

TREE
GAS SHUT-OFF

SHEET INDEX:

01 EXISTING CONDITIONS
02 PRELIMINARY PLAN

BENCHMARKS
B.M. #1: NORTH EAST BOLT ON
POLE BASE WEST SIDE OF
HARRISON, NORTH PL. OF #14369;
NAVD88 632.37

B.M. #2: HYDRANT ARROW, SOUTH
SIDE OF LYNDON, ACROSS STREET
FROM #28190;
NAVD88 633.68



EXISTING CONDITIONS

ADAMS PARK
REZONING MAP

PART OF THE SOUTH 1/2 OF SECTION 24, T.1S., R.9E.
CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN

SHEET
01



COMPTON PARK
ZONED PL

WEST 1/4 CORNER
SECTION 24
T.15, R.9E
R-26, L.43095, P.23-24

GRADE BAPTIST CHURCH
ZONED RUF

CENTER 1/4 COR
SECTION 24
T.15, R.9E
L-26, L.47230, P.445-446

HARRISON AVENUE
86 FT. WD.

BISHOP ESTATES CONDOMINIUM
ZONED R-2

DUTCH MILL GARDENS
ZONED R-2

30 WESTERN GOLF ESTATES SUB'N
ZONED R-2

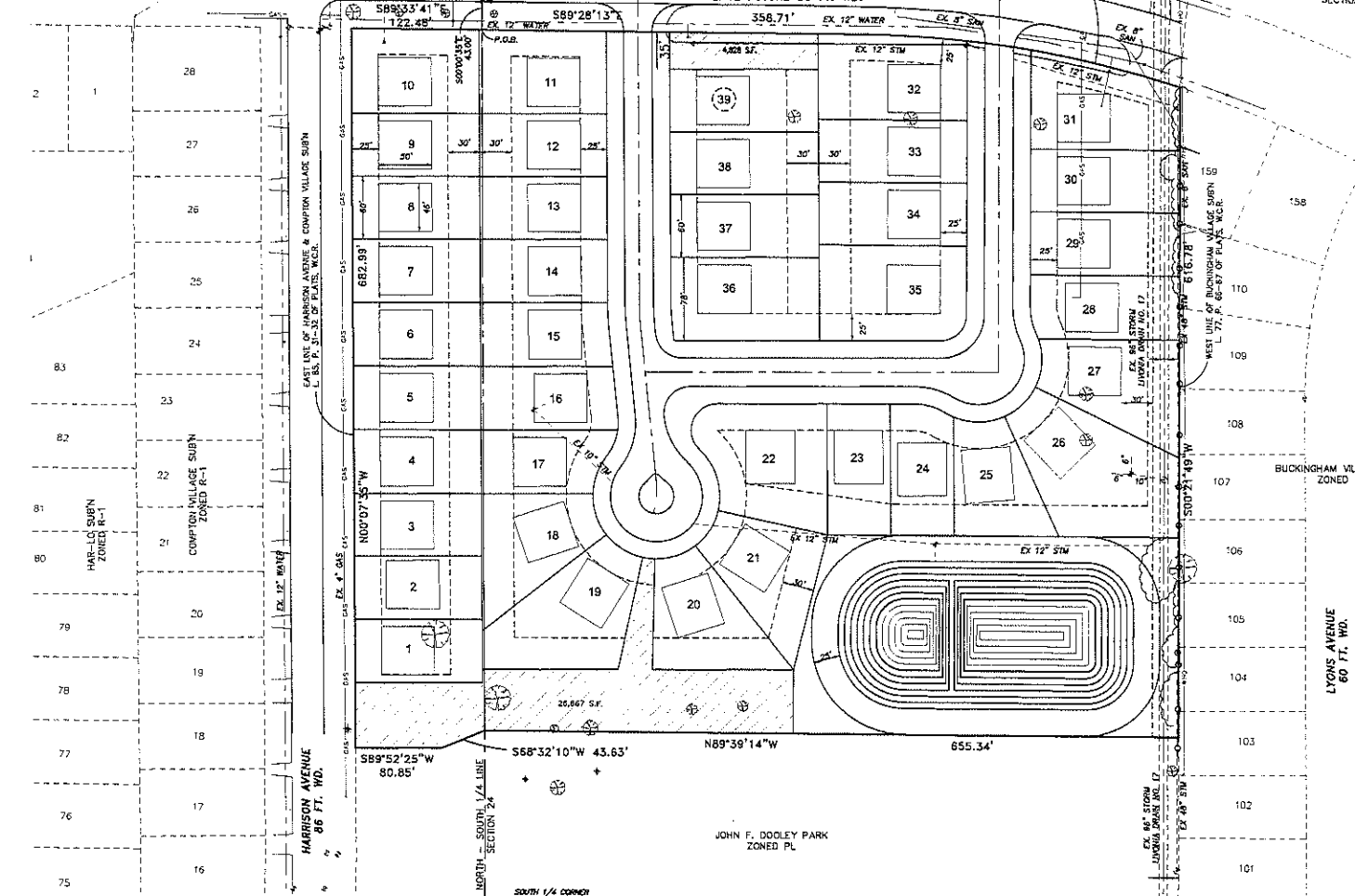
BENCHMARKS
B.M. #1: NORTH EAST BOLT ON POLE BASE
WEST SIDE OF HARRISON, NORTH
PL. OF #14365: NAVD88 632.37

B.M. #2: HYDRANT ARROW, SOUTH SIDE OF
LYNDON, ACROSS STREET
#28180: NAVD88 633.68

EAST 1/4 CORNER
SECTION 24
T.15, R.9E
M-26, L.27796, P.710

EAST-WEST 1/4 LINE SECTION 24
S89°33'41"E M. 2512.94' S89°31'23"E R.

DELTA = 17°43'12"
RADIUS = 990.52'
ARC = 306.34'
TANGENT = 154.40'
CHORD = 305.12'
CH. BRG. = N80°36'37"W



LEGAL DESCRIPTION:
PART OF THE SOUTH 1/2 OF SECTION 24, TOWN 1 SOUTH, RANGE 9 EAST, CITY OF LYONIA, WAYNE COUNTY, MICHIGAN, DESCRIBED AS FOLLOWS:
COMMENCING AT THE CENTER 1/4 CORNER OF SAID SECTION 24 AS RECORDED IN L.C.R.C. L. 47230, P. 445-446, W.C.R. THENCE S00°00'35"E 43.00 FEET ALONG THE NORTH-SOUTH 1/4 LINE OF SECTION 24 TO THE POINT OF BEGINNING, THENCE ALONG THE PROPOSED SOUTH RIGHT OF WAY LINE OF LYNDON AVENUE, 86 FEET WIDE, S89°31'23"E 358.71 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 990.52 FEET, AND SOUTHEASTERLY, 306.34 FEET ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 17°43'12" (THE CHORD OF SAID CURVE BEARS S80°36'37"E 305.12 FEET) TO THE WEST LINE OF BUCKINGHAM VILLAGE SUBDIVISION AS RECORDED IN L. 77, P. 66-67 OF PLATS, W.C.R.; THENCE ALONG SAID LINE S00°21'49"W 616.78 FEET; THENCE N89°39'14"W 655.34 FEET; THENCE S68°32'10"W 43.63 FEET; THENCE S89°52'25"W 80.85 FEET TO THE EAST LINE OF HARRISON AVENUE, 86 FEET WIDE, ALSO THE EAST LINE OF COMPTON VILLAGE SUB'N AS RECORDED IN L. 65, P. 31-32 OF PLATS, W.C.R. THENCE ALONG SAID LINE N00°07'35"W 682.99 FEET TO THE PROPOSED SOUTH RIGHT OF WAY LINE OF LYNDON AVENUE, 86 FEET WIDE; THENCE ALONG SAID LINE S89°33'41"E 122.48 FEET TO THE POINT OF BEGINNING, CONTAINING 11.8341 ACRES.

SITE DATA

ZONING:	PL PUBLIC LANDS
PROPOSED ZONING:	R-1 SINGLE FAMILY RES.
SITE AREA:	11.83 ACRES
MINIMUM LOT SIZE:	60' X 120'
MINIMUM LOT AREA:	7,200 S.F.
PROPOSED LOTS:	39
DENSITY:	3.29 D.U./AC.
REQUIRED SETBACKS:	
FRONT:	25'
SIDE:	LEAST 5'
REAR:	TOTAL 14'
	30'
OPEN SPACE REQUIRED:	720 S.F. / LOT
	28,080 S.F.
OPEN SPACE PROVIDED:	31,795 S.F.

LEGEND:
PROPERTY BOUNDARY
EXISTING SANITARY SEWER
EXISTING WATER MAIN
EXISTING STORM SEWER
EXISTING OVERHEAD WIRES
EXISTING U.G. ELECTRIC
EXISTING GAS
EXISTING FENCE

PROPRIETOR
ADAMS PARK DEVELOPMENT, LLC
31333 W. 13 MILE ROAD, SUITE 200
TROY, MI 48068
(313) 944-2000
FAX (313) 944-2001
1" = 50'

DATE: 07-15-2020
DRAWN BY: J. B. BROWN
CHECKED BY: J. B. BROWN
SCALE: AS SHOWN
SHEET NO.: 02

STATUS:
SUBMITTAL
Michael J. Priest & Associates, Inc.
8095 Knaprock Road, Canton, MI 48107
Tel: (734) 499-2845
Fax: (734) 499-2845

ENGINEER: J. B. BROWN
MLP
AND ASSOCIATES, INC.

PROPOSED PLAN
ADAMS PARK
REZONING MAP
PART OF THE SOUTH 1/2 OF SECTION 24, T.15, R.9E,
CITY OF LYONIA, WAYNE COUNTY, MICHIGAN

SHEET
02

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

August 10, 2020

Mr. Scott Miller
Planner IV
City of Livonia

Re: Petition 2020-07-01-04 – #28201 Lyndon Avenue and #14416 Harrison Avenue

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 **#28201 Lyndon Avenue and #14416 Harrison Avenue**. The legal description submitted by the owner on the "proposed plan" appears to be correct, and should be used to describe the proposed rezoned property.

The proposed development is currently serviced by public water main, sanitary and storm sewers, which will need to be extended to service any new residences. 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 owner has been in contact with this office regarding the project, and is aware of the Engineering Department requirements.

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,

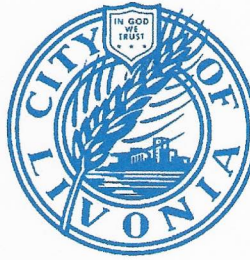
David W. Lear, P.E.
Assistant City Engineer

cc: 2020 Petition File

DEPARTMENT OF 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 10, 2020

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

Petition 2020-07-01-04 – 14416 Harrison Ave. and 28201 Lyndon Ave. (formerly Adams Elementary School Site) – Adams Park Development 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.

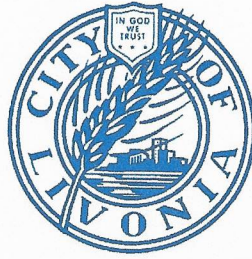
Very truly yours,

Connie Kumpula
Chief Accountant

CK: jw

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 7, 2020

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

Re: Petition 2020-07-01-04

14416 Harrison Ave & 28201 Lyndon Ave
Adams Park Dev - former Adams site

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
Treasurer, City of Livonia

From: [Bishop Condominiums HOA](#)
To: [Planning](#)
Subject: Response to Petition 2020-07-01-04, the rezoning of the former Adams Elementary school site
Date: Saturday, August 15, 2020 2:16:47 PM

On behalf of the new Bishop Condominiums home owners association, I would like to share our views on the matter of Petition 2020-07-01-04, the rezoning of the former Adams Elementary school site.

For family residential zoning, the city needs to include the following in their plan approval process:

1. The electric and utility wires along the north side of Lyndon Street should be transitioned from above ground to below ground (buried) for safety and reliability. As additional loads will feed off these lines, it is critical that these wires east of Harrison are buried for safety and curb appeal.
2. Lyndon road east of Harrison needs to be completely reconstructed to handle the additional traffic load. There is already too much traffic travelling at higher than posted speeds.
3. Lyndon Street in front of Bishop Condominiums has a low elevation, resulting in constant flooding. Todd Zilincik, City of Livonia Engineering Department is aware of this issue and looking at short-term and long-term alternatives. Drainage is required for safety and proper maintenance and a solution needs to be addressed as soon as possible.
4. Lyndon Street is already a high traffic road and the entrance for the new residential homes should be along Harrison to avoid increased risk of accidents in the area.

I would like to be kept informed of any developments in this project as it impacts our homes and their surroundings.

Atul Kishore

248-444-5614

UNAPPROVED MINUTES

1

MINUTES OF THE 1,159th PUBLIC HEARINGS AND REGULAR MEETING HELD BY THE CITY PLANNING COMMISSION OF THE CITY OF LIVONIA

On Tuesday, September 1, 2020, the City Planning Commission of the City of Livonia held its 1,159th Public Hearings and Regular Meeting via Zoom Platform

Mr. Ian Wilshaw, Chairman, called the meeting to order at 7:00 p.m.

Members present: Sam Caramagno Glen Long Betsy McCue
Carol Smiley Pete Ventura Ian Wilshaw

Members absent: David Bongero

Mr. Mark Taormina, Planning Director, Scott Miller, Planner IV, Stephanie Reece, Program Supervisor, and Debra Walter, Clerk-Typist II 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 2020-07-01-04

Adam's Park

Mr. Caramagno, Secretary, announced the first item on the agenda, Petition 2020-07-01-04 submitted by Adams Park Development, L.L.C. pursuant to Section 23.01 of the City of Livonia Zoning Ordinance #543, as amended, requesting to rezone the properties at 14416 Harrison Avenue and 28201 Lyndon Avenue (former Adams Elementary School site) located on the south side of Lyndon Avenue between Inkster and Middlebelt Roads in the Southeast ¼ of Section 24 from PL (Public Lands) to R-1 (One Family Residential).

Mr. Taormina: This is a rezoning petition involving the former Adam's Elementary School site. The rezoning would change the classification from PL (Public Land) to R-1 (One-family residential). The 12 $\frac{3}{4}$ acre site is located on the south side of Lyndon Street between Inkster and Middlebelt Roads. Immediately to the east and west of the property is R-1 zoning. These are developed residential subdivisions, including Buckingham Village, Compton Village, and Compton Square Estates. Immediately to the south of the subject property is City owned property, Dooley Park. To the north across Lyndon are residential homes zoned R-2, including the recently completed Bishop Estates Cluster Development. This is an aerial photograph showing what the site looked like when the school was located on the property. The school has since been razed and the site is being cleared. This is a concept plan that was submitted with the rezoning application. It shows a total of 39 lots. The R-1 zoning would allow for the development of single-family homes on conventional lots that would have a minimum lot width of 60' by a minimum lot depth of 120', for a total area of no less than 7,200 square feet. This design shows a U-shaped road pattern with both streets having access from Lyndon. Most of the lots would front on the new internal road system that includes a cul-de-sac in the southwest corner of the subdivision. Lots 11 through 39 would have access to the new roads. Lots 1 through 10 would front directly on Harrison Ave. The plan includes a storm water detention basin, which is in the southeast corner of the site, as well as an open space area that is located along the south side of the property adjacent to Dooley Park. 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 10, 2020, 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 #28201 Lyndon Avenue and #14416 Harrison Avenue. The legal description submitted by the owner on the "proposed plan" appears to be correct, and should be used to describe the proposed rezoned property. The proposed development is currently serviced by public water main, sanitary and storm sewers, which will need to be extended to service any new residences. 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 owner has been in contact with this office regarding the project, and is aware of the Engineering Department requirements. 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." The letter is signed by David W. Lear, P.E., Assistant City Engineer. The next letter is from the Finance Department, dated August 10, 2020, which reads as follows: *" 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."* The letter is signed by Connie Kumpula, Chief Accountant. The next letter is from the Treasurer's Department, dated August 7, 2020, 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 an email from Atul Kishore, dated August 15, 2020, which reads as follows: *"On behalf of the new Bishop Condominiums home owners association, I would like to share our views on the matter of Petition 2020-07-01-04, the rezoning of the former Adams Elementary school site. For family residential zoning, the city needs to include the following in their plan approval process: 1. The electric and utility wires along the north side of Lyndon Street should be transitioned from above ground to below ground (buried) for safety and reliability. As additional loads will feed off these lines, it is critical that these wires east of Harrison are buried for safety and curb appeal. 2. Lyndon road east of Harrison needs to be completely reconstructed to handle the additional traffic load. There is already too much traffic travelling at higher than posted speeds. 3. Lyndon Street in front of Bishop Condominiums has a low elevation, resulting in constant flooding. Todd Zilincik, City of Livonia Engineering Department is aware of this issue and looking at short-term and long-term alternatives. Drainage is required for safety and proper maintenance and a solution needs to be addressed as soon as possible. 4. Lyndon Street is already a high traffic road and the entrance for the new residential homes should be along Harrison to avoid increased risk of accidents in the area. I would like to be kept informed of any developments in this project as it impacts our homes and their surroundings."* That is the extent of the correspondence.

UNAPPROVED MINUTES

4

Mr. Wilshaw: Are there any questions of the Planning Director? If not, our petitioners are in the audience. If you could please click raise hand, I can recognize you and we can speak with you. I believe we have Stuart Michaelson. Mr. Michaelson, good evening.

Stuart Michaelson, 31333 W 13 Mile Road, Farmington Hills, MI, I am one of the partners at Windmill Homes. We have come up with a site plan that we feel works within the R-1 zoning. We have done some very preliminary engineering at this point to get the re-zoning. We have the 39 lots. We are looking forward to building 39 homes to the community. We have purchased in other community's school sites for in-fill similar to this and have been very successful. We did one in the City of Farmington. We have done a couple in Farmington Hills. We did one in West Bloomfield. We find that these in-fill school sites are very good for the communities. Many times, we find that people are living in the older homes surrounding us and don't want to leave the neighborhood and are very happy to live in that area but want a new house. This is something we provide them. If you have any questions, we would be glad to try and answer them.

Mr. Wilshaw: Thank you, Mr. Michaelson. Do you have other folks with you this evening that are on our call that we can also introduce?

Mr. Michaelson: There are other people.

Mr. Wilshaw: Do you know what names I should be looking for?

Mr. Michaelson: Stuart Sherr, Roger Sherr, and George Major.

Mr. Wilshaw: Okay. Great.

Stuart Sherr, good evening and thank you for the opportunity to make this presentation. This is a public hearing for rezoning. That is the way we have approached this. This is not a site plan hearing. The current zoning is PL and we are looking to rezone to R-1, which is consistent with the Master Plan. As you can also see from the aerial photo, most of the acreage surrounding our site is already zoned R-1. So, we harmonize and are consistent with much of the neighboring property. We are a 12.71 acre site as Mark Taormina had earlier described. This is also a former school site. The Adams school building has been razed so the land is now completely vacant. By the way, the development company that we formed is called Adams Park Development. Stuart Michaelson and George Major, his partner, are partners

with ourselves, Stuart and Roger Share. Both companies have a long track record of excellent experience of development within the greater Metropolitan Detroit area. In fact, I think we described that a little bit a week ago during the study session. The product for this rezoned property is something we have successfully constructed in many of the communities surrounding Detroit, mostly on the western side of metropolitan Detroit. As I mentioned earlier, it is consistent with the Master Plan, and consistent with the surrounding properties. We are happy to answer any questions that you may have. I don't know if anyone else in our group is interested in saying a few words, but we have focused on the rezoning aspect of tonight's meeting. We are not fully prepared to get into the technical engineering issues. We certainly have listened to and understood all of the comments that you have made about the site plan that we are currently working with as shown on the screen. I am going to let anyone else speak that would like to so that I don't monopolize this conversation. I would like to thank Mark Taormina for an excellent presentation.

Mr. Wilshaw: Thank you, Stuart. It is a good point to raise, not only for the tune of this discussion, but also for our audience members as well that this is a rezoning request that we are looking at tonight., We are looking at the request to rezone this from Public Land to R-1 at this point and if this is the appropriate zoning and the restrictions that come along with that zoning for this property. The site plan that we see before us on the screen and any discussion around the site plan is purely conceptual at this point. That will come back to us at a later date to be discussed in detail and in-depth. We are really focused on zoning. There may be some reference to this site plan but really it is zoning that we are concerned with tonight. I believe we also have George with us, your partner. I did see him raise his hand. He can unmute himself and introduce himself as well. Good evening.

George Major, good evening. I wanted to say hello and I would also like to thank Mark for a very good presentation. There really isn't anything else that I can add at this point. Stuart and Stuart did a great job. I think they spoke well on our behalf.

Mr. Wilshaw: Great. Thank you. We have all three with us tonight. We appreciate that. I will ask you gentlemen to just stand by for one second and I will go to the commission first and see if there are any questions for our petitioners this evening.

UNAPPROVED MINUTES

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Ms. Smiley: I was wondering...you mentioned a couple of subdivisions that are nearby. Do you have any that are modeling this new Adams Park after? Can you give me an address of a subdivision that you built that would be similar to what you are building at Adam's Park?

Mr. Michaelson: One that we just completed about two years ago is called Riverwalk of Farmington. It is in the City of Farmington. It is an old school site. Flanders school. It is on Flanders which is between Eight and Nine. It runs east and west. It is just east of Farmington Road. I don't have an address handy but there are 33 houses on the property. You can't miss it.

Ms. Smiley: Okay. No problem. I will be able to find it.

Mr. Michaelson: That butts up to a city park also. Very similar to this. We have another one that we are just completing or building in Farmington Hills with the old Wood Dale school. It is located in the middle of a couple of subdivisions called...all of the sudden I can't think of the names of the subs, but it is between 12 and 13 Mile and between Drake and Farmington Road. Right in the middle. We just are finishing up 18 homes in there. We have people living in there. Those are the two closest.

Ms. Smiley: That's fine. They would look similar? I am assuming ranch's and colonial type houses?

Mr. Michaelson: Yes, exactly.

Ms. Smiley: They are going to be at about the price range that you are expecting to build here?

Mr. Michaelson: Yeah, right now because of price increases, especially in lumber, it will be a little bit higher priced. It will be very similar.

Ms. Smiley: Okay, thank you. I know we are just talking about zoning but should this go through it will give me an idea of what your product looks like.

Mr. Wilshaw: Great question, Ms. Smiley. Any other questions for our petitioners? From the commission?

Mr. Michaelson: Ms. Smiley, by the way the name of the subdivision I couldn't think of is Colony Park in Farmington Hills.

Mr. Wilshaw: Colony Park. Great. Thank you. Any other questions for our petitioners? If not, I don't see anyone. I will go to the audience and give the audience an opportunity to address this issue as well. Then, of course, we can go back to the petitioner and ask any additional questions and follow up on anything that we hear from the audience. We do have Atul Kishore that wrote a letter to us and we put that in the record. Glad to have them with us tonight. We will give them an opportunity to speak as well. Good evening.

Atul Kishore, 28178 Lyndon, Livonia, MI, thank you for giving me the chance to talk about this development on behalf of Bishop Condominiums. As you mentioned earlier, those are the new condominiums right across from Lyndon and right across from this new subdivision. I take...personally, I feel it is a good opportunity to use that land. My only concerns are, as I mentioned on the email, the biggest one that comes right away is the entrance on Lyndon. The curvature of Lyndon, that is bound to have a lot of accidents because people are just flying by on that corner and having two entrances on Lyndon, which will cause an incremental risk assessment, I would recommend that the entrance to this new sub come off of Harrison. That is probably, for this committee, at this time and the zoning, that would be my main request other than the three that I mentioned about the electric wires, Lyndon totally needing to be redone...we have water flooding issues already there. The resolution is moving very slowly with Engineering and I am willing to escalate that further because we can't even go by this winter without that being resolved.

Mr. Wilshaw: Thank you, Mr. Kishore. We heard from Mr. Kishore, and we also have Mrs. Shockling. Let me give her an opportunity to speak. If she can just unmute herself.

Jennifer Shockling, 27954 Lyndon, Livonia, MI, hello. I am directly across the street from the proposed site. Just a little east of the Bishop Estate condos. My concerns...some of them (inaudible)...my neighbor. We have extremely high traffic on this street moving at a high rate of speed. The entrance should be placed on Harrison, should this move forward. We also have quite a bit of flooding and additional impervious surface cover is not going to help that issue. From the site map there is no plan to deal with that. My main concern is the pollution that will be caused once it's developed. Particularly the noise and the air pollution from the diesel trucks. As I am directly across from it and I am currently working from home and educating a child from home,

we are using the residence for everything at this point. My employer has actually informed me that I should prepare to be working remotely for up to three years. I don't want to have diesel truck emissions just exposing us all day long. The neighbors that are around this site to be developed are all of a vulnerable population. We have elderly. We have small developing children. I, myself, am an asthmatic. I am opposed to the rezoning simply because I do not want this site developed for the pollution it will cause. Also, during the development of the Bishop Estate condos, the entirety of that development I had trash that blew into my yard every single day that I was having to clean up. There was construction equipment that used my lawn. Not just the right-of-way, but my lawn proper because they didn't recognize that it was private property and we were constantly having to shew them off the property and they would make promises and leave business cards and said they would come back and repair the lawn. We have massive divots and ruts and it is extremely hard to mow it. I am opposed for that reason as well, the construction equipment that will be on site. I oppose the development of this land because as it was noted it is Public Land. It is our land and people are currently using it. There is a public land designation further up Lyndon, but that is more developed and there are certain activities that people can't do at both sites. So, currently the land is being used by numerous people every day to do activities such as flying kites, run RC cars, hit golf balls. The land is being currently used by the public as public land. That concludes my comments. Thank you for my time.

Mr. Wilshaw: Thank you, Ms. Shockling. We will talk to the petitioner about some of those issues that you raised and see what we can do to assist in those moving forward. Appreciate your comments. Anyone else in the audience wishing to speak for or against this item? If so, please click raise hand so we can recognize you.

Jim McCabe, 14236 Lyons, Livonia, MI, can you hear me okay? I am east of Dooley Park. I have been here about 20 years and I am not in favor of the rezoning. It is for many reasons. It is strain on infrastructure, which people have talked about already. The strain on the water, the sewer, the electrical, the cable, police, fire and then you add the traffic that 39 homes would bring. R-1, I guess, although I am not in favor of the rezoning, is better than the alternatives which I think would be attached condos or apartments and things of that nature. R1 is the lesser of evils in my opinion. Again, I would like it to stay as green space. I am not an expert in zoning by any stretch, but there has to be a

better way then to just shove houses everywhere. It doesn't make a lot of sense to me. The neighborhood is 64 years old. It has been fine without those houses up until now. I am hoping that it can continue. I know the developers have mentioned success in various other endeavors, but success for whom. The developers come in they build a bunch of houses. There is a windfall of money for the city and they make their money. But, here, the residents are stuck with whatever there is. I am not in favor of it because of that. I guess my question is, to what gain? I don't see a lot of gain for my personal house with this rezoning. I am hoping that it doesn't pass. I am opposed to it and I will be watching the developments. Not the development, let me be clear, I want to see how this rolls out.

Mr. Wilshaw: Okay, thank you, sir. We appreciate your comments. We are making notes of your concerns. We will again try to circle back once we have heard from all of the audience members to address any of these concerns that have been raised. I appreciate your comments tonight. We have one other person with their hand raised. I don't have a name for them. I am going to recognize them. Their entry says B103100. They can unmute themselves and introduce themselves with their name and address please.

Belinda Ellison, 28154 Lyndon, Livonia, MI, thank you for affording me the time to speak on my behalf. I live exactly directly across from the Adams property, which used to be the swim club. It is the current condominiums right now. Thank you again for giving me the opportunity to speak. A lot of people have raised a lot of very valid issues. I am kind of on the fence. I know that development is good but sometimes if we get too much development that can also bring a lot of issues as well. I am concerned mainly about the traffic. I am really surprised with the condominiums that were built, which are very nice by the way, I am surprised that by having six condominiums how much more traffic has come through on our street. Lyndon is like a main residential street so everybody uses it to access...to get to Inkster, to get to Middlebelt...especially where there is a lot of construction going on. I am concerned about the entrances...getting in and out of the subdivision. Someone mentioned about the flooding on Lyndon. That would be in front of the condominiums there. As you recall, that used to be the swim club. Ever since the condominiums were built...if it rains heavily there is usually a lot of flooding because of that. I can see that as an engineering issue, I guess. Anyway, I am mostly concerned about the traffic. When Adams school was still in

operation, there used to be a stop sign there where the school's kid crossing and whatnot and then they decided to remove the stop sign. Even when the stop sign was there, the traffic was...I was amazed at how fast people were going up and down on a main residential street. Once they took the stop sign out it is just...it is a free for all. People do 40 with not even batting an eye. That is really something I feel needs to be addressed. We do have little children in the neighborhood. I am concerned for their safety as well. I think that is all I have to say for now. Again, thank you for allowing me the time to speak. I appreciate your time.

Mr. Wilshaw: Excellent points. We will be talking about those additionally here tonight. Thank you for raising them. Is there anyone else in the audience wishing to speak on this item? We do have another person in the audience. We will give them an opportunity to speak. Their name is Loraine. They can unmute themselves and introduce themselves. Loraine, we need you to unmute yourself. I don't see Loraine unmuting herself, so we won't be able to hear her. Is there anyone else in the audience wishing to speak for or against this item? If so, please click raise hand. We have Mr. Priest who is welcome to unmute himself and address his concerns. Mr. Priest, you can unmute yourself. He seems to be having difficulty unmuting himself. It's not going to well on these unmutes here. Anyone else in the audience wishing to speak for or against this item? I don't have anyone else clicking raise hand. I have a request to both Loraine and Mr. Priest to unmute themselves if they wish. They are not unmuting themselves, so we will move one. Is there anyone else in the audience wishing to speak for or against this item? If not, are there any questions or comments from the commission for our petitioner based on the items that we have heard from...Oh, Mr. Priest is...he started to unmute himself. The mute button, by the way, is either in the lower left corner if you are on a computer or if you are on a tablet type device, it is...

Jim Priest, can you hear me?

Mr. Wilshaw: Yes, we hear you.

Mr. Priest: Good evening, I am the Civil Engineer on this project. I was...when I got out of school, which was quite a while ago, I worked for the City of Livonia for about eight years back in the 70's. As far as the infrastructure is concerned and the drainage, there is two huge drains adjacent to this property. One of them

is along Lyndon. It is a 21' wide by 12' high arch. You can drive a truck through that thing. It flows easterly into the Red Run golf course. Along the east property line is Livonia drain 17, which is an eight-foot diameter pipe. As far as flooding, the only way there would be flooding would be if the grading wasn't properly done, because there is plenty of capacity in those pipes which allow or no flooding. Even though there is. Also, we are going to retain the water so that the runoff is (inaudible) to what it is today in an undeveloped state. That will reduce the amount runoff. There is also adequate sanitary sewer mains adjacent to the site too. I don't think there is any engineering problems with stressing any of the facilities adjacent to the site.

Mr. Wilshaw: Thank you, Mr. Priest. We really appreciate your insight and comments on this item. I am not sure we got your address. Can we get that for our record?

Mr. Priest: My address?

Mr. Wilshaw: Yes, please.

Mr. Priest: I live in Livonia. I have for quite a while. I live on Riverside Street. Down from the turkey farm. My office is in Canton over on Kapernick, which is a half-mile road between Joy and Warren, just east of Haggerty.

Mr. Wilshaw: Okay.

Mr. Priest: I have done many subdivisions in Livonia over the years.

Mr. Wilshaw: Thank you. We really appreciate your comments this evening.

Loraine Campau, 14449 Harrison, Livonia, MI, directly across from the proposed rezoning. I definitely oppose this. We have been Livonia residents and in this home for 35 years. I guess, probably one of the biggest reasons as to why I oppose this, first of all in the main changes that have gone on through the school systems and everything, and having Adams there for so many years, which was a wonderful place for our children to go while they were able to go there until the school zones were restructured, however, one of the biggest problems I have with this is that I fear that the school board actually (inaudible) us in selling this property. I think they were not within their level of...I don't know, whatever you want to call it, level of jurisdiction or whatever in my opinion. Because this does directly affect our neighborhoods. We had that as a school. We counted on that

as a school, as park space, as green space, as a couple of the other people commented on. We feel that it is important to maintain in our neighborhood. I am not looking forward to having any neighbors there. I haven't had any in 35 years and certainly don't want any now. Mainly it is because it is a nice peaceful area and we really don't want that developed. When you look at the other areas in Livonia that are just house on house and to be honest, the new areas that I have looked at, they are not all that impressive. It is going to be...I am not actually sure how that will look and affect our neighborhood. Obviously, those home are going to look much different than what we currently have now. I missed part of the beginning. What are the lot sizes on the proposed building development?

Mr. Wilshaw: Mr. Taormina, what are the lot size requirements for R-1?

Mr. Taormina: 60' x 120' – it is very similar to the lot sizes that exist to east and the west within the subdivision adjacent to this.

Ms. Campau: I guess the other concern I have is initially, and this was way back in the day, there was a river that actually ran through the property. The part that goes closer down Harrison. We do have a lot of migrating birds and stuff that still come through there and I wonder what will happen to that if this proposed rezoning occurs, and how that will be accounted for.

Mr. Wilshaw: We can check on that for you as we get back to our petitioner. That is a good question. Are there any other comments you would like to make on this item?

Ms. Campau: No, I think that is it for me for now. Thank you for listening.

Mr. Wilshaw: Thank you. We really appreciate your comments. We are all listening, and we are going to take those into consideration as we move forward with this. I just want to see if there is anyone else in the audience that wishes to speak on this item so we can make sure everyone is heard. We have Sean Kelly who has their hand raised.

Sean Kelly, 14453 Lyons, Livonia, MI, I will abut up to this development on the east side. Mr. Priest, a couple of speakers ago, said that the drain system should be able to handle any flooding. I can tell you just what the school parking lot...several houses along Lyons on my side of the street had flooding every Spring and every heavy rain where our neighbor lost all of their trees in their back yard. We lost one big maple and that was just with the

school. I am extremely concerned about what the flooding will be once we have 39 houses built behind us. For that reason, and the pollution and the Lyndon traffic, I am extremely opposed to this development.

Mr. Wilshaw: Thank you, Mr. Kelly. We are going to talk with the petitioner about flooding and water management, but suffice it to say one of the things that usually happens with these types of developments is that you can see, even on the conceptual plan, that there is a large retention basin. The county has very strict guidelines as to how water is to be managed on the property when it is redeveloped. These are new guidelines. They have come around in the last dozen or two years. Couple dozen years. Also, how quickly that water is discharged from the properties. It has to be retained for a certain amount of time and discharged at a certain rate to try to minimize the strain on the sewer system and so on. We will talk more about that this evening, but just to give you a little idea that there is consideration that does get put into water management when properties are developed in the last 10 to 20 years. Something that wasn't done many moons ago.

Mr. Kelly: Thank you for listening.

Mr. Wilshaw: Your welcome and thank you for your comments. We do have some other folks in the audience that do wish to speak, so we are going to give them a chance. We have Ms. Franklin I believe who has her hand up, so...we will give her a chance to speak. Ms. Franklin, if you can unmute yourself by clicking mute somewhere on your...there you go. We hear you.

Laura Franklin, 28029 Lyndon, Livonia, MI, I am right next to the proposed property. I have two questions. My first question is if the committee approves for rezoning for R-1, in the future will the developers have an opportunity to request to be rezoned to R-2?

Mr. Wilshaw: So, your question is, if we approve rezoning to R-1, can they come back and change it to an R-2? Is that your question?

Ms. Franklin: Yes, it is.

Mr. Wilshaw: Mr. Taormina, do you want to explain how zoning levels work?

Mr. Taormina: The R-1 zone establishes minimum lot sizes that are smaller than R-2. If the developer wanted to construct homes on larger

lots, they could do that. If they came back with a plan with lots that were larger than the minimum sizes established in the R-1 district, they could do that without rezoning to R-2. Of course, it is always something they could do. I don't know what the purpose would be. If the R-1 zoning is created, there is nothing that prohibits them from building on larger lots without having to go through the rezoning process.

Mr. Wilshaw: The basic idea is that this is the minimum sizes that are being set. If they choose to build larger lots, they can do that, but they can't go to smaller lots.

Mr. Taormina: Just for clarification, the R-2 district requires lot sizes of 70' x 120'. They are 10 feet wider than what the R-1 requires.

Mr. Wilshaw: I hope that makes it clear for you, Ms. Franklin.

Ms. Franklin: Thank you, that answers my first question. My second question is dealing with sewage. I am the property that has the entryway, both to my driveway as well as the side of my house in which the access for water and everything you do to actually connect...years before there was a repair that was done in that area and I haven't received any flooding of that nature. My question is, there was only a school there. With 39 more houses and more usage for sewage and water and things of that nature, has there been a study done in terms of it's okay to put 39 houses there without stressing the system?

Mr. Wilshaw: That is a question that we can pass along to the developers and they can talk a little bit about what infrastructure is in place and what changes if any would need to be made when we get a chance to go back to the developer and speak with them in a few moments. Okay?

Ms. Franklin: Okay.

Mr. Wilshaw: Is there any other questions or comments that you would like to pass on to them while you have a chance?

Ms. Franklin: No, just thank you. Those were my two questions.

Mr. Wilshaw: Thank you, Ms. Franklin. We will try to get those...we got one of them answered and we will try to get the other one answered for you as well. Thank you for attending this evening and you can continue to listen. We will go to our next person that wishes to speak, which is Carolyn Johnston. There we go.

Carolyn Johnston, 14225 Lyons, Livonia, MI, and my backyard is directly by Dooley Park. I guess my concern...I am not looking forward to having hundreds of new cars driving down my street. A hundred new cars driving down my street. I am not looking forward to not hearing baseball, but that detention pond is the thing that bothers me, because behind my house is where a lake forms every time it rains. My house is not far from that detention pond. I also think that this Dooley Park is going to have way too many people in it once all of those houses are built. I have been here 30 years and I loved having the school there, but the thought of having all of those houses and if I am an R-1 and I have small lots, there really isn't anything preventing the developer from thinking about putting in attached condos or apartments, which is definitely not what I would like in my neighborhood.

Mr. Wilshaw: The attached condos or apartments would not be permitted in this zoning, so you don't have to worry about that happening.

Ms. Johnston: I just don't know where all of those people...I don't know...it just seems like a lot of people that I don't know. I'm going to look out my backyard and see two-story houses and I am not sure how that is going to affect my property value since I live in a house that is 64 years old.

Mr. Wilshaw: That is a very valid question and we will talk to the developer about that. I hope they will have some information about how that affects property values in the neighboring area. Thank you, Ms. Johnston for your comments. We appreciate you attending this evening. We ask that you continue to listen in and we will go to the next person that wishes to speak. I do have Ms. Franklin is asking to speak again and Mr. Priest. I am going to go to Mr. Priest. He already spoke once, but we are going to give him another chance to speak and then we will wrap up the comments here. Good evening, Mr. Priest, again.

Mr. Priest: When we design a subdivision and then subdivision is built, we are required to come up with the drainage pattern for the entire subdivision. All the rainwater that comes on to the site will be diverted into the pond and typically when there is a school site there, they really didn't have any requirements to the school to grade their property. For example, all of these lots that back up to us on Lyons Avenue, I made the lots deeper on our subdivision so we could provide a swale running north and south and we will put catch basins in at various points to pick up

any water so that none of the water will go into the backyards that are there. The swale will be lower than the grade at the fence. Most of that has a fence. Schools didn't really provide much drainage other than to drain their parking lots and the area immediately around the school. The requirements are much different for a subdivision. We will not be causing any drainage to go easterly into the back of those people. That's it in a nutshell.

Mr. Wilshaw: That is a good point, Mr. Priest. That is something that we have seen over the years that...it takes a little bit of thought to understand this from an engineering perspective. Typically, when a property is developed, people think that it will often cause more water issues when the reality is the roofs and gutter systems and swales and catch basins and so on, actually tend to provide a better water management solution than just open land or certainly a large parking lot where the water just sheds right into other peoples yards. Those are all good points. Thank you for your comments again. I am going to go to Ms. Franklin who also wants to make an additional comment. We do want to get back to our developer and our petitioner and get answers to some of these questions, so we do ask that we don't have too many repeat questions, but Ms. Franklin, you had some additional information that you wanted to provide? Let me let you unmute yourself then.

Ms. Franklin: Thank you for allowing me to speak one more time. I had an opportunity to go to some of the meetings for the development that is across the street. The new one. They did ask for the R-1 first and then after much planning, things had changed that it became an R-2. I noticed that you had said for this development that it would stay an R-1. Is that something that will actually, when it is approved, that will be stated that it has to be an R-1?

Mr. Wilshaw: What the petitioner has requested, Ms. Franklin, is R-1 zoning. We do not have to approve that. We can deny this request. We can approve or recommend that it be R-2 or some other form of zoning. Mind you, at the Planning Commission our recommendation is simply that. It is a recommendation that goes on to City Council and City Council will ultimately approve or deny the request. Again, there are opportunities for it to change from R-1 to R-2 if that is what the City Council wishes to do. Your example is actually a very good one of the development to the north where the petitioner asked for R-1, but it was felt that it was not appropriate and R-2 would be a better

zoning for those lot sizes. That is what was approved. No decision has been made at this point, but you will be hearing a decision made, as far as a recommendation from us, which will go on to City Council this evening.

Ms. Franklin: Thank you.

Mr. Wilshaw: Your welcome. Ms. Shockling would like to make an additional comment, so I will let her do that.

Ms. Shockling: Thank you, I appreciate the extra time. I just have a quick question for the developer about the bio-swale and retention basin. Is it going to be open or is there something that is going to go around the perimeter to prevent children from going into it since the park is right there? I was just wondering if they could explain a little bit more of what that bio-swale is going to look like. Thank you.

Mr. Wilshaw: That is an excellent question. We will pass that along to the petitioner. We may not have all the details about that at this point, because again, we are talking zoning, but they may have some information about that, so we will see what they can provide. If not, it will certainly be a part of the site plan.

Mr. Taormina: Before we have the petitioner comment on this, I just want to caution that, whatever their intentions are, is not necessarily the way it is going to be approved. Our Engineering Department has not had a chance to review this. They could determine, for example, that the swale is not appropriate or that it needs to be a different type of storm sewer or design. He can tell us what his intentions are at this stage, conceptually, but in fact that could very well change. I just want to make that clear to everybody including the petitioner.

Mr. Wilshaw: That is a good point, Mr. Taormina. I appreciate that. Everything is very conceptual at this point in terms of anything you see on the screen of the site plan. We are strictly talking zoning as far as decisions this evening. Just want to reiterate that. I don't see anyone else wishing to speak on this item, so we are going to go back to...Mr. McCabe has an additional question or comment so we will give him a chance and he will be our last one this evening. We will then go back to our petitioner. Mr. McCabe, you can unmute yourself. Good evening.

Mr. McCabe: Thanks for the extra chance. We were talking about zoning tonight, but there are a lot of technical questions that I had. I skipped because we were talking zoning. Will there be another chance to talk the technical aspects, because I do have a lot of questions.

Mr. Wilshaw: Yes, definitely. There will be. What we are going to decide tonight is our recommendation on zoning and then that will go on to City Council where they will make a decision as well. Typically, what happens is that the City Council will make a motion and they basically hold the process until a site plan is developed. That site plan process starts back with us again. It will come to the Planning Commission and that is where we are really going to noodle out the details of this layout that you see, and the retention basin, the appearance of the homes, and all of those types of things will be discussed in detail. It will certainly be a chance for all of our audience members to participate again in that. Then, when we make our recommendation based on the site plan we see, that will also then go on to City Council for approval. There is going to be basically four shots at this. Two at the Planning Commission and two at City Council. The first set of decisions are for zoning and then second set of decisions are for site plans. I hope that makes it perfectly clear.

Mr. McCabe: It does, thank you.

Mr. Wilshaw: Appreciate your question. Thank you for asking. With that, I am going to go back to Mr. Michaelson or any of the other petitioners that are with us this evening. You have heard a number of questions that have been asked and comments from the audience regarding traffic in the area, the capacity of the infrastructure, some flooding concerns, and if you would like to address any of those this evening you can. Again, we are trying to not get too deep into the site plans because that is not what is before us, but obviously we have some folks that live in the area and have some valid concerns and points to make. We want to make sure that they are included in this process. Is there anything you would like to add to this?

Mr. Michaelson: Let me first say that I understand all of the concerns. We have been doing this...I have been doing this for close to 40 years. We go through this with all of the developments that we propose for rezoning or for site plan approval. I am well aware of the concerns of all of the residents surrounding this...just a couple in general comments is when we develop a community like Mike Priest was just saying, we actually improve the drainage so the

neighbors that have had problems with...when the school was there, those problems are going to go away because we are going to have underground storm sewers and we are going to have catch basins. We are going to have...each house will have a sump and it will be outlet into underground storm sewer not on the property. It actually improves any of the issues that they may have had. That is something that our engineer will work with the City Engineer and they will come up with a great plan. Plus, it has been mentioned that we retain all of the water in the retention and then it out lets at a slower pace underground into the storm sewer system. I can put their mind at east that it is really going to improve any problems that any of these homeowners have had nearby. The other thing we find is nobody wants to see the land behind them that is vacant improved. It was that way when their subdivision got developed. People who lived next to their subdivision felt the same way, but it really works out very well in the long run. What happens is, we put in the nice housing and the property values surrounding in the surrounding areas actually improve. They go up. We do a lot for the community. I know that they are reticent about this but that is the way it has always worked. It fills in nicely. As far as Lyndon goes...we have 10 lots that are going to be on Harrison so there is 29 that will be entering on Lyndon. It really isn't a lot of traffic. I know it is hard to explain, but people come and go at different times. People are home during the day. They are working at home now, so you don't get the traffic that you think you are going to get. I know it is hard to convince you of that, but it is really true that you don't get a lot of traffic. People are going and coming at different times. I just feel that understanding the concerns of something new coming your way, it is...if you research it further, you will see that it is actually a big improvement. Mike Priest has already spoken on the drainage issues, but he can verify data. He was the City Engineer at one time many years ago and he does our engineering...he is going to do our engineering on this site, and it has worked out very well. So, I don't know if anybody from our group has anything to add to that.

Mr. Wilshaw: Thank you, Mr. Michaelson. We appreciate those additional comments. Are there any questions this point from the commissioners for our petitioners? I don't see any questions for our petitioner. Is there anyone else...actually, I did want to make one comment. In regard to some of the questions from the audience, some of the residents that live in that area who addressed the use of the property and the school sale of it. I just wanted to point out that the city had no involvement in the

sale of this property or the choice of the school district to sell this property and to not use it as a school any longer. That was a choice made by the School Board and once that property has been sold to a private party, whoever that party is, they now own that property and they have property rights to use that property as they feel best for them. If they chose to buy it and keep it park land, they could do that and pay the taxes on it and leave it open. if they chose to develop it for residential use, that is what they did in this case and they certainly did that to gain profit and make money, just like any of the other properties throughout the city that is improved and developed over the course of time, including the subdivisions that you live in. That is private property rights in a nutshell and as much as it would be nice to keep all of these open areas open that was a decision made by the school district and we had no involvement in it. All we can do at this point is say what type of zoning is appropriate for this property. We can't keep it Public Land because it is not publicly owned anymore. It needs to be rezoned to something appropriate. What we have before us is a request for R-1 residential and that is what we are going to decide. I just wanted to make that point and help educate anyone in the audience who had asked about the school district's decision to sell the property. If there is anyone else on the commission with any questions or comments for our petitioner, and if not, I will close the public hearing and a motion would be in order.

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

#09-42-2020 **RESOLVED**, that pursuant to a Public Hearing having been held by the City Planning Commission on September 1, 2020, on Petition 2020-07-01-04 submitted by Adams Park Development, L.L.C. pursuant to Section 23.01 of the City of Livonia Zoning Ordinance #543, as amended, requesting to rezone the properties at 14416 Harrison Avenue and 28201 Lyndon Avenue (former Adams Elementary School site) located on the south side of Lyndon Avenue between Inkster and Middlebelt Roads in the Southeast ¼ of Section 24 from PL (Public Lands) to R-1 (One Family Residential) the Planning Commission does hereby recommend to the City Council that Petition 2020-07-01-04 be approved for the following reasons:

1. That the proposed change of zoning is compatible to and in harmony with the surrounding residential uses and zoning districts in the area.

2. That the proposed change of zoning will provide for a single-family residential development similar in density to what exists in the neighboring area.
3. That the proposed change of zoning is consistent with the existing character of the area.
4. That the proposed zoning change does not obstruct the goals, policies, and objectives of the Future Land Use Plan, and
5. That the proposed change of zoning of the subject property represents a reasonable and logical zoning transformation 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 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.

DEPARTMENT OF LAW

PAUL A. BERNIER
City Attorney

MICHAEL E. FISHER
Chief Assistant City Attorney

ERIC S. GOLDSTEIN
Assistant City Attorney

LEO D. NEVILLE
Assistant City Attorney



MAUREEN MILLER BROSNAN
MAYOR

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2520
FAX: (734) 466-2072

November 5, 2020

TO: HONORABLE MEMBERS OF THE CITY COUNCIL

FROM: DEPARTMENT OF LAW

SUBJECT: Proposed Amendment to Zoning Ordinance - Petition 2020-07-01-04

RE: Request to Rezone Properties at 14416 Harrison Avenue and 28201 Lyndon Avenue (former Adams Elementary School site) located on the south side of Lyndon Avenue between Inkster and Middlebelt Roads in the Southeast ¼ of Section 24 from PL (Public Lands) to R-1 (One Family Residential)

Dear Council Members:

At your Regular Meeting held on November 4, 2020, you responded to Petition 2020-07-01-04, submitted by Adams Park Development LLC, for a change of zoning at 14416 Harrison Avenue and 28201 Lyndon Avenue (former Adams Elementary School site) located on the south side of Lyndon Avenue between Inkster and Middlebelt Roads in the Southeast ¼ of Section 24 from PL (Public Lands) to R-1 (One Family Residential)

Accordingly, herewith submitted for your consideration are the proposed ordinance amendments prepared by the Department of Law.

Approved for submission:

Very truly yours,

Maureen Miller Brosnan, Mayor

Paul A. Bernier, City Attorney

PAB/bks
Attachment

cc: Mayor, City Clerk, Council, Finance, DPW, Engineering, Planning, Assessor
P:\Council\2020\Ordinances\Pet. 2020-07-01-04 - Adams Park Development.docx



REPORT TO THE LIVONIA CITY COUNCIL

Planning

December 17, 2020

MEETING DATE

January 13, 2021

PREPARED BY

Sara Kasproicz, Office
Administrator, Council Office

AGENDA ITEM

Petition 2020-09-06-02 submitted by the City Planning Commission, pursuant to Section 23.01(b) of the Livonia Zoning Ordinance #543, as amended, to determine whether or not to amend Article XXXI – NP District Regulations, of the City of Livonia Zoning Ordinance No. 543, as amended, to expand the list of permitted uses under Section 31.03 to include beneficial forest management practices, such as the removal of invasive species, and selective trail construction in accordance with the City's Master Parks and Recreation Plan and nonmotorized transportation plan, Livonia Bike Walk.

Public Hearing held Wednesday, December 16, 2020.

BACKGROUND

on its own motion, pursuant to Section 23.01(b) of the Livonia Zoning Ordinance #543, as amended, to determine whether or not to amend Article XXXI – NP District Regulations, of the City of Livonia Zoning Ordinance No. 543, as amended, to expand the list of permitted uses under Section 31.03 to include beneficial forest management practices, such as the removal of invasive species, and selective trail construction in accordance with the City's Master Parks and Recreation Plan and nonmotorized transportation plan, Livonia Bike Walk.

RECOMMENDATION

FISCAL CONSIDERATION

ATTACHMENTS

1. 2020-09-06-02_Nature Preserves_E-COUNCIL Pkt
2. PH121620 Petition 2020-09-06-02 (LANGUAGE CHANGE) Public Hearing Notice
3. PH121620 Petition 2020-09-06-02 Minutes

APPROVED BY

Petition 2020-09-06-02 submitted by the City Planning Commission on its own motion, pursuant to Section 23.01(b) of the Livonia Zoning Ordinance #543, as amended, to determine whether or not to amend Article XXXI – NP District Regulations, of the City of Livonia Zoning Ordinance No. 543, as amended, to expand the list of permitted uses under Section 31.03 to include beneficial forest management practices, such as the removal of invasive species, and selective trail construction in accordance with the City's Master Parks and Recreation Plan and nonmotorized transportation plan, Livonia Bike Walk.

PLANNING COMMISSION

IAN WILSHAW, Chairman
GLEN W. LONG, JR., Vice Chairman
SAM CARAMAGNO, Secretary
DAVID BONGERO
ELIZABETH McCUE
CAROL A. SMILEY
PETER H. VENTURA



MAUREEN MILLER BROSNAN
MAYOR

MARK TAORMINA
PLANNING & ECONOMIC
DEVELOPMENT DIRECTOR

SCOTT O. MILLER
PLANNER IV

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LIVONIA, MICHIGAN 48154-3097
(734) 466-2290 Fax (734) 466-2108

November 12, 2020

Honorable Members of the City Council
City of Livonia, Michigan

Re: Petition 2020-09-06-02 – Nature Preserves

Dear Council Members:

At the 1,162nd Public Hearings and Regular Meeting held by the City Planning Commission on November 10, 2020, in the Livonia City Hall, the following resolution was unanimously adopted:

#11-58-2020 **RESOLVED**, That pursuant to a Public Hearing having been held by the City Planning Commission on November 10, 2020, on Petition 2020-09-06-02 submitted by the City Planning Commission on its own motion, pursuant to Section 23.01(b) of the Livonia Zoning Ordinance #543, as amended, to determine whether or not to amend Article XXXI – NP District Regulations, of the City of Livonia Zoning Ordinance No. 543, as amended, to expand the list of permitted uses under Section 31.03 to include beneficial forest management practices, such as the removal of invasive species, and selective trail construction in accordance with the City's Master Parks and Recreation Plan and nonmotorized transportation plan, Livonia Bike Walk, the Planning Commission does hereby recommend to the City Council that Petition 2020-09-06-02 be approved for the following reasons:

1. The proposed language amendment will allow certain beneficial improvements and activities to the City's Nature Preserves under the guidance of the Parks and Recreation Commission and consistent with the Master Parks and Recreation Plan and Livonia Bike-Walk, and

To: Honorable Members of the Council
Re: 2020-09-06-02 – Nature Preserves

November 12, 2020
Page 2

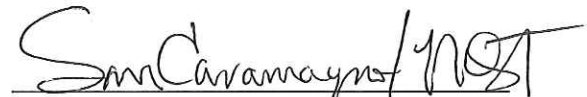
2. The proposed amendment is in the best interests of the safety and welfare of the community.

Very truly yours,

APPROVED FOR SUBMISSION

CITY PLANNING COMMISSION


Maureen Miller Brosnan, Mayor


Sam Caramagno, Secretary

cc: Mayor, Clerk, Law

DEPARTMENT OF PARKS & RECREATION

**PARKS AND RECREATION
COMMISSION**

MARK JOHNSON
CHAIRPERSON

PAUL CONDON
KATHERINE JOLLY
CATHY KEVRA
KEVIN SUMMERS

15100 HUBBARD
LIVONIA, MICHIGAN 48154-3586
(734) 466-2410 RECREATION DIVISION
FAX: (734) 466-2679

DENNIS K. WRIGHT
MAYOR

EDWARD DAVIS
SUPERINTENDENT



MEMO

TO: Mark Taormina, Planning Director
FROM: Ted Davis, Superintendent
RE: Zoning Review

Mark,

The Parks and Recreation Commission is asking that Planning take a few issues under consideration prior to 2020. These include: Nature Preserve Zoning Ordinance, review park properties to ensure proper zoning, rezoning of recent park acquisitions and rezoning of city owned property in Burton Hollow Subdivision.:

The Nature Preserve designation has the benefit of prohibiting altering the property, but with the non-motorized transportation plan, invasive species and forestry management, it has become clear that changing the ordinance to allow for trail construction and removal of materials is needed. Recent acquisitions such as Tatigian and Washington should have zoning changed to NP/PL from the current RUF and R designations. City owned land in Burton Hollow is deeded as a park but is zoned R should be changed to NP so encroachment concerns can be adequately addressed in the future. Finally, a comprehensive review of park zoning would be appreciated to ensure proper zoning as we move forward.

Please let me know how I can assist with these projects.

Thank you for your time and consideration.

TD

PETITION 2020-09-06-02

The undersigned, Ian Wilshaw, Chairman of the City of Livonia Planning Commission, does hereby certify that at the 1,161st Public Hearing and Regular Meeting of the City Planning Commission of the City of Livonia, held on October 6, 2020, via the Zoom Platform, at which time and place the following members of the Planning Commission were present: Glen Long, Sam Caramagno, Carol Smiley, Betsy McCue, Dave Bongero and Peter Ventura, the following resolution was unanimously adopted:

#10-53-2020

RESOLVED, that the City Planning Commission, pursuant to Section 23.01(b) of Ordinance #543, the Zoning Ordinance of the City of Livonia, as amended, does hereby establish and order that a public hearing be held to determine whether or not to amend Article XXXI – NP District Regulations, of the City of Livonia Zoning Ordinance No. 543, as amended, to expand the list of permitted uses under Section 31.03 to include beneficial forest management practices, such as the removal of invasive species, and selective trail construction in accordance with the City's Master Parks and Recreation Plan and nonmotorized transportation plan, Livonia Bike Walk.

(Proposed ordinance amendment attached)

FURTHER RESOLVED, that notice of such hearing shall be given in accordance with the provisions of Section 23.05 of Ordinance #543, the Zoning Ordinance of the City of Livonia, as amended, and that thereafter there shall be a report and recommendation submitted to the City Council.

IN WITNESS WHEREOF, the undersigned has hereunto affixed his signature on this 7th day of October, 2020.

Ian Wilshaw, Chairman
City Planning Commission

Dated: October 7, 2020

APPROVED AS TO FORM

Department of Law

By: *Michael E. Krizan*

Date: 10/7/2020

PLANNING COMMISSION STAFF NOTES

PUBLIC HEARING

ITEM 4

Petition 2020-09-06-02 submitted by the City Planning Commission on its own motion, pursuant to Section 23.01(b) of the Livonia Zoning Ordinance #543, as amended, to determine whether or not to amend Article XXXI – NP District Regulations, of the City of Livonia Zoning Ordinance No. 543, as amended, to expand the list of permitted uses under Section 31.03 to include beneficial forest management practices, such as the removal of invasive species, and selective trail construction in accordance with the City's Master Parks and Recreation Plan and nonmotorized transportation plan, Livonia Bike Walk.

October 27, 2020 Study Meeting:

This proposed text amendment seeks to expand the list of permitted uses within the City's designated Nature Preserves. For good and obvious reasons, the NP District regulations are very protective of the natural environment. However, as currently written, the language could be interpreted in a way that would prohibit certain beneficial improvements, such as the management of invasive species or the construction of fully accessible pedestrian trails or paths. It is for these reasons that the Parks and Recreation Department is requesting that the language of the Uses Permitted section of the NP District regulations be modified to include additional improvements and activities under the guidance of the Parks and Recreation Commission and consistent with the Master Parks and Recreation Plan and Livonia Bike-Walk.

Following is the proposed language change (shown in *red*), as drafted by the City Law Department, that would be incorporated into Section 31.03 Uses Permitted:

Section 31.03 Uses Permitted. Section 31.03, as amended by Ordinance No. 2388, adopted 7-10-97. In all NP Districts, no land shall be used, in whole or in part, except for one or more of the following uses:

(a) Outdoor recreational uses such as:

- (1) Nature trails, including the construction of new trails and any improvements necessary to meet barrier-free design standards, where feasible, provided such improvements are consistent with the City of Livonia Five-Year Parks and Recreation Master Plan and the City's nonmotorized transportation plan.
- (2) Appropriate forest management practices, including the removal of invasive plant or animal species deemed to be harmful or damaging to the health of existing or desired native plant or animal species, as well as introduction/reintroduction and/or promotion of native plant and animal species, all as determined by the Parks and Recreation Commission

PUBLIC HEARING

ITEM 4 Petition 2020-09-06-02 – Nature Preserves

Page 2

- (3) Hiking
- (4) Educational laboratories
- (5) Day Camping (overnight camping not permitted)

(b) Accessory uses, necessary or incidental to the principal uses listed above in (a).

Section 2. 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 3. 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.

November 10, 2020 Public Hearing:

Approving Resolution: That the request to amend Article XXXI – NP District Regulations, of the City of Livonia Zoning Ordinance No. 543, as amended, is hereby approved for the following reasons:

1. The proposed language amendment will allow certain beneficial improvements and activities to the City's Nature Preserves under the guidance of the Parks and Recreation Commission and consistent with the Master Parks and Recreation Plan and Livonia Bike-Walk, and
2. The proposed amendment is in the best interests of the safety and welfare of the community.

AN ORDINANCE AMENDING SECTION 31.04 (NP DISTRICT REGULATIONS) OF ARTICLE XXXI OF ORDINANCE NO. 543, AS AMENDED, KNOWN AND CITED AS “THE CITY OF LIVONIA ZONING ORDINANCE.”

THE CITY OF LIVONIA ORDAINS:

Section 1. Section 31 of Article XXXI of Ordinance No. 543, as amended, is hereby amended to read as follows:

Section 31.03 Uses Permitted. Section 31.03, as amended by Ordinance No. 2388, adopted 7-10-97. In all NP Districts, no land shall be used, in whole or in part, except for one or more of the following uses:

(a) Outdoor recreational uses such as:

- (1) Nature trails, including the construction of new trails and any improvements necessary to meet barrier-free design standards, where feasible, provided such improvements are consistent with the City of Livonia Five-Year Parks and Recreation Master Plan and the City’s nonmotorized transportation plan
- (2) Appropriate forest management practices, including the removal of invasive plant, insect or animal species deemed to be harmful or damaging to the health of existing or desired native plant, insect or animal species, as well as introduction/reintroduction and/or promotion of native plant and animal species, all as determined by the Parks and Recreation Commission
- (~~23~~) Hiking
- (~~34~~) Educational laboratories
- (~~45~~) Day Camping (overnight camping not permitted)

(b) Accessory uses, necessary or incidental to the principal uses listed above in (a).

Section 2. 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.

Proposed Zoning Ordinance Amendment

Section 31.02

Petition _____

Section 3. 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.

UNAPPROVED MINUTES

1

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 #4 PETITION 2020-09-06-02 Nature Preserve Ord.

Mr. Caramagno, Secretary, announced the next item on the agenda, Petition 2020-09-06-02 submitted by the City Planning Commission on its own motion, pursuant to Section 23.01(b) of the Livonia Zoning Ordinance #543, as amended, to determine whether or not to amend Article XXXI – NP District Regulations, of the City of Livonia Zoning Ordinance No. 543, as amended, to expand the list of permitted uses under Section 31.03 to include beneficial forest management practices, such as the removal of

invasive species, and selective trail construction in accordance with the City's Master Parks and Recreation Plan and nonmotorized transportation plan, Livonia Bike Walk.

Mr. Taormina: The purpose of this language amendment is to address some issues in the current ordinance. The suggested changes are at the request of the Parks and Recreation Commission. For obvious reasons, the NP District Regulations are very protective of the environment. However, as they are currently written, they could be interpreted in a way that would prohibit certain beneficial improvements, such as the removal of invasive species or constructing fully accessible barrier-free pedestrian trails and paths. For this reason, it is recommended that the permitted use section of Article XXXI be expanded to include these items. Any work would be under the direction of the Parks and Recreation Commission and the Parks and Recreation Department. It would also have to be consistent with the Master Parks and Recreation Plan and Livonia Bike Walk. We do have Mr. Ted Davis, Director of Parks and Recreation, on the call. With that, I would be happy to answer any questions you may have. Again, this was brought to us at the request of the Parks and Recreation Commission. Thank you.

Mr. Wilshaw: Are there any questions of the Planning Director? If not, Mr. Davis in our audience. I am going to give him the opportunity to introduce himself. Good evening. Mr. Davis.

Ted Davis, Director of Parks and Recreation. Thank you for placing this on the agenda this evening. As Mr. Taormina said very eloquently, this is a matter of housekeeping for us. The way the current NP District information is written, it is extremely limiting. So much so to the detriment of Nature Preserves, where we do not have the ability to remove invasive species, construct any trails, especially barrier-free trails, or do any Forest Management practices. The way the current NP designation is written, those are all in violation of that designation. So, this gives us some flexibility and allows us to take care of our Nature Preserves and ensure that they are going to be pristine for generations to come. I would be happy to answer any questions that the Planning Commission may have.

Mr. Wilshaw: Thank you, Mr. Davis. Do we have any questions from any of the Commissioners on this item? I don't see any questions for you. Is there anybody in the audience that wishes to speak for or against this item? If so, please click raise hand. I don't see

anyone in the audience wishing to speak to this either. With that, I think I can safely close the public hearing and ask for a motion.

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

#11-58-2020 **RESOLVED**, That pursuant to a Public Hearing having been held by the City Planning Commission on November 10, 2020, on Petition 2020-09-06-02 submitted by the City Planning Commission on its own motion, pursuant to Section 23.01(b) of the Livonia Zoning Ordinance #543, as amended, to determine whether or not to amend Article XXXI – NP District Regulations, of the City of Livonia Zoning Ordinance No. 543, as amended, to expand the list of permitted uses under Section 31.03 to include beneficial forest management practices, such as the removal of invasive species, and selective trail construction in accordance with the City's Master Parks and Recreation Plan and nonmotorized transportation plan, Livonia Bike Walk, the Planning Commission does hereby recommend to the City Council that Petition 2020-09-06-02 be approved for the following reasons:

1. The proposed language amendment will allow certain beneficial improvements and activities to the City's Nature Preserves under the guidance of the Parks and Recreation Commission and consistent with the Master Parks and Recreation Plan and Livonia Bike-Walk, and
2. The proposed amendment is in the best interests of the safety and welfare of the community.

OFFICE OF THE CITY COUNCIL

COUNCIL MEMBERS

Kathleen E. McIntyre
President

Scott Bahr
Vice President

Rob Gjonaj Donovic
Jim Jolly
Brandon McCullough
Laura M. Toy
Cathy K. White



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FAX: (734) 421-4388

November 19, 2020

To be announced at the City Council Regular Meeting of Wednesday, December 2, 2020

**A Public Hearing for the following item will be held
Wednesday, December 16, 2020
7:00 P.M.**

* Due to COVID-19, Public Hearings will not be held in the City Hall Auditorium
You may connect on Zoom: <https://us02web.zoom.us/j/87333432528>
or by phone at (312) 626-6799, ID: 873 3343 2528

To participate, use the 'Raise Hand' button on Zoom or press *9 on your phone to be called on

Petition 2020-09-06-02 submitted by the City Planning Commission, pursuant to Section 23.01(b) of the Livonia Zoning Ordinance #543, as amended, to determine whether or not to amend Article XXXI – NP District Regulations, of the City of Livonia Zoning Ordinance No. 543, as amended, to expand the list of permitted uses under Section 31.03 to include beneficial forest management practices, such as the removal of invasive species, and selective trail construction in accordance with the City's Master Parks and Recreation Plan and nonmotorized transportation plan, Livonia Bike Walk.

cc: Mayor, City Clerk (suggested publication 11/29/20), City Treasurer, City Attorney, Director of Planning & Economic Dev., City Assessor, City Engineer, Director of Public Works, Director of Finance and Director of Inspection

**CITY OF LIVONIA
PUBLIC HEARING**

Minutes of Meeting Held on Wednesday, December 16, 2020

A Public Hearing of the Council of the City of Livonia was held virtually via ZOOM on **Wednesday, December 16, 2020**.

MEMBERS PRESENT: Kathleen McIntyre, President
Vice President Scott Bahr
Jim Jolly
Brandon McCullough
Laura M. Toy

MEMBERS ABSENT: Rob Donovic
Cathy K. White

OTHERS PRESENT: Mark Taormina, Director of Economic Development
Paul Bernier, City Attorney
Sara Kasprowicz, Recording Secretary

The Public Hearing was called to order at 7:01 p.m. with President Kathleen McIntyre presiding. This item is regarding **Petition 2020-09-06-02** submitted by the City Planning Commission, pursuant to Section 23.01(b) of the Livonia Zoning Ordinance #543, as amended, to determine whether or not to amend Article XXXI – NP District Regulations, of the City of Livonia Zoning Ordinance No. 543, as amended, to expand the list of permitted uses under Section 31.03 to include beneficial forest management practices, such as the removal of invasive species, and selective trail construction in accordance with the City's Master Parks and Recreation Plan and nonmotorized transportation plan, Livonia Bike Walk.

This item will move to the Regular Meeting of **January 13, 2021**.

The Public Hearing is now open. There were 3 people in the audience.

McIntyre: Good evening. We have now called the Public Hearing of the Council of the City of Livonia to order. We have one public hearing this evening. The public hearing is open for comments. If we could add Mr. Davis, who I understand is on, that would be excellent. So, Mr. Taormina, would you like to...

Taormina: I'd be happy to.

- McIntyre: We're having Ted come on. I'm not sure which one of you would like to lead off on this.
- Taormina: I'll lead off. This comes to you by way of the Planning Commission. This is a language amendment, and it is at the request of the Parks and Recreation Commission. The main purpose of which is to expand the list of permitted uses within the City's Nature Preserves. The city has about 12 different park areas that are designated NP. The largest of which is Rotary, which is about 140 acres in total size. For obvious reasons, the MP district regulations are very protective of the natural environment. However, as currently written, the regulations could be interpreted in a way that prohibits certain beneficial improvements. Such as, the management of invasive plant species or the construction of fully accessible, barrier-free, pedestrian trails or paths. It's for this reason, that we are recommending that the Permitted Uses Section of Article 31, be expanded to include the items that you mentioned at the onset of the meeting, Madam Chair. This would all be subject to the oversight and guidance of the Parks and Recreation Commission and would have to be consistent with the Master Parks and Recreation Plan, as well as Livonia Bike Walk.
- McIntyre: Thank you, and I should have added, before I went to you, Mr. Taormina and Mr. Davis, that we have all Councilmembers with us this evening with the exception of Council Member Rob Donovic and Council Member, Cathy White. I also should have indicated to the public that the City Clerk has served a true copy of the notice of Public Hearing by way of notice in the Livonia Observer and Eccentric. All right. Mr. Davis, did you wish to add anything to Mr. Taormina's comments before we go to Council?
- Davis: Council President, Mr. Taormina stated it very beautifully. Right now, the way the NP designation is written, we do not have the legal authority to remove any invasive species. To even replant native plants, we don't have that authority. Trail management, even a downed tree, a diseased tree, to remove that out of there, we could not currently do the way the ordinances are written. I'll also point to Tatigian, is one of the examples of this. Tatigian, we're able to do, only because the Curtis right-of-way still exists. If the Curtis right-of-way did not exist, the way the NP ordinance is written, we would have not been able to build Tatigian Path. So, that's an example of a project that we would consider, and other places, and we currently can't with an MP designation.
- McIntyre: Thank you, Mr. Davis. Council, do any of you have any questions before I go to the public, to the audience, to see if anyone from the audience has any questions. Mr. Bahr, Vice President Bahr, I'll begin with you and then I'll go next to Council Member McCullough.

- Bahr: Yeah, Ted. So, all of Rotary Park Woods is zoned Nature Preserve?
- Davis: Correct.
- Bahr: So how, just for my education, there's obviously trail systems through there, how is that permitted? Well, I guess nature trails wasn't permitted use.
- Davis: Yeah, the construction of trails, wasn't a permitted use with the MP designation, really. From the best of my knowledge, those are old horse-riding trails that were established long before the property was even bought by the city.
- Bahr: Got it. So do we, when I think of the different areas throughout the city that are wooded and there's lots of them. In general, anywhere where we see undisturbed woods on City property, is it in general, all zoned Nature Preserve? Take by Centennial Park, for example, Rotary, take the woods near Kathleen's house, I'm not sure what you call that.
- McIntyre: Madonna, that is Madonna Nature Preserve.
- Davis: Okay. There is a Nature Preserve, Rotary, the North End is Bicentennial. No, it is not.
- Bahr: It's not so this proposal here would, it's changing the ordinance, so anywhere where we have something zoned Nature Preserve, you'd have the freedom to do this?
- Davis: Yes.
- Bahr: Okay. All right. There's probably more questions, but I'd offer an approving on this. I think it makes a ton of sense. I happen to back up to a Nature Preserve. I doubt it's on your list of places to improve because it's landlocked and you're not going to be having any bike trails go through there or anything, but the problems that you're talking about are a major problem in there, and if it ever makes sense in the City's priorities for that to be improved by this, that would be a good thing. But even if it's not, it gives me a sense of understanding as to what we're dealing with and the other places too. I think this is really appropriate.
- McIntyre: Thank you, Scott. Brandon?
- McCullough: Madam President, to the Chair to Mr. Davis. Invasive species. Do you currently have, do we know what's out there? Obviously, I'm assuming there's probably buckthorn and that you're dealing this, I guess I'm curious how what's the status in your eyes?

Davis: Buckthorn is probably, actually it's not even probably, it is the biggest invasive species we have. I see garlic mustard in some spots here and there, we don't have that much of it though. You know, we're lucky in a lot of our waterways, we don't have phragmite or anything like that. I mean, I do see them at the golf courses, but throughout Rotary in our different waterways, I don't see that. So, we're fortunate in a lot of these things that we don't have huge invasive species issues. Probably buckthorn is the biggest problem. You know, are there immediate plans to go in and remove this? No. Because quite frankly, we don't have the manpower. Even if every volunteer group agreed to go out there and do it, we still wouldn't be able to identify at all and remove it all. This is going to be a process, right? I mean, it gives us the opportunity to go into certain Nature Preserves and deal with an issue that we know exists, where right now we don't.

McIntyre: Mark?

Taormina: I just wanted to point out that the list of, expanded list of permitted uses also includes animal species. Invasive animal species. That was something that we discussed and obviously covers insects in that category. Something that I think is very important to protecting our Nature Preserves.

McIntyre: I have a question. Who is the, with respect to our City properties, who's the authority or the arbiter of invasive species? Is that the State, Ted?

Davis: Of what constitutes an invasive species?

McIntyre: Yes.

Davis: Typically, it would be state DNR that would define invasive species at particular times. I mean, to Mark's point about even this including animals, if you've been to any of the golf courses over the past couple of years, you've seen Michigan State out there frequently. And actually, you can see traps because of that crawdad or whatever those crawfish issues we've had and they're still catching them all over. Where again, those aren't protected areas by an NP designation, but it would allow us if there was an issue where we could partner with an entity like that with these updates to the zoning ordinance.

McIntyre: Thank you, Scott.

Bahr: Yeah, sorry. Two more questions. I just thought of one. So, if we do this, what is the effective difference between a piece of land zoned Nature Preserve and a piece of land like the Northwest corner of Bicentennial

Park that is woods and not zoned Nature Preserve? Are they essentially the same at that point?

Davis: There's still restrictions on this. I mean, it limits our ability to do things. I don't know if you're asking, would we, or could we clear cut it and build a new soccer field? No. I mean, we can't, because it's still is protected. It simply allows us to do some forestry management, invasive species removal. Trail construction. Which again, we currently don't have that availability.

Bahr: Okay, and then the second question is, Mark mentioned about insects. I thought I understood him to say that this would allow us to go in and treat for insects, did I understand that correctly?

Davis: It would give us the opportunity to, yes.

Bahr: Okay, so, because I'm looking at the stuff that was provided to us and it looks like all the references, the insects were struck from this, so it looks like they're not included. Am I reading that wrong?

Davis: I think we would classify those as animals.

Bahr: Oh, you're just including it under animals. Okay.

Davis: Yes.

Bahr: Alright. Perfect. Thanks.

McIntyre: Would it makes sense to define in this, that an invasive species, as defined by the Michigan DNR.

Davis: We certainly could. I mean, I don't see any harm in that. We don't disagree with them.

McIntyre: Again, you know, this, particular group of people, there's certainly a great deal of comfort, that we would all probably agree on what constitutes invasive species, but looking at making any change in our Nature Preserves. It's going to continue, right, liberalizing, what can be done, long after this group of people, both on the Administration side and the Legislative side, leave. I think I, if no one objects to it, would like to refer to the Michigan DNR as the definers of that. Jim?

Jolly: My only question about that would be would the Michigan DNR is list of invasive species automatically include the Federal list as well or any federal references? Would we want to include both?

- McIntyre: I would have no problem with including both. We're usually in lock step.
- Jolly: Okay.
- McIntyre: So, Ted, I guess, referring back to you, should we include both or if we have the Michigan, does that...
- Davis: I think, you know, Michigan DNR, I think that is sufficient. Obviously, the Federal listing includes species that we're not going to see. Right, I mean, we've all heard stories down in Florida, they have certain days that catch certain animals and they dispose of them. Yeah, I don't see any need for us to include the federal list. I think, you know, MDNR is going to cover our, our needs quite nicely.
- McIntyre: Mark?
- Taormina: Yeah, I'm on the website right now and it would appear that Michigan's Invasive species program is managed by the DNR Eagle as well as the Department of Agriculture and Rural Development, so it's a joint program between three different departments at the State level.
- McIntyre: Laura?
- Toy: It's a great suggestion. It's just, aren't you under those guidelines anyhow? The City anyhow?
- McIntyre: No because invasive species, I believe that's a term of art, not a term of definition. I'm saying so, so that was my, I think we could agree, that invasive species probably does mean the Michigan DNR-specific reference. I think if it's not in there, someone at the City could decide that dandelions were invasive in Livonia.
- Toy: It doesn't hurt, I was just asking.
- McIntyre: I don't see there's any concern with this group, but again, these things, you know, when we liberalize what can be done in an NP, I think we need to be extremely cautious, and again, think of this, not in terms of this group of people, but all of the subsequent.
- Toy: Thank you.
- McIntyre: Paul?
- Bernier: Just so we clarify the language on this, the State has a tendency to change our name from Eagle to DNR, to this, to that. Would it be okay if we just put invasive species as defined by the state of Michigan?

McIntyre: I think that's absolutely a great suggestion.

Bernier: Today they're Eagle tomorrow they're Hawk, who knows what they might be tomorrow.

McIntyre: Yeah. If no one else from Council has comments, I will go to the audience to see if there are any participants in the audience this evening would like to weigh in on this subject. Attendees, if you'd like to, if you're joining us by zoom and it looks like you all are, you can use the raise, your hand function. Seeing none. So, I believe that we have an approving resolution offered by Vice President Bahr. We will add language that defines invasive or defines invasive species as defined by the State or is recognized by the State. Anything else? If not, I would like to inform the petitioner that this item will be on the Regular meeting of Wednesday January 13th, 2021.

Bernier: 2021. Wow. It's so nice not to hear 2020.

Toy: Madam Chair?

McIntyre: Yes.

Toy: Since this is our last meeting. Do we have anything next week?

Bahr: Did you want something?

Toy: No, I just wondered because this wasn't on my schedule tonight. That's why, I don't know. I don't know what happened, but it did happen, but I'm here and that's cool. I just wondered. So, Merry Christmas and Happy New Year. I'll see ya.

McIntyre: I would like to suggest, Vice President Bahr knows when I'm going to say, that if you haven't done so already that you, that if you go to the internet to receive a special greeting from Smokey Robinson, if you've all seen it, but Smokey as a very special holiday greeting that, kind of the perfect way to wrap up this year. I think tonight is the last night of the festival of lights or is that tomorrow night? Either way, we either have one or two more nights to receive a special greeting from Smokey Robinson. If you haven't, Google Smokey Robinson.

Bernier: I feel bad for the poor guy.

McIntyre: Paul, he probably got paid 100 bucks for doing that.

Bernier: I mean, you know, can you imagine any of our mistakes being on the internet for millions of people watch?

- Bahr: All I can say is if any politician had done that they wouldn't be treated nearly as nicely as Smokey Robinson is right now.
- McIntyre: The last time I checked, I don't get a hundred or 200 bucks for a two-minute video clip, so, you know, all is fair in love and war and celebrities. Alright. With that we are done. Thank you, Mark, thanks, Ted. I guess this is it Laura. Oh, we do have, someone from the audience who would like to speak. Jeff, if you could please state your full name and your address. Go ahead for me.
- Cane: Full name is Jeffrey Cane, address is 14455 Newburg Road. My concern for the City Council today is to make sure that the City Clerk is going to comply with...
- McIntyre: Mr. Kane, excuse me. This is a public hearing on a specific item, so the comments are limited to this public hearing item.
- Cane: Okay, when is the next time you guys are going to have a general meeting that other items can be brought up?
- McIntyre: Our next Regular meeting, Sir, is January 6th at 7:00 PM. There is audience communication near the beginning of the meeting, so join us, please on Wednesday, January 6th.
- Cane: Okay, but that is beyond the date for the compliance of the subpoena.
- McIntyre: Yes, Council Member Toy.
- Toy: I was going to say to the gentlemen is that we all have emails, and he can always call the office because we are on the subject manner right now. I don't want to shut them out, but obviously.
- McIntyre: The purpose of a public hearing and audience communication during a public hearing is limited to the agenda item at hand. Anyone else care to address the Council on this specific item? All right. With that goodnight. Happy Hanukkah. Merry Christmas. Happy Kwanzaa. Everything else. Happy New Year, happy birthday, Laura Toy and we'll see you all in January and goodnight.

As there were no further questions or comments, the Public Hearing was declared closed at 7:23 p.m.



REPORT TO THE LIVONIA CITY COUNCIL

Law

December 14, 2020

MEETING DATE

January 13, 2021

PREPARED BY

Carol Driskill, Legal Stenographer II, Law

AGENDA ITEM

ADMINISTRATIVE RESPONSE TO CR 349-20: Department of Law, re: subject matter of parking restrictions during the period of bulk leaf pickup.

BACKGROUND

Administrative Response re: Prohibited Parking During Scheduled Leaf Pickup Times

RECOMMENDATION

FISCAL CONSIDERATION

ATTACHMENTS

1. Letter to Council re Leaf Pickup
2. R120220 Subject matter of leaf pick up CR 349-20

APPROVED BY

A handwritten signature in blue ink, appearing to read "Paul Bernier".

Paul Bernier, City Attorney

Date: December 14, 2020

A handwritten signature in black ink, appearing to read "Maureen Miller Brosnan".

Maureen Miller Brosnan, Mayor

Date: December 17, 2020

DEPARTMENT OF LAW

PAUL A. BERNIER
City Attorney

MICHAEL E. FISHER
Chief Assistant City Attorney

ERIC S. GOLDSTEIN
Assistant City Attorney

LEO D. NEVILLE
Assistant City Attorney



MAUREEN MILLER BROSNAN
MAYOR

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2520
FAX: (734) 466-2072

December 14, 2020

TO: HONORABLE MEMBERS OF THE CITY COUNCIL

FROM: DEPARTMENT OF LAW

SUBJECT: MEMORANDUM REGARDING PROHIBITED PARKING DURING
SCHEDULED LEAF PICKUP TIMES

Dear Council Members:

At the Regular Council meeting held December 2, 2020, Council Member Jim Jolly moved to refer the subject matter of on-street parking during the annual leaf pickup to the Administration for a report and recommendation. The motion was supported by Council Member Laura Toy and unanimously approved. My recommendation is based upon discussions with the Department of Public Works and the Livonia Police Department, as well as researching the practices of other municipalities.

When the matter was raised, the idea was that an ordinance could possibly be drafted similar to the Livonia Snow Emergency Ordinance. The purpose of the Ordinance is to expedite the prompt removal of all vehicles from City streets, during periods of heavy snowfall, when such vehicles impede snow removal operations and cause serious traffic congestion. Livonia Code of Ordinance 10.63.40 states:

Whenever snow has accumulated or there is a possibility that snow will accumulate to such a depth that snow removal operations will be required on city streets, the mayor, or in the absence of the mayor, the mayor pro tem, may declare a snow alert and until such snow alert is terminated it shall be unlawful for the owner or operator of any motor vehicle or trailer to park such motor vehicle or trailer upon any street, road or avenue within the city, as hereinafter provided.

To: Honorable Members of the City Council
Re: Memorandum Regarding Prohibited Parking
During Scheduled Leaf Pickup Times

December 14, 2020
Page 2

The declaration of a snow emergency is made by the Mayor utilizing radio, television, and internet coverage to advise the residents of the impending emergency and is in effect until the emergency declaration is terminated. All vehicles must be removed from the City streets within 6 hours of the declaration. Failure to comply with the emergency mandate is a civil infraction. It is also impossible to know when a snow emergency is going to occur. Snow emergencies, however, are of a very short duration, usually around 30 hours in total.

In contrast, leaf pickup is scheduled by the Department of Public Works and not at the whim of nature. The Department stated that one specific day is not, and cannot, be scheduled for pickup. Instead, the residents are given notice of the week in which the refuse will be collected. The actual possible day of pickup stretches over a weeklong period. In addition, any other weather events and emergencies could have significant impact on the schedule pushing leaf pick up into the following week. This then creates a domino effect pushing back the schedule for the next neighborhood on the list. As a result, it would be necessary to ban parking for over a week to ensure that cars are not parked when the crews are collecting the leaves. This is simply impractical according to the Department of Public Works.

The Police Department also believes that this would be an enforcement nightmare. Ticketing cars that are otherwise lawfully parked on the street because the leaves *might* be picked up the following day would create many unnecessary calls and result in numerous resident complaints, from both the vehicle owners and homeowners.

I also attempted to see how other municipalities handle the issue. Most handle it by not offering leaf pickup on the streets like Livonia does. Of the municipalities that do offer this service, it appears that education is the tool that is used most often. When schedules are published for pickup, the notices provide reminders that leaf pickup is hindered by vehicles left on the street and create fire hazards for parking over leaf piles.

While it is clearly preferable that the residents do not park on the streets during the leaf pickup period, it is the recommendation of the Administration that an ordinance would be unworkable. Increased notice and education is the better approach.

Approved for submission:

Very truly yours,

Maureen Miller Brosnan, Mayor

Paul A. Bernier, City Attorney

PAB/cd

P:\Council\2020\Letter to Council re Leaf Pickup.docx

Regular Meeting Minutes of December 2, 2020

During Audience Communication Connie Dickey brought up the subject of leaf pickup and excessive cars on Rayburn causing failed pick-ups.

On a motion by Jolly, supported by Toy, it was:

CITY COUNCIL

(Jim Jolly)
Subject matter of
parking restrictions
during the period of
bulk leaf pickup.
(Refer to Law)

#349-20 RESOLVED, that upon the motion by Councilmember Jim Jolly, seconded by Councilmember Laura Toy, at the Regular Meeting held December 2, 2020, the Council does hereby refer the subject matter of parking restrictions during the period of bulk leaf pickup to the Department of Law for its report and recommendation.

A roll call vote was taken on the foregoing resolution with the following

result:

AYES: Jolly, Toy, McCullough and Donovic

NAYS: Bahr, White and McIntyre

The President declared the resolution adopted.

ITEM SUGGESTED DURING AUDIENCE COMMUNICATION (Regular Meeting of December 2, 2020)

Motion by:	Jolly
Seconded by:	Toy
ROLL CALL:	
Ayes:	Jolly, Toy, McCullough, Donovic
Nays:	Bahr, White, McIntyre
Absent:	None

December 2, 2020



REPORT TO THE LIVONIA CITY COUNCIL

Planning

December 21, 2020

MEETING DATE

January 13, 2021

PREPARED BY

Stephanie Reece, Program
Supervisor, Planning

AGENDA ITEM

WAIVER PETITION: Planning Commission, re: Petition 2020-11-02-10 submitted by LS Equity L.L.C. requesting to re-develop the commercial shopping center (Shoppes of Livonia), including demolishing a portion of the existing building, constructing a full-service restaurant with drive-thru facilities (Chick-fil-A), constructing an addition and renovating the exterior façade of the existing building, and constructing a multi-tenant retail building with drive-thru facilities, located on the north side of Plymouth Road between Haller Avenue and Middlebelt Road (29250-29350 Plymouth Road) in the Southwest ¼ of Section 25.

BACKGROUND

requesting approval of all plans required by Sections 11.03(n)(3), 18.47 and 18.58 of the City of Livonia Zoning Ordinance No. 543, as amended, in connection with a proposal to re-develop the commercial shopping center (Shoppes of Livonia), including demolishing a portion of the existing building, constructing a full-service restaurant with drive-thru facilities (Chick-fil-A), constructing an addition and renovating the exterior façade of the existing building, and constructing a multi-tenant retail building with drive-thru facilities, at 29250-29350 Plymouth Road, located on the north side of Plymouth Road between Haller Avenue and Middlebelt Road in the Southwest ¼ of Section 25

RECOMMENDATION

FISCAL CONSIDERATION

ATTACHMENTS

1. 2020-11-02-10_Shoppes of Livonia_E-COUNCIL Pkt

APPROVED BY

Petition 2020-11-02-10 submitted by LS Equity L.L.C.

requesting approval of all plans required by Sections 11.03(n)(3), 18.47 and 18.58 of the City of Livonia Zoning Ordinance No. 543, as amended, in connection with a proposal to re-develop the commercial shopping center (Shoppes of Livonia), including demolishing a portion of the existing building, constructing a full-service restaurant with drive-thru facilities (Chick-fil-A), constructing an addition and renovating the exterior façade of the existing building, and constructing a multi-tenant retail building with drive-thru facilities, at 29250-29350 Plymouth Road, located on the north side of Plymouth Road between Haller Avenue and Middlebelt Road in the Southwest ¼ of Section 25.

PLANNING COMMISSION

IAN WILSHAW, Chairman
GLEN W. LONG, JR., Vice Chairman
SAM CARAMAGNO, Secretary
DAVID BONGERO
ELIZABETH McCUE
CAROL A. SMILEY
PETER H. VENTURA



MAUREEN MILLER BROSNAN
MAYOR

MARK TAORMINA
PLANNING & ECONOMIC
DEVELOPMENT DIRECTOR

SCOTT O. MILLER
PLANNER IV

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2290 Fax (734) 466-2108

December 16, 2020

Honorable Members of the City Council
City of Livonia, Michigan

Re: Petition 2020-11-02-10 – Shoppes of Livonia

Dear Council Members:

At the 1,163rd Public Hearings and Regular Meeting held by the City Planning Commission on December 15, 2020, in the Livonia City Hall, the following resolution was unanimously adopted:

#12-60-2020 **RESOLVED**, That pursuant to a Public Hearing having been held by the City Planning Commission on December 15, 2020, on Petition 2020-11-02-10 submitted by LS Equity L.L.C. requesting approval of all plans required by Sections 11.03(n)(3), 18.47 and 18.58 of the City of Livonia Zoning Ordinance No. 543, as amended, in connection with a proposal to re-develop the commercial shopping center (Shoppes of Livonia), including demolishing a portion of the existing building, constructing a full-service restaurant with drive-thru facilities (Chick-fil-A), constructing an addition and renovating the exterior façade of the existing building, and constructing a multi-tenant retail building with drive-thru facilities, at 29250-29350 Plymouth Road, located on the north side of Plymouth Road between Haller Avenue and Middlebelt Road in the Southwest ¼ of Section 25, the Planning Commission does hereby recommend to the City Council that Petition 2020-11-02-10 be approved subject to the following conditions:

1. That the Overall Site Plan identified as Sheet No. C01, dated November 5, 2020, as revised, prepared by Atwell, is hereby approved, and shall be adhered to.

2. That the Landscape Plan identified as Sheet No. C04, dated November 5, 2020, as revised, prepared by Atwell, is hereby approved, and shall be adhered to, except that a plan for replacing the trees and other plant materials along the site's frontage on Middlebelt Road shall be incorporated as part of Phase 1 of the development and submitted to the Planning Department for review and approval, and shall be completed prior to occupancy of the Chick-fil-A restaurant.
3. That all disturbed lawn areas shall be sodded in lieu of hydroseeding.
4. 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.
5. That the Exterior Elevations for the Chick-fil-A restaurant, as received by the Planning Commission and date stamped November 9, 2020, are hereby approved, and shall be adhered to.
6. That the Retail 1 – Elevations Plan identified as Drawing No. SD03, prepared by NORR, as received by the Planning Commission and date stamped November 9, 2020, is hereby approved, and shall be adhered to.
7. That the Retail 2 – Elevations Plan identified as Drawing No. SD04, prepared by NORR, as received by the Planning Commission and date stamped November 9, 2020, is hereby approved, and shall be adhered to.
8. 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.
9. That no less than six (6) weeks prior to the scheduled opening of the Chick-fil-A restaurant, the Petitioner shall submit to the Department of Public Safety Traffic Bureau for its review and approval details of how traffic will be managed, both on- and off-site, during the times when the stacking capacity of the drive-thru lanes is exceeded or when undue traffic congestion is occurring on the adjacent public thoroughfares.

10. That all traffic improvements, including additions or modifications to the traffic signals, approach geometrics, or traffic lanes, as deemed necessary by either Wayne County or the Michigan Department of Transportation (MDOT) to mitigate the traffic impacts of the project, shall be completed prior to the issuance of Certificate of Occupancy.
11. That the three walls of the trash dumpster areas shall be constructed out of building materials that shall complement that of the buildings. The enclosure gates shall be of solid panel steel construction or durable, long-lasting solid panel fiberglass.
12. That the proposed construction shall meet the Wayne County Stormwater Ordinance, including detention requirements, and the Petitioner shall secure all required permits, including soil erosion and sedimentation control.
13. 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.
14. That this approval is subject to the petitioner being granted a variance from the Zoning Board of Appeals for deficient parking and any conditions related thereto.
15. That any future drive-thru restaurant in Retail 1 shall require waiver use approval.
16. 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.
17. That no LED lightband or exposed neon shall be permitted on this site including, but not limited to, the building or around the windows.
18. 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
19. Pursuant to Section 19.10 of Ordinance #543, the Zoning Ordinance of the City of Livonia, this approval is valid for a period of one (1) 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.

To: Honorable Members of the Council
Re: 2020-11-02-10 – Shoppes of Livonia

December 16, 2020
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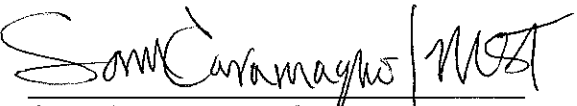
FURTHER RESOLVED, That notice of the above hearing was given in accordance with the provisions of Section 19.05 of Zoning Ordinance #543, as amended.

Very truly yours,

APPROVED FOR SUBMISSION

CITY PLANNING COMMISSION


Maureen Miller Brosnan, Mayor


Sam Caramagno, Secretary

cc: Mayor, Clerk, Law
Frank Jarbou, LS Equity, L.L.C., 4198 Orchard Lake Road, Ste 250, Orchard Lake, MI 48323
Mike McPherson, Atwell, L.L.C., 12745 23 Mile Road, Ste. 200, Shelby Twp., MI 48315

**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.

Filing fee = \$600.00 plus \$20.00 for each 1,000 sq. ft. of gross floor area of new construction.

Date Filed: 11-9-2020 Petition 2020-11-02-10

Site Address: 29320 Plymouth Road Sidwell 46-099-99-0007-009 Zoning of Property C-2

Requesting Approval To Re-develop property with the inclusion a Chick-Fil-A drive-thru

Applicant: Frank Jarbou Business/Company: LS Equity LLC

Applicant's Address: 4198 Orchard Lake Road, Suite 250 City: Orchard Lake State: MI Zip Code: 48323

Applicant's Phone # (248) 465-0200 Applicant's Email fjarbou@symmetrymgmt.com

Contact Person: Mike McPherson Business/Company: Atwell, LLC

Contact's Address: 12745 23 Mile Road, Suite 200 City: Shelby Twp. State: MI Zip Code: 48315

Contact's Phone # (586) 786-9800 Contact's Email mmcpherson@atwell-group.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 smiller@ci.livonia.mi.us**
- 6) Legal Description of the property to be considered (Clearly Printed)
- 7) Three (3) completed application forms & **sixteen (16)** sets of full-size drawings

RECEIVED
NOV 09 2020
CITY OF LIVONIA
PLANNING COMMISSION

RECEIVED
OFFICE OF THE CITY CLERK
2020 NOV -9 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

		\$600.00
	sq. ft. of new construction x \$20.00 per 1,000 sq. ft.	
	(NOTE: Round off to nearest 1,000)	+
	Total Amount Due	\$

Owner of Property: Frank Jarbou

Owner's Address: 4198 Orchard Lake Road, Suite 250 City: Orchard Lake State: MI Zip Code: 48323

Owner's Phone # (248) 465-0200 Owner's Email fjarbou@symmetrymgmt.com

Signature of Owner: Frank Print Name: Frank Jarbou

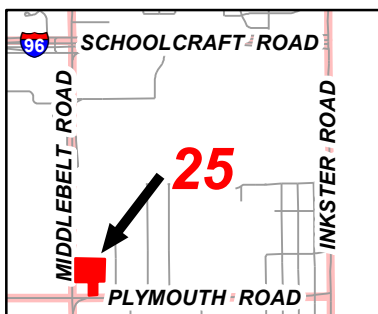
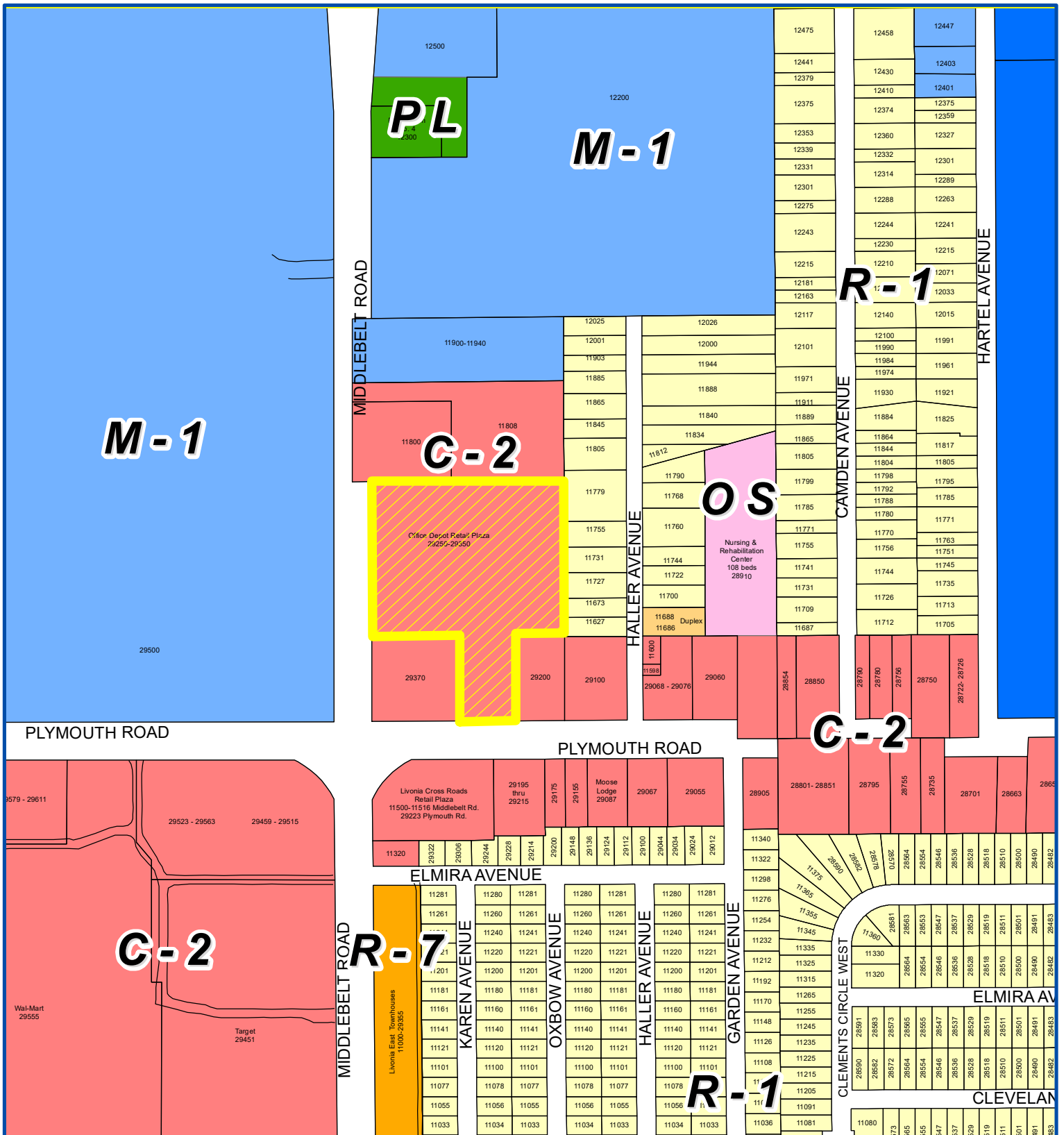
Subscribed and sworn to before me, a Notary Public in and for the County of Oakland State of Michigan

on this 14th day of October 2020

Signature of Notary Karel J Van Akin

Acting in the County of _____





Address & Zoning Map

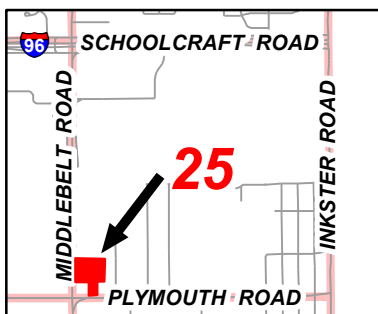
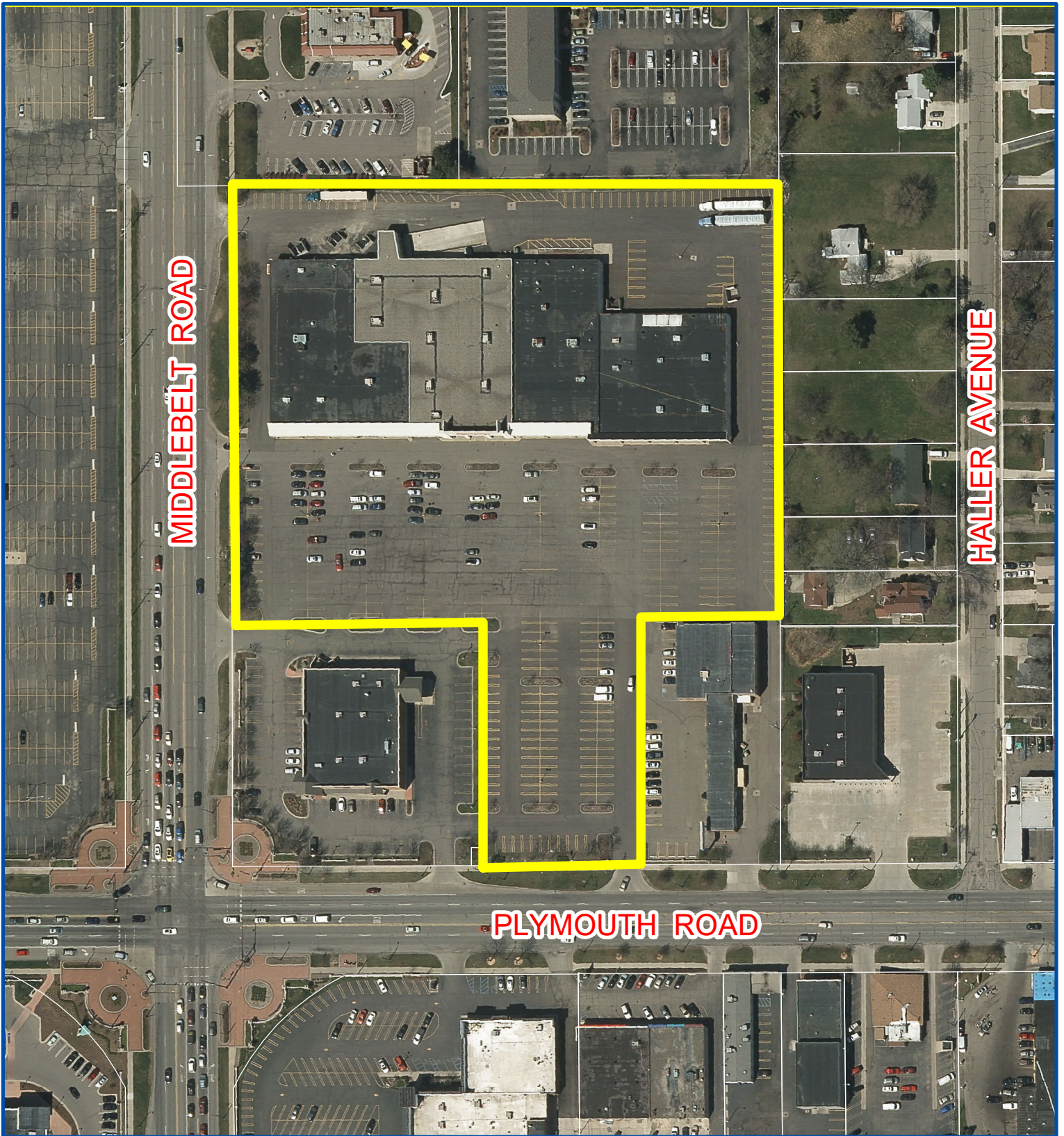
Petition 2020-11-02-10
Shoppes of Livonia
29250-29350 Plymouth Road



Not to Scale



City of Livonia
Planning Department



Aerial Map

Petition 2020-11-02-10
Shoppes of Livonia
29250-29350 Plymouth Road



Not to Scale



City of Livonia
Planning Department

PLANNING COMMISSION STAFF NOTES

PUBLIC HEARING

ITEM 1

Petition 2020-11-02-10 submitted by LS Equity L.L.C. requesting approval of all plans required by Sections 11.03(n)(3), 18.47 and 18.58 of the City of Livonia Zoning Ordinance No. 543, as amended, in connection with a proposal to re-develop the commercial shopping center (Shoppes of Livonia), including demolishing a portion of the existing building, constructing a full-service restaurant with drive-thru facilities (Chick-fil-A), constructing an addition and renovating the exterior façade of the existing building, and constructing a multi-tenant retail building with drive-thru facilities, at 29250-29350 Plymouth Road, located on the north side of Plymouth Road between Haller Avenue and Middlebelt Road in the Southwest ¼ of Section 25.

December 8, 2020 Study Meeting:

This is a request re-develop the commercial shopping center located at the northeast corner of Middlebelt and Plymouth Roads. The new name of the retail complex is *Shoppes of Livonia*. Presently, the site consists of a single multi-tenant retail building containing a gross floor area of approximately 84,766 square feet. For years, the main tenant of the building has been Office Depot. The subject property is 7.74 acres in total area and is zoned C-2, General Business. Closer to the intersection of Middlebelt and Plymouth Roads is a vacant commercial building that was constructed in 2003 as a Walgreens Pharmacy. Although the property at the corner that contained the former Walgreens was once a part of the subject site, it is now owned separately and not part of this redevelopment proposal. However, it is important to note that cross access agreements do exist between the two (2) properties.

According to the plans (sheet #C03), redevelopment of the site would occur in three (3) phases. In general, **Phase 1** would include demolishing portions of the existing retail building and constructing a new Chick-fil-A restaurant adjacent to Middlebelt Road. The initial phase also includes improvements to the site's utility services and infrastructure, including water, sanitary sewer, and the construction of an underground stormwater detention system. **Phase 2** involves development of a new multi-tenant retail building in an area currently used as parking located adjacent to Plymouth Road. And, **Phase 3** entails building an addition onto the existing retail building and undertaking façade and other parking lot improvements.

Phase 1

To make space available for the Chick-fil-A restaurant, the west end of the existing shopping center building (identified on the plans as *Retail 2*) consisting of approximately 26,710 square feet of retail space would be demolished and removed. The new restaurant with drive-thru facilities would be located between the downsized building and Middlebelt Road in the northwest corner of the property. The proposed Chick-fil-A would have 124 interior seats and 24 outdoor patio seats for a combined total of 148 customer seats. The building would be one-story in height and contain a gross floor area of 4,995 square feet. An outdoor seating area is shown on the south side (front) of the building facing Plymouth Road. The patio would measure approximately 50' x 25' and would be

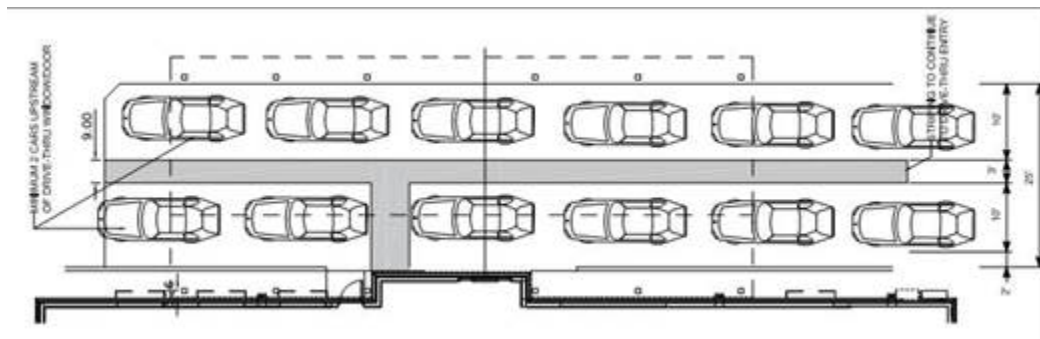
open without any type of enclosure or fencing. In a C-2 zoning district, the minimum required building setback from the right-of-way of any major thoroughfare is sixty feet (60'). At its closest point, the restaurant would be set back sixty feet (60') from the Middlebelt Road right-of-way.

The two (2) lane drive-up operation would encapsulate three sides of the site, and—if built according to the plans—would constitute the City's largest drive-up business. The two (2) traffic lanes serving the drive-up would commence along the east side of the building, proceed north between the restaurant and Retail 2, loop around the back of the restaurant and finish at the pick-up window located on the west side of the building. Restaurants with drive-thru services are required to have a minimum of four (4) car stacking spaces for each drive-up service facility in addition to the space at the drive-up window. Both drive-up traffic lanes would accommodate well over the minimum requirement. The inside and outside lanes each have the capacity to handle 19 and 21 vehicles, respectively. Moreover, the width of any traffic lane serving a drive-up window is required to be at least ten feet (10') wide. Both lanes would measure twelve feet (12') in width. 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 adjacent parking lot drive aisles would serve as a bypass route, but for the outside lane only.

The following is an explanation provided by the Petitioner as to how the drive-thru lanes would operate:

“As part of the face-to-face drive-thru ordering operation mentioned previously, Chick-fil-A (CFA) is proposing the installation of two drive-thru canopies. One canopy will be located at the order boards and the other will be located at the pick-up window. The canopies are provided as a result of the challenge CFA faced on how to increase the amount of orders that can be placed and sent to the kitchen beyond the two they were limited to with the two order points. CFA strives to ensure the food is ready by the time the guests reach the pick-up window. In order to meet this challenge, CFA began to implement face-to-face ordering in the drive-thru, which stations team members in the drive-thru lanes with iPads to personally take orders from the drive-thru guests (they can also take payment with any credit card at time of order – if you prefer to pay in cash, there is another associate to greet you face to face before you get to the pickup window/door). Typically, there will be two to three team members per lane in the ordering zone to speed up the process of placing the order, giving the kitchen more time to prepare the food so that they can move cars through the drive-thru lane more efficiently. As team members began to spend more and more time outside exposed to the elements, CFA recognized the importance of creating a more comfortable environment for them. As such, the idea of the canopy was developed to provide shelter over the ordering zone of the drive-thru lanes in order to protect the team members from rain, snow, cold, and heat. The order canopy not only shields the team members from rain and snow but also provides some temperature control through the use of fans in the summer and heaters in the winter. As an added benefit, the guest experience is also enhanced by providing customers with a protected area

in which they can feel safe rolling down their car windows to place their order regardless of the weather. CFA has and will always strive to provide not only the best guest experience but also team member experience. From a materials standpoint, the canopy is metal that is painted dark bronze to tie into the dark bronze metal awnings, coping, and storefront for the building to provide a consistent look among all the site amenities. The second canopy referenced is located over the drive thru window/door and it also serves as protection for our team members and guests while the guests pull up to the window/door to retrieve their order. During busy times, team members will assemble the food inside the drive thru cockpit. This keeps team members safe and away from the elements. When an order or multiple orders are ready, the food is hand delivered by our team members directly to your car – whether you are in in lane 1 or lane 2. There is a cross walk for team members to get to lane 2 – it is located in front of the car that would be at the pickup window door in lane 1 – this is meant for a safe place to get our team members to lane 2. There is also a striped area for our team members to use between lane 1 and lane 2 to serve multiple cars at a time in lane 2 (should that need arise during busy times – please see snippet below”.



Provided above is a description of two (2) canopies used to protect employees and customers from the elements; however, the submitted plans do not contain any drawings or specifications regarding these structures.

Five (5) existing driveways provide ingress and egress to the site, and all five (5) would remain to serve the new development. Three (3) of the driveways are on Middlebelt Road and two (2) are on Plymouth. Note that two (2) of the driveways are located on the former Walgreens property—one (1) on Middlebelt and one (1) on Plymouth—and both provide access to the subject site via a cross access agreement. Each major thoroughfare contains a primary driveway to the site. In the case of Middlebelt Road, this driveway is near the center of the site, just south of the proposed Chick-fil-A restaurant. On Plymouth Road, the main entrance and accompanying drive aisle is along the east side of the property and proposed Retail 1. Neither driveway would be signalized but with the anticipated increase in traffic, both would be modified and widened, including the addition of a deceleration lane on Plymouth Road. Partial acceleration/deceleration lanes currently exist on Middlebelt Road, and Wayne County will have to determine if extending the lane between the middle and the north driveways is warranted.

The building elevation drawings for Chick-fil-A indicate that the exterior of the restaurant would consist entirely of two different shades of brown-colored brick: dark and light. The windows and entrance areas would be highlighted with structural canopies. The highest point of the building, measured from the finish ground elevation to the top of the parapet wall of the roof, is shown at 20'-4½". This complies with the C-2 District Regulations, which has a maximum height restriction of thirty-five feet (35').

Part of this Phase includes the construction of an underground detention system under the main parking lot area and behind Retail 2 near the northeast corner of the site. The petitioner would need to provide drainage and storm water treatment details to the Engineering Department prior to obtaining permits for the proposed development.

Phase 2

In addition to the Chick-fil-A, redevelopment of the site includes the construction of a second multi-tenant retail building. The new building is shown at the south end of the parking lot adjacent to Plymouth Road between the Firestone Complete Auto Care center and the former Walgreens store. This new building, identified on the plans as "*Retail 1*", would be one-story in height and 8,914 square feet in size. Access would be provided via connections with the shopping center's existing driveways and parking aisles. The building elevation drawings indicate that the exterior for this building would consist of different shades of brick. The windows and entrances would be highlighted with structural canopies. The walls of the building would vary in height from 19'-9" to 25'-9". For clarification purposes, the plans show a future restaurant in Retail 1. Under the C-2 zoning regulations, restaurants with drive-up window facilities require waiver use approval. The Petitioner understands this requirement. Once a prospective tenant is identified, a waiver use application would be submitted for the Planning Commission's consideration.

Phase 3

The third phase involves a 5,378-square foot addition to the northeast corner of the existing shopping center building (*Retail 2*). With the expansion, Retail 2 would total 63,434 square feet. Additionally, the entire storefront elevation would be transformed and modernized. The updated architectural look and building materials are intended to complement the design of Retail 1. The exterior finish would consist of different shades of brick, and the updated façade would include several dimensional parapet walls along the top half of the structure. These vertical wall sections vary in height and are shown projecting above the roofline. The main change to the other three (3) elevations of the building would consist of repainting the existing block to match the new storefront color scheme. The highest point of the buildings, measured from the finish ground elevation to the top of the highest parapet, is shown at 32 feet. This complies with the C-2 District Regulations, which has a maximum height restriction of thirty-five feet (35').

Traffic Study

Included with the application is a Traffic Impact Assessment prepared by Rowe Professional Services Company. The report analyzes existing traffic counts, trip generation, trip distribution, and Levels of Service (LOS) for both existing and future conditions, and recommends several improvements to help mitigate the traffic impacts of the proposed project. These include: 1) adding overlap right turn phases on the eastbound, westbound, and northbound approaches at the intersection of Middlebelt Road and Plymouth Road; 2) changing the pedestrian actuation signal at the intersection to run parallel to Plymouth Road (crossing Middlebelt Road) instead of running parallel to Middlebelt Road (crossing Plymouth Road); 3) expanding both the middle driveway along Middlebelt Road and the east driveway along Plymouth Road from two (2) lanes (1 inbound, 1 outbound) to three (3) lanes (1 inbound, 2 outbound); 4) increasing the signal length at the intersection of Middlebelt and Plymouth Roads to 120 seconds along with optimizing the timing splits; and 5) adding a right turn taper at the east driveway on Plymouth Road. Staff has asked that the Traffic Consultant attend the Public Hearing to summarize the report's findings.

Parking

Required parking is based on the total amount of retail floor space on the site. As a Group Commercial Center with more than four (4) establishments and where less than fifteen percent (15%) of the gross floor area of the center is devoted to places of assembly (i.e., restaurants), parking is computed at a ratio of one (1) space for every 150 square feet of useable floor area. The combined gross floor area (GFA) of all three (3) buildings totals 77,333 square feet, which translates to a net useable floor area of 61,866 square feet (based on 80% of GFA). Thus, the required minimum number of parking spaces is **413**. The site plan shows a total of **397 spaces, resulting in a deficiency of 16, or 3.8% of the total number of required spaces**. All parking spaces, except the required handicapped spaces, are required to be striped at ten feet (10') wide by twenty feet (20') in length.

Landscaping

The landscape plan provides for a variety of plant materials shown around the foundations of the Chick-fil-A and Retail 1 as well as within the parking lot islands. The landscape plan is fully detailed and indicates the type, quantity, and size of plant materials. Notes on the plan indicate that the existing landscape areas along the street frontages of Middlebelt and Plymouth Roads would remain in their present configuration and where necessary would be "*restored*" if disturbed due to construction. Any landscaping along the right-of-way of Plymouth Road should be reviewed and approved by the Plymouth Road Development Authority.

Refuse

Two (2) dumpster enclosures are shown at the rear of the Retail 1, adjacent to a drive aisle that runs along the back of the building. Another dumpster enclosure is located at the northeast corner of the site behind Retail 2. There also a double dumpster enclosure located behind the Chick-fil-A restaurant along the site's north property line. The walls surrounding the containers would be 8'-8" in height and would be constructed out of a

brick veneer. The swing gates would be constructed out of a prefinished plastic weathered wood material.

Site Lighting

For exterior site lighting, information is provided on the type of fixtures and locations, but not height. The light poles should be consistent with the guidelines of the City of Livonia Outdoor Lighting Policy for the installation of exterior lighting in all non-residential zoning districts, which specifies that pole-mounted lights should not exceed a height of twenty feet (20') above grade.

Signs

According to the provisions set forth in Section 18.50H of the sign regulations, each tenant space of the retail buildings and the restaurant would be allowed one (1) wall sign not to exceed one (1) square foot for each one (1) lineal foot of the unit frontage. The development would also be permitted two (2) ground signs because the development has over 200 feet of frontage along both Middlebelt Road and Plymouth Road. Each ground sign shall not exceed forty (40) square feet in area and eight feet (8') in height. Any amount of signage more than what the ordinance allows would require a variance from the Zoning Board of Appeals.

December 15, 2020 Public Hearing:

Issues related to traffic dominated the discussion at the Study Meeting. Foremost among them was the turn movements at the center driveway on Middlebelt Road. The improvements recommended in the Developer's traffic study are primarily intended to facilitate left turn movements at the center approach by reducing the backup of cars at the intersection and producing longer gaps between each "platoon" of vehicles created by the adjacent traffic signals. Staff has requested that the Petitioner provide a plan that addresses both on-site and off-site traffic congestion during the so-called "honeymoon" period following the opening of the restaurant. Additionally, the Developer was asked to get written feedback from Wayne County and MDOT regarding the findings of the traffic report.

Approving Resolution: That the request to re-develop the commercial shopping center (Shoppes of Livonia), including demolishing a portion of the existing building, constructing a full-service restaurant with drive-thru facilities (Chick-fil-A), constructing an addition and renovating the exterior façade of the existing building, and constructing a multi-tenant retail building with drive-thru facilities, at 29250-29350 Plymouth Road is hereby approved, subject to City Council approval and the following conditions:

1. That the Overall Site Plan identified as Sheet No. C01, dated November 5, 2020, as revised, prepared by Atwell, is hereby approved, and shall be adhered to.
2. That the Landscape Plan identified as Sheet No. C04, dated November 5, 2020, as revised, prepared by Atwell, is hereby approved, and shall be adhered to, except

PUBLIC HEARING

ITEM 1 Petition 2020-11-02-10– Shoppes of Livonia

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that a plan for replacing the trees and other plant materials along the site's frontage on Middlebelt Road shall be incorporated as part of Phase 1 of the development and submitted to the Planning Department for review and approval, and shall be completed prior to occupancy of the Chick-fil-A restaurant.

3. That all disturbed lawn areas shall be sodded in lieu of hydroseeding.
4. 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.
5. That the Exterior Building Elevation Plans for the Chick-fil-A restaurant, as received by the Planning Commission on November 9, 2020, are hereby approved, and shall be adhered to.
6. That the Retail 1 – Elevations Plan identified as Drawing No. SD03, prepared by NORR, as received by the Planning Commission on November 9, 2020, is hereby approved, and shall be adhered to.
7. That the Retail 2 – Elevations Plan identified as Drawing No. SD04, prepared by NORR, as received by the Planning Commission on November 9, 2020, is hereby approved, and shall be adhered to.
8. 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.
9. That no less than six (6) weeks prior to the scheduled opening of the Chick-fil-A restaurant, the Petitioner shall submit to the Department of Public Safety Traffic Bureau for its review and approval details of how traffic will be managed, both on- and off-site, during the times when the stacking capacity of the drive-thru lanes is exceeded or when undue traffic congestion is occurring on the adjacent public thoroughfares.
10. That all traffic improvements, including additions or modifications to the traffic signals, approach geometrics, or traffic lanes, as deemed necessary by either Wayne County or the Michigan Department of Transportation (MDOT) to mitigate the traffic impacts of the project, shall be completed prior to the opening of the restaurant.
11. That the three walls of the trash dumpster areas shall be constructed out of building materials that shall complement that of the buildings. The enclosure gates shall be of solid panel steel construction or durable, long-lasting solid panel fiberglass.

PUBLIC HEARING

ITEM 1 Petition 2020-11-02-10– Shoppes of Livonia

Page 8

12. That the proposed construction shall meet the Wayne County Stormwater Ordinance, including detention requirements, and the Petitioner shall secure all required permits, including soil erosion and sedimentation control.
13. 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.
14. That this approval is subject to the petitioner being granted a variance from the Zoning Board of Appeals for deficient parking and any conditions related thereto.
15. That any future drive-thru restaurant in Retail 1 shall require waiver use approval.
16. 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.
17. That no LED lightband or exposed neon shall be permitted on this site including, but not limited to, the building or around the windows.
18. 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
19. Pursuant to Section 19.10 of Ordinance #543, the Zoning Ordinance of the City of Livonia, this approval is valid for a period of one (1) 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 re-develop the commercial shopping center (Shoppes of Livonia), including demolishing a portion of the existing building, constructing a full-service restaurant with drive-thru facilities (Chick-fil-A), constructing an addition and renovating the exterior façade of the existing building, and constructing a multi-tenant retail building with drive-thru facilities, at 29250-29350 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 special and general waiver use standards and requirements as set forth in Sections 11.03 and 19.06 of the Zoning Ordinance #543.
2. That the proposed use and its location, intensity, site layout and periods of operation are such that the use is incompatible to and not in harmony with the surrounding uses in the area.

PUBLIC HEARING

ITEM 1 Petition 2020-11-02-10– Shoppes of Livonia

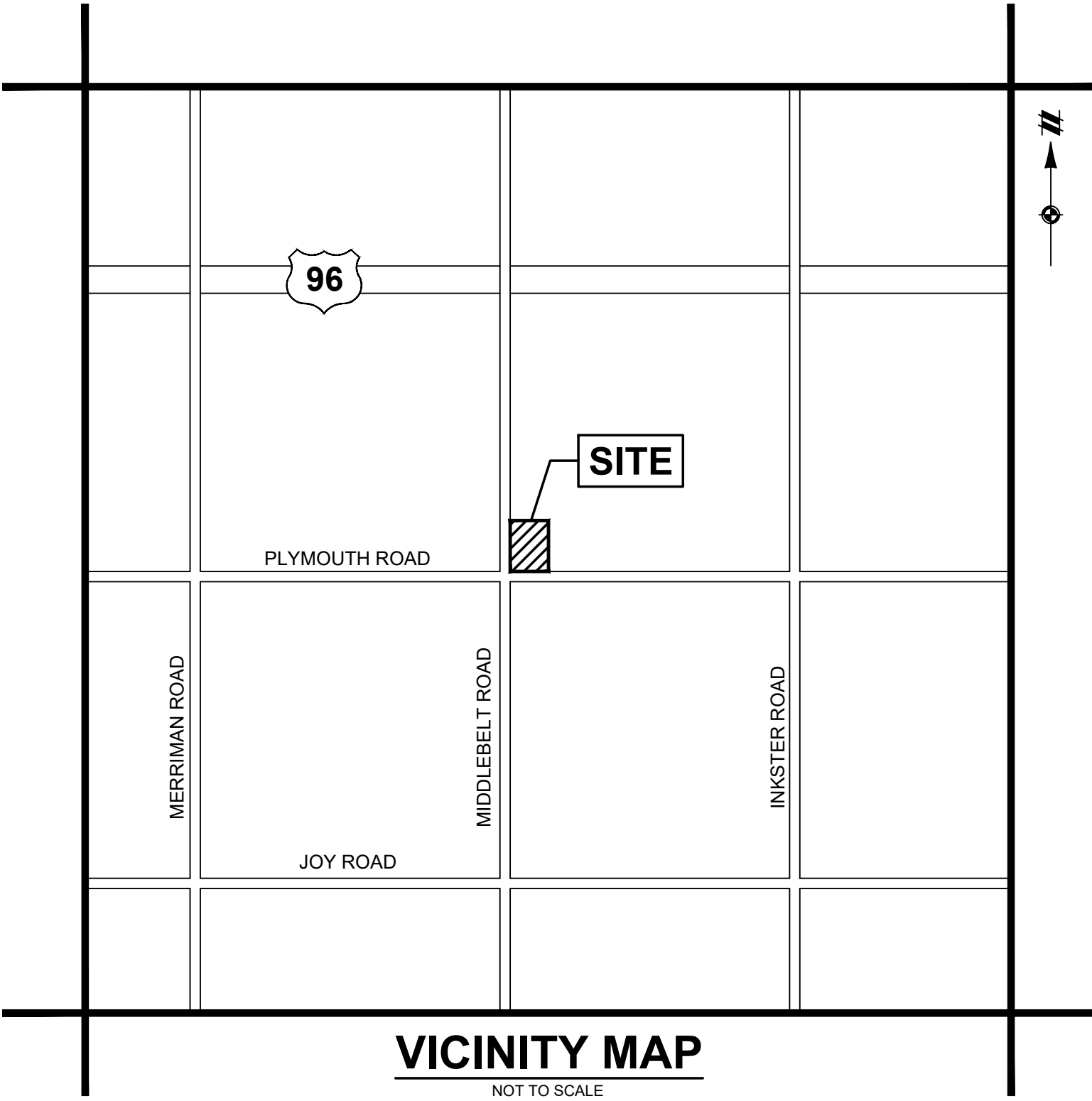
Page 9

3. That the proposed site layout and its relation to streets giving access to it, particularly with respect to vehicular turning movements in relation to routes of traffic flow and location and access of off-street parking, will be hazardous and inconvenient, and will unduly conflict with the normal traffic flow and circulation patterns in the surrounding area.
4. That the proposed use is 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 use; 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.

SHOPPES OF LIVONIA

29320 PLYMOUTH ROAD
CITY OF LIVONIA
WAYNE COUNTY, MICHIGAN 48150

SITE PLANS



DEVELOPMENT TEAM

DEVELOPER / APPLICANT
SYMMETRY PROPERTY MANAGEMENT
4198 ORCHARD LAKE ROAD, STE 250
ORCHARD LAKE, MI 48232
CONTACT: FRANK JARBOU
PHONE: 248-465-0220

CHICK-FIL-A ARCHITECT
GPD GROUP
520 S. MAIN STREET, STE. 2531
AKRON, OH 44311
CONTACT: ELLEN SELLE
PHONE: 216-927-8650
EMAIL: eselle@gpdgroup.com

CIVIL ENGINEER

ATWELL, LLC
12745 23 MILE ROAD, STE. 200
SHELBY TWP., MI 48315
CONTACT: MICHAEL McPHERSON
EMAIL:mmcpherson@atwell-group.com
PHONE: 586-786-9800

RETAIL ARCHITECT

NORR
150 W. JEFFERSON AVE., STE 1300
DETROIT, MI 48226
CONTACT: AMY CONTI
PHONE: 313-324-3129
EMAIL: amy.conti@norr.com

GOVERNING AGENCIES / UTILITY CONTACTS

PLANNING

CITY OF LIVONIA
33000 CIVIC CENTER DRIVE
LIVONIA, MI 48154
CONTACT: MARK TAORMINA
PHONE: 734-466-2292
EMAIL: mtaormina@ci.livonia.mi.us

ENGINEERING

CITY OF LIVONIA
33000 CIVIC CENTER DRIVE
LIVONIA, MI 48154
CONTACT: LOUAI YOUKHANNA
PHONE: 734-466-2574
EMAIL: lyoukhanna@ci.livonia.us

MIDDLEBELT RD. R.O.W.

WAYNE COUNTY DPS
CONSTRUCTION PERMITS
33809 MICHIGAN AVE.
WAYNE, MI 48184
PHONE: 734-595-6504
EMAIL: hkassem@waynecounty.com

PLYMOUTH RD R.O.W.

MDOT BRIGHTON TSC
10321 E. GRAND RIVER, SUITE 500
BRIGHTON, MI 48116
LAURENT FOURNIER
PHONE: 517-243-9776
FOURNIERL@MICHIGAN.GOV

PARCEL DESCRIPTION

PART OF THE SOUTHWEST 1/4 OF SECTION 25, TOWN 1 SOUTH, RANGE 9 EAST, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN, DESCRIBED AS: COMMENCING AT THE SOUTHWEST 1/4 OF SECTION 25; THENCE NORTH 00 DEGREES 33 MINUTES 50 SECONDS EAST 327.00 FEET; THENCE SOUTH 89 DEGREES 26 MINUTES 10 SECONDS EAST 60.00 FEET TO THE POINT OF BEGINNING; THENCE NORTH 00 DEGREES 33 MINUTES 50 SECONDS EAST 483.18 FEET; THENCE SOUTH 89 DEGREES 39 MINUTES 37 SECONDS EAST 601.78 FEET; THENCE SOUTH 00 DEGREES 25 MINUTES 53 SECONDS WEST 476.00 FEET; THENCE NORTH 89 DEGREES 39 MINUTES 37 SECONDS WEST 153.95 FEET; THENCE SOUTH 00 DEGREES 25 MINUTES 53 SECONDS WEST 274.00 FEET; THENCE NORTH 89 DEGREES 39 MINUTES 35 SECONDS WEST 186.99 FEET; THENCE NORTH 00 DEGREES 33 MINUTES 50 SECONDS EAST 20.00 FEET; THENCE SOUTH 89 DEGREES 39 MINUTES 39 SECONDS EAST 10.00 FEET; THENCE NORTH 00 DEGREES 33 MINUTES 50 SECONDS EAST 245.70 FEET; THENCE NORTH 89 DEGREES 26 MINUTES 10 SECONDS WEST 273.00 FEET TO THE POINT OF BEGINNING.

PROJECT NARRATIVE

THIS PROJECT IS A RE-DEVELOPMENT OF AN EXISTING COMMERCIAL PROPERTY AT THE NORTHEAST CORNER OF PLYMOUTH ROAD AND MIDDLEBELT ROAD IN LIVONIA, MICHIGAN.

THE EXISTING BUILDING IS PROPOSED TO BE PARTIALLY DEMOLISHED TO MAKE ROOM FOR A NEW CHICK-FIL-A RESTAURANT WITH DRIVE-THRU CAPABILITY. THE REMAINING PORTION OF THE EXISTING BUILDING WILL BE ENCLOSED AND REMODELED INTERNALLY AND EXTERNALLY FOR NEW TENANTS. ADDITIONALLY, A NEW MULTI-TENANT OUTLOT BUILDING, WITH DRIVE-THRU CAPABILITY, IS PROPOSED NEAR THE MIDDLEBELT ROAD FRONTAGE.

THE EXISTING PARKING LOT WILL BE REFURBISHED VIA A COMBINATION OF NEW PAVEMENT SECTIONS AND MILLING & OVERLAYING EXISTING PAVEMENT.

NEW UNDERGROUND UTILITIES WILL BE PROVIDED FOR ALL BUILDINGS ON-SITE. AN UNDERGROUND STORMWATER DETENTION SYSTEM IS PROVIDED IN ACCORDANCE WITH CITY OF LIVONIA STANDARDS.

THIS PROJECT IS PROPOSED TO BE DEVELOPED IN UP TO THREE (3) PHASES. REFER TO THE INCLUDED PHASING PLAN FOR ADDITIONAL INFORMATION.

SHEET INDEX

- C00 COVER
- C01 OVERALL LAYOUT PLAN
- C02 PRELIMINARY UTILITY PLAN
- C03 PHASING PLAN
- C04 LANDSCAPE PLAN

ATTACHED PLANS
ALTA SURVEY
PHOTOMETRIC PLAN
CHICK-FIL-A FLOOR PLAN
CHICK-FIL-A ELEVATIONS
CHICK-FIL-A TRASH ENCLOSURE DETAILS
RETAIL BUILDING 1 FLOOR PLAN
RETAIL BUILDING 2 FLOOR PLAN
RETAIL BUILDING 1 ELEVATIONS
RETAIL BUILDING 2 ELEVATIONS
RETAIL BUILDING 1 COLOR RENDERINGS
RETAIL BUILDING 2 COLOR RENDERINGS

Know what's below.
Call before you dig.

THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

NOTICE: CONSTRUCTION SITE SAFETY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR. NEITHER THE OWNER NOR THE ENGINEER SHALL BE EXPECTED TO ASSUME ANY RESPONSIBILITY FOR THE SAFETY OF THE WORK, OF PERSONS ENGAGED IN THE WORK, OF ANY NEARBY STRUCTURES, OR OF ANY OTHER PERSONS.

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SECTION 25	TOWN 1 SOUTH, RANGE 9 EAST	CITY OF LIVONIA	WAYNE COUNTY, MICHIGAN
SYMMETRY PROPERTY MANAGEMENT			
SHOPPES OF LIVONIA			
SITE PLANS			
COVER			

DATE: SEPTEMBER 18, 2020

REVISIONS/SUBMITTALS

11-05-2020 CITY SUBMITTAL

NO SCALE

DRAWN BY: EM

CHECKED BY: EM

PROJECT MANAGER: MM

JOB #: 18003853

SHEET NO.

C00

LEGEND

	PROPERTY LINE		PAVEMENT MARKINGS
	PROPOSED PROPERTY LINE		STOP BAR & SIGN
	PROPOSED CURB & GUTTER		PEDESTRIAN CROSSWALK
	EXISTING CURB & GUTTER		PROPOSED SIGN
	CONCRETE SIDEWALK		ACCESSIBLE PARKING SPACE
	CONCRETE		EXISTING / PROPOSED LIGHT POLE
	STANDARD ASPHALT FULL-DEPTH REPLACEMENT		PROPOSED RAMP
	HEAVY DUTY ASPHALT FULL-DEPTH REPLACEMENT		EXISTING UTILITY POLE
	BUILDING EXPANSION		
	EXISTING OVERHEAD LINE		

NOTES

- REFER TO THE ALTA/ACSM LAND TITLE SURVEY FOR ADDITIONAL EXISTING FEATURES AND PROPERTY BOUNDARY INFORMATION.
- ALL DIMENSIONS ARE TO EDGE OF BUILDING, FACE OF CURB, OR EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED.
- REFER TO ARCHITECTURAL / FOUNDATION PLANS FOR BUILDING DIMENSIONS.
- ALL RADII ARE 5' UNLESS OTHERWISE NOTED.
- LIGHT POLE LOCATIONS ARE SHOWN FOR REFERENCE ONLY, SEE LIGHTING PLAN (BY OTHERS) FOR LIGHT POLE DETAILS, LOCATION, AND INTENSITIES.

SITE DATA

PARCEL SUMMARY

PARCEL ID#	NET AREA	ZONING
46-099-99-0007-009	7.746 ACRES	C-2 (GENERAL BUSINESS)

BUILDING SUMMARY

TENANT	EXISTING	PROPOSED	TOTAL
CHICK-FIL-A	N/A	4,995 SF	4,995 SF
RETAIL 1	N/A	8,914 SF	8,914 SF
RETAIL 2	58,056 SF	5,378 SF	63,434 SF
TOTAL	58,056 SF	19,277 SF	77,333 SF

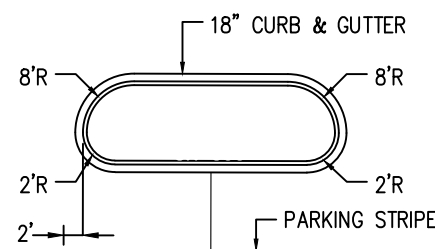
PARKING SUMMARY

TENANT	PROVIDED	REQUIRED	FORMULA
CHICK-FIL-A	SEE TOTAL	27 SPACES	1/150 UFA
RETAIL 1	SEE TOTAL	48 SPACES	1/150 UFA
RETAIL 2	SEE TOTAL	338 SPACES	1/150 UFA
TOTAL	397 SPACES	413 SPACES	

*USEABLE FLOOR AREA ASSUMED AS 80% OF GROSS FLOOR AREA

ACCESSIBLE PARKING DATA

	PROPOSED	REQUIRED	FORMULA
TOTAL	16 SPACES	8 SPACES	300-400 TOTAL SPACES PROVIDED
VAN	2 SPACES	2 SPACES	1/6 ACCESSIBLE SPACES



ISLAND CONFIGURATION

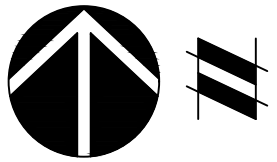
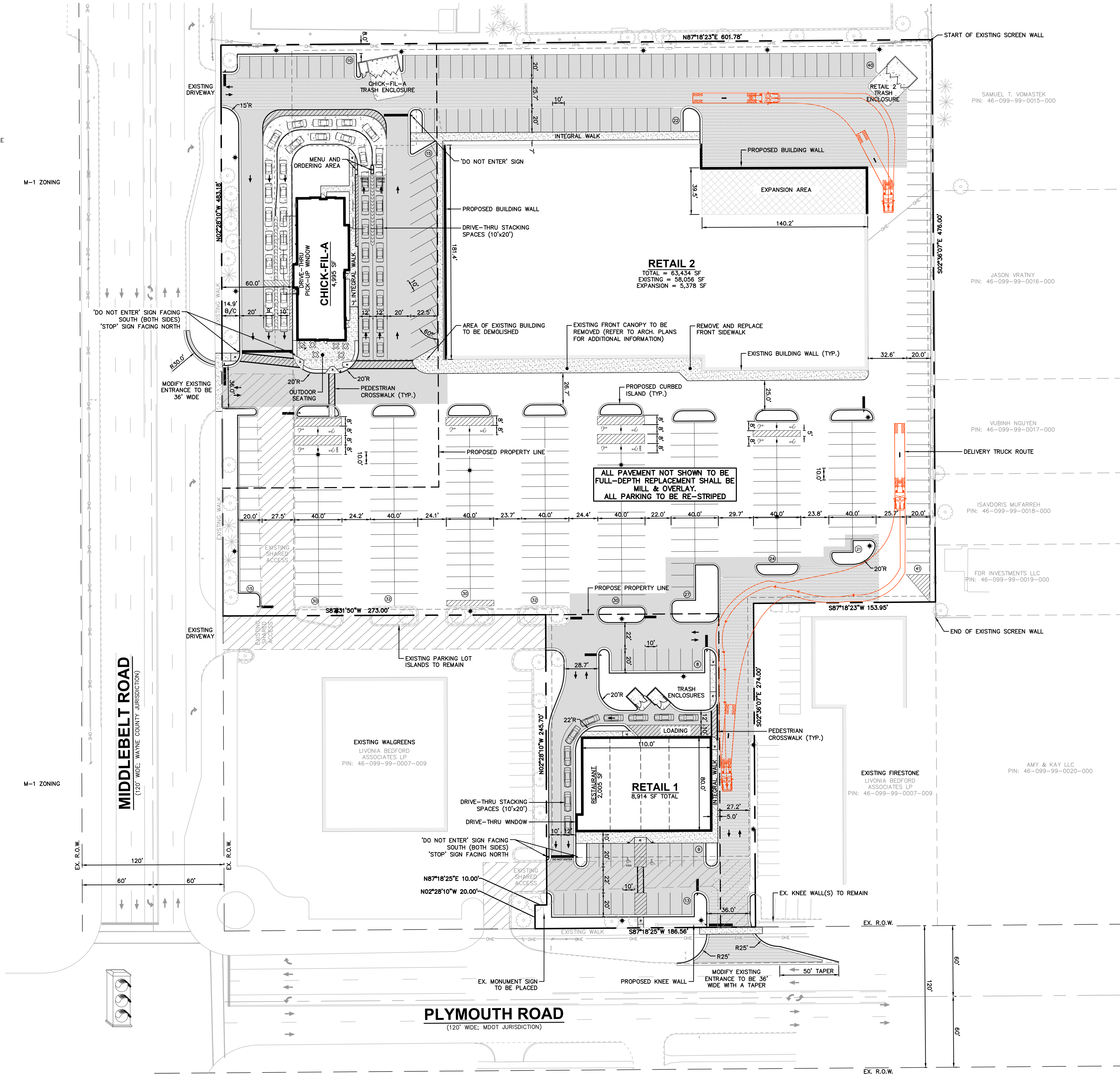
NOT TO SCALE

M-1 ZONING

M-1 ZONING

MIDDLEBELT ROAD
(120' WIDE; WAYNE COUNTY JURISDICTION)

PLYMOUTH ROAD
(120' WIDE; MDOT JURISDICTION)



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SECTION 25

TOWN 1 SOUTH, RANGE 9 EAST

CITY OF LIVONIA

WAYNE COUNTY, MICHIGAN

SYMMETRY PROPERTY MANAGEMENT

SHOPPES OF LIVONIA

SITE PLANS

OVERALL LAYOUT PLAN

DATE

SEPTEMBER 18, 2020

REVISIONS/SUBMITTALS

11-05-2020 CITY SUBMITTAL

DRAWN BY: EM

CHECKED BY: EM

PROJECT MANAGER: MM

JOB # 18003853

SHEET NO.

C01

CAD FILE: \\18003853\DWG\PLAN SETS\SITE PLANS\18003853-C01-L

LEGEND

---	PROPERTY LINE	○	EXISTING / PROPOSED MANHOLE
---	EXISTING OVERHEAD LINES	▷	EXISTING / PROPOSED HYDRANT
---	EXISTING STORM SEWER	⊗	EXISTING / PROPOSED VALVE OR STOP BOX
---	EXISTING SANITARY SEWER	✱	EXISTING / PROPOSED LIGHT POLE
---	EXISTING WATER	•	PROPOSED CLEANOUT
---	PROPOSED SANITARY SEWER	⊗	EXISTING UTILITY POLE
---	PROPOSED WATER	⊗	TRANSFORMER
---	PROPOSED STORM SEWER		
---	PROPOSED UNDERGROUND ELECTRIC		
---	PROPOSED GAS		
---	PROPOSED UNDERGROUND TELEPHONE/DATA		

NOTES

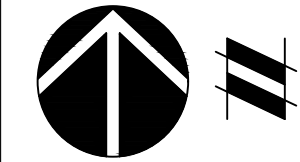
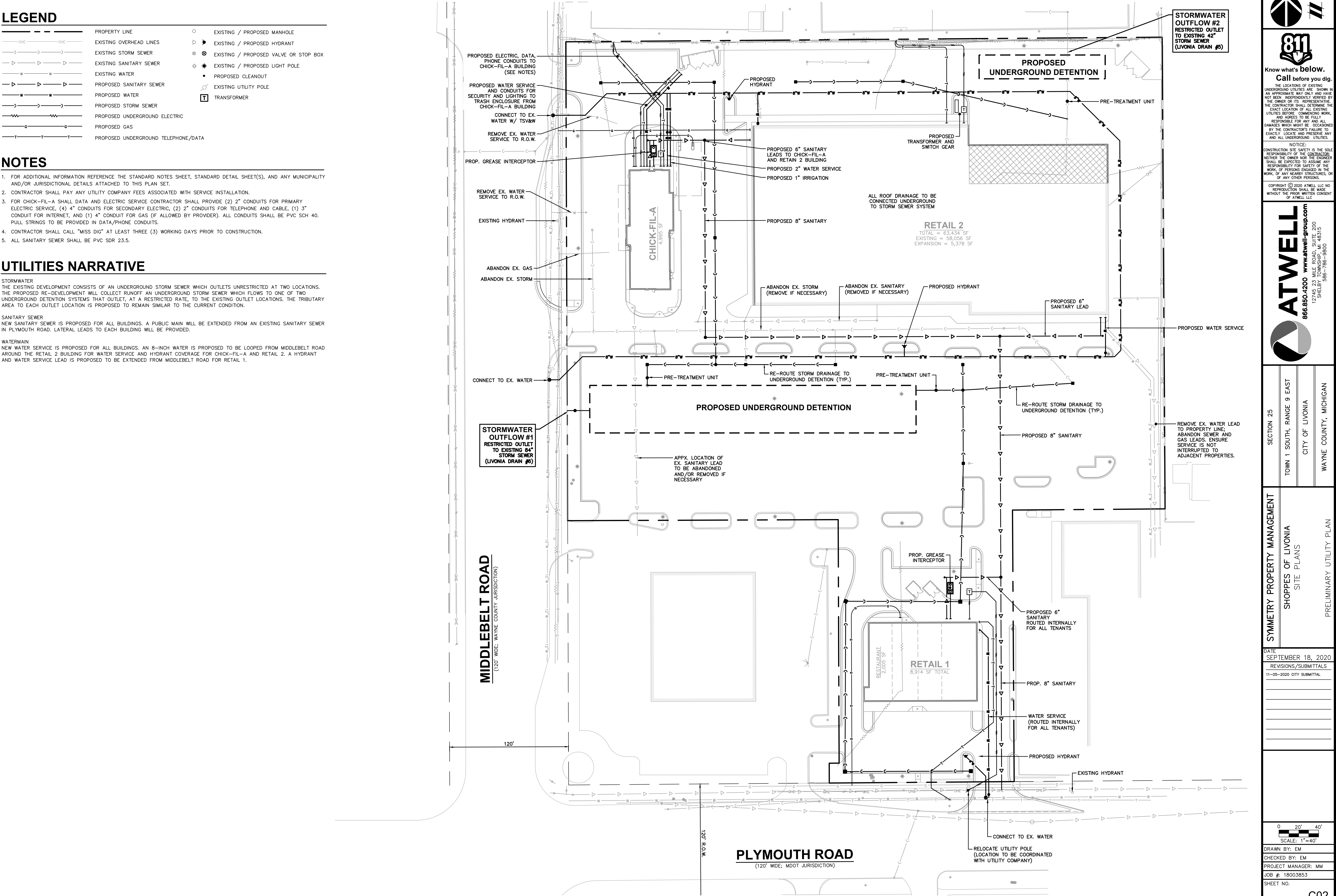
- FOR ADDITIONAL INFORMATION REFERENCE THE STANDARD NOTES SHEET, STANDARD DETAIL SHEET(S), AND ANY MUNICIPALITY AND/OR JURISDICTIONAL DETAILS ATTACHED TO THIS PLAN SET.
- CONTRACTOR SHALL PAY ANY UTILITY COMPANY FEES ASSOCIATED WITH SERVICE INSTALLATION.
- FOR CHICK-FIL-A SHALL DATA AND ELECTRIC SERVICE CONTRACTOR SHALL PROVIDE (2) 2" CONDUITS FOR PRIMARY ELECTRIC SERVICE, (4) 4" CONDUITS FOR SECONDARY ELECTRIC, (2) 2" CONDUITS FOR TELEPHONE AND CABLE, (1) 3" CONDUIT FOR INTERNET, AND (1) 4" CONDUIT FOR GAS (IF ALLOWED BY PROVIDER). ALL CONDUITS SHALL BE PVC SCH 40. PULL STRINGS TO BE PROVIDED IN DATA/PHONE CONDUITS.
- CONTRACTOR SHALL CALL "MISS DIG" AT LEAST THREE (3) WORKING DAYS PRIOR TO CONSTRUCTION.
- ALL SANITARY SEWER SHALL BE PVC SDR 23.5.

UTILITIES NARRATIVE

STORMWATER
THE EXISTING DEVELOPMENT CONSISTS OF AN UNDERGROUND STORM SEWER WHICH OUTLETS UNRESTRICTED AT TWO LOCATIONS. THE PROPOSED RE-DEVELOPMENT WILL COLLECT RUNOFF AN UNDERGROUND STORM SEWER WHICH FLOWS TO ONE OF TWO UNDERGROUND DETENTION SYSTEMS THAT OUTLET, AT A RESTRICTED RATE, TO THE EXISTING OUTLET LOCATIONS. THE TRIBUTARY AREA TO EACH OUTLET LOCATION IS PROPOSED TO REMAIN SIMILAR TO THE CURRENT CONDITION.

SANITARY SEWER
NEW SANITARY SEWER IS PROPOSED FOR ALL BUILDINGS. A PUBLIC MAIN WILL BE EXTENDED FROM AN EXISTING SANITARY SEWER IN PLYMOUTH ROAD. LATERAL LEADS TO EACH BUILDING WILL BE PROVIDED.

WATERMAIN
NEW WATER SERVICE IS PROPOSED FOR ALL BUILDINGS. AN 8-INCH WATER IS PROPOSED TO BE LOOPED FROM MIDDLEBELT ROAD AROUND THE RETAIL 2 BUILDING FOR WATER SERVICE AND HYDRANT COVERAGE FOR CHICK-FIL-A AND RETAIL 2. A HYDRANT AND WATER SERVICE LEAD IS PROPOSED TO BE EXTENDED FROM MIDDLEBELT ROAD FOR RETAIL 1.



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SECTION 25
TOWN 1 SOUTH, RANGE 9 EAST
CITY OF LIVONIA
WAYNE COUNTY, MICHIGAN

SYMMETRY PROPERTY MANAGEMENT
SHOPPES OF LIVONIA
SITE PLANS
PRELIMINARY UTILITY PLAN

DATE
SEPTEMBER 18, 2020
REVISIONS/SUBMITTALS
11-05-2020 CITY SUBMITTAL

0 20' 40'
SCALE: 1"=40'

DRAWN BY: EM
CHECKED BY: EM
PROJECT MANAGER: MM
JOB #: 18003853
SHEET NO.

LEGEND

- PHASE 1 AREA
- PHASE 2 AREA
- PHASE 3 AREA

PHASE 1 ACTIVITY

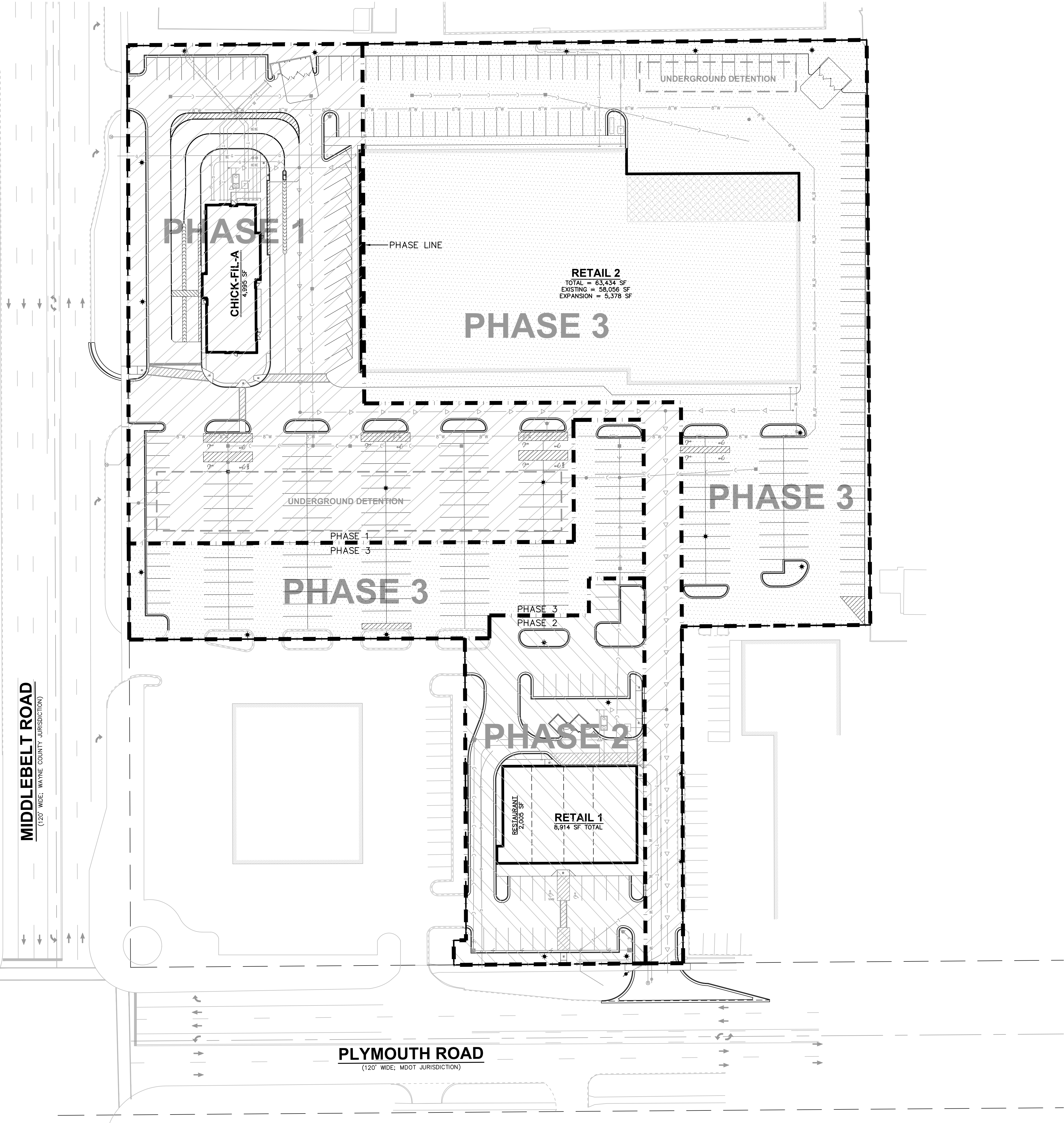
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4. CONSTRUCT SANITARY SEWER TO THE EXTENT NECESSARY TO PROVIDE SERVICE TO CHICK-FIL-A.
5. CONSTRUCT UNDERGROUND DETENTION SYSTEM IN MAIN PARKING AREA.
6. CONSTRUCT WATERMANS UP TO PROPOSED HYDRANTS.

PHASE 2 ACTIVITY

1. CONSTRUCT MULTI-TENANT BUILDING, ASSOCIATED PARKING, AND SITE AMENITIES.
2. CONSTRUCT SANITARY SERVICE CONNECTION TO PHASE 1 SANITARY SEWER.
3. CONSTRUCT UTILITY SERVICE LEADS AND PROPOSED HYDRANT.

PHASE 3 ACTIVITY

1. CONSTRUCT ADDITION TO THE EXISTING RETAIL BUILDING.
2. CONSTRUCT ALL REMAINING UPGRADES TO THE EXISTING RETAIL BUILDING.
3. CONSTRUCT REMAINING WATERMAIN LOOP AROUND THE EXISTING BUILDING.
4. CONSTRUCT REMAINING PAVING/STRIPING IN MAIN PARKING AREA.
5. CONSTRUCT REMAINING STORM SEWER IN MAIN PARKING AREA; CONNECT TO UNDERGROUND DETENTION.
6. CONSTRUCT SECONDARY UNDERGROUND DETENTION AREA AT NORTHEAST CORNER OF PROPERTY.
7. CONSTRUCT UTILITY SERVICES TO EXISTING BUILDING.



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SECTION 25

TOWN 1 SOUTH, RANGE 9 EAST

CITY OF LIVONIA

WAYNE COUNTY, MICHIGAN

SYMMETRY PROPERTY MANAGEMENT

SHOPPES OF LIVONIA

SITE PLANS

PHASING PLAN

DATE

SEPTEMBER 18, 2020

REVISIONS/SUBMITTALS

11-05-2020 CITY SUBMITTAL

SCALE: 1"=40'

DRAWN BY: EM

CHECKED BY: EM

PROJECT MANAGER: MM

JOB #: 18003853

SHEET NO.

C03

CAD FILE: \\18003853\DWG\PLAN SETS\SITE PLANS\18003853-C03-PH

	PROPERTY LINE		DECIDUOUS TREE
	SANITARY SEWER		EVERGREEN TREE
	STORM SEWER		EVERGREEN SHRUB
	WATERMAIN		DECIDUOUS SHRUB
	GAS		PERENNIAL GRASS
	UNDERGROUND ELECTRIC		EXISTING TREE
	UNDERGROUND TELEPHONE		
	FENCE		
	PROPOSED GRASS		
	DECORATIVE STONE		
	PERENNIAL FLOWERS		
	ANNUAL COLOR		

ITEM	QTY PROVIDED	QTY REQUIRED	FORMULA
OPEN SPACE	8% (0.63 AC.)	1.16 AC.	15% OF TOTAL SITE

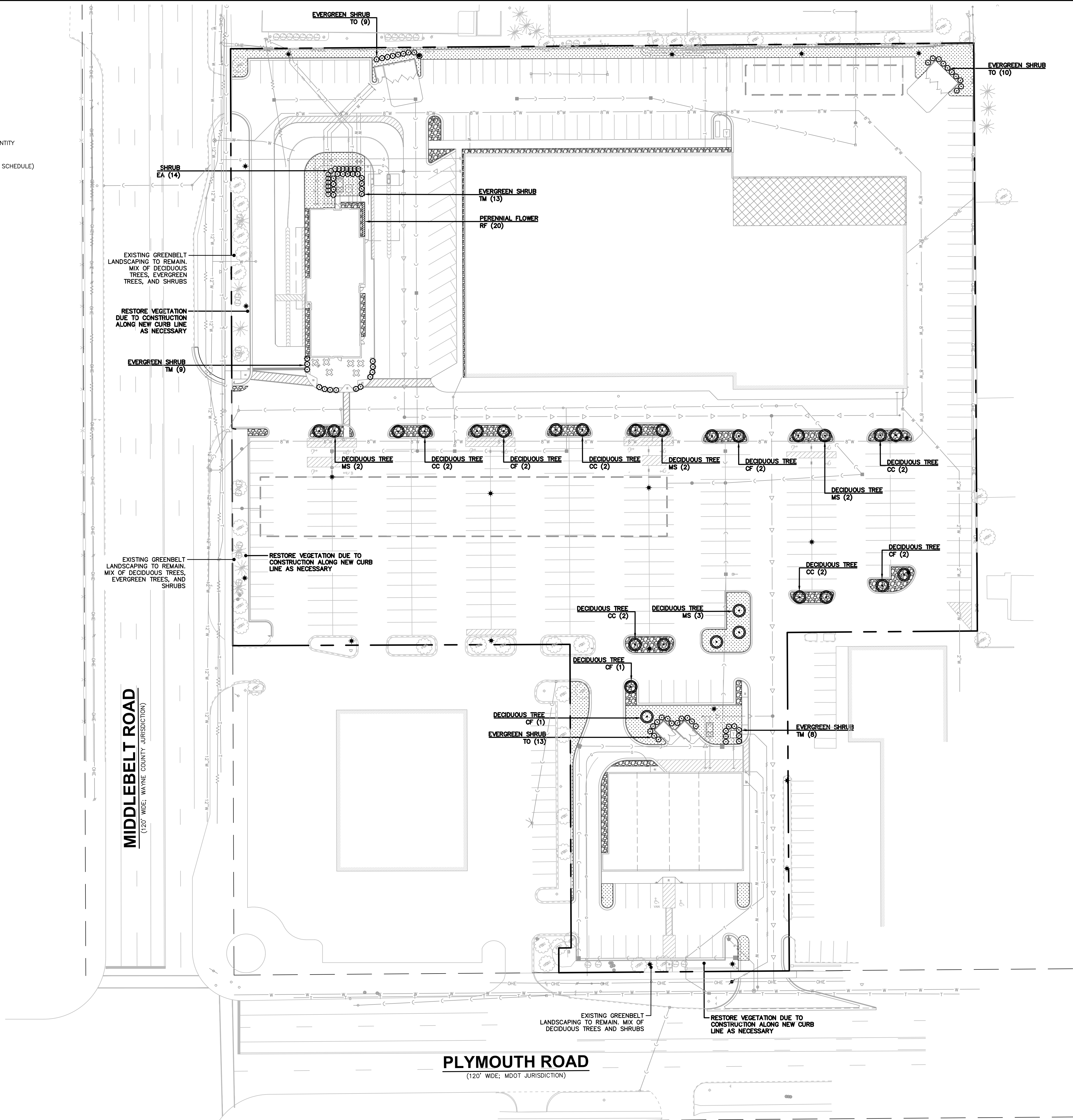
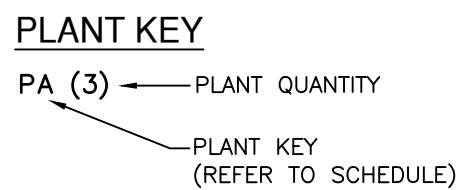
KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	NOTES
CC	6	CERCIS CANADENSIS	EASTERN REDBUD	3" CAL.	B & B
CF	5	CORNUS FLORIDA	FLOWERING DOGWOOD	3" CAL.	B & B
MS	4	MAGNOLIA STELLATA	STAR MAGNOLIA	3" CAL.	B & B

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	NOTES
TM	34	TAXUS X. MEDIA 'DENSIFORMIS'	DENSE YEW	30"+	CONT.
TO	32	THUJA OCCIDENTALIS	ARBORVITAE	5' HT.	B & B
EA	14	EUONYMUS FORTUNEI 'EMERALD N GOLD'	WINTERCREEPER	24"	CONT.

*NOTE: MUST BE 30" HEIGHT AT THE TIME OF PLANTING

RF	20	RUDBECKIA FULGIDA 'GOLDSTRUM'	BLACK EYED SUSAN	1 GAL.	CONT.
----	----	-------------------------------	------------------	--------	-------

1. ALL DISEASED, DAMAGED, OR DEAD PLANTING MATERIALS SHALL BE REMOVED IN ACCORDANCE WITH STANDARDS OF THE CITY OF LIVONIA ZONING ORDINANCE.
2. ALL PLANTS SHALL CONFORM TO THE CURRENT ISSUE OF THE AMERICAN STANDARD FOR NURSERY STOCK ESTABLISHED BY THE ASSOCIATION OF NURSEYMEN AND SHALL HAVE INSPECTIONS REQUIRED UNDER STATE REGULATIONS.
3. ALL LANDSCAPED AREAS SHALL BE COVERED BY GRASS OR OTHER LIVING GROUND COVER. GRASS AREAS SHALL BE PLANTED IN SPECIES NORMALLY GROWN AS PERMANENT LAWNS IN THE CITY OF STERLING HEIGHTS.
4. ALL TREES SHEDDING LEAVES SHALL BE REMOVED FROM THE LANDSCAPE.
5. ALL TREE STAKING IN PARKING LOT ISLANDS SHALL BE REMOVED IN AREAS OPEN TO BUSINESS.
6. SITE IRREGULARITY TO BE PROVIDED FOR ALL PROPOSED LANDSCAPE IMPROVEMENT AREAS AND LAWN AREAS.



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SECTION 25

TOWN 1 SOUTH, RANGE 9 EAST

CITY OF LIVONIA

WAYNE COUNTY, MICHIGAN

SYMMETRY PROPERTY MANAGEMENT

SHOPPES OF LIVONIA

SITE PLANS

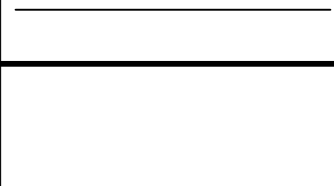
LANDSCAPE PLAN

DATE _____

SEPTEMBER 18, 2020

REVISIONS/SUBMITTALS

11-05-2020 CITY SUBMITTAL

[illegible][illegible]

Abstract The purpose of this study was to determine whether there were differences in the prevalence of self-reported depression between men and women who had been exposed to violence by intimate partners. Data from the National Longitudinal Study of Women's Health are used. Results show that among women who reported exposure to violence by their current or former partner, those who also reported depression were more likely than nondepressed women to report exposure to sexual violence, physical violence, psychological violence, and all types of violence combined. These results suggest that exposure to violence by intimate partners may be related to depression.

Abstract

Abstract

Abstract

0 20' 40'

SCALE: 1"=40'

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CHECKED BY: EM

PROJECT MANAGER: MM

JOB # 10007057

JOB #: 18003853

SHEET NO.

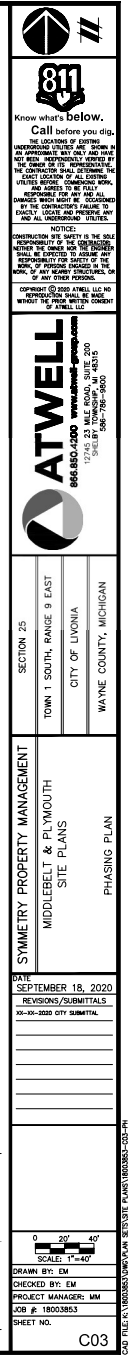
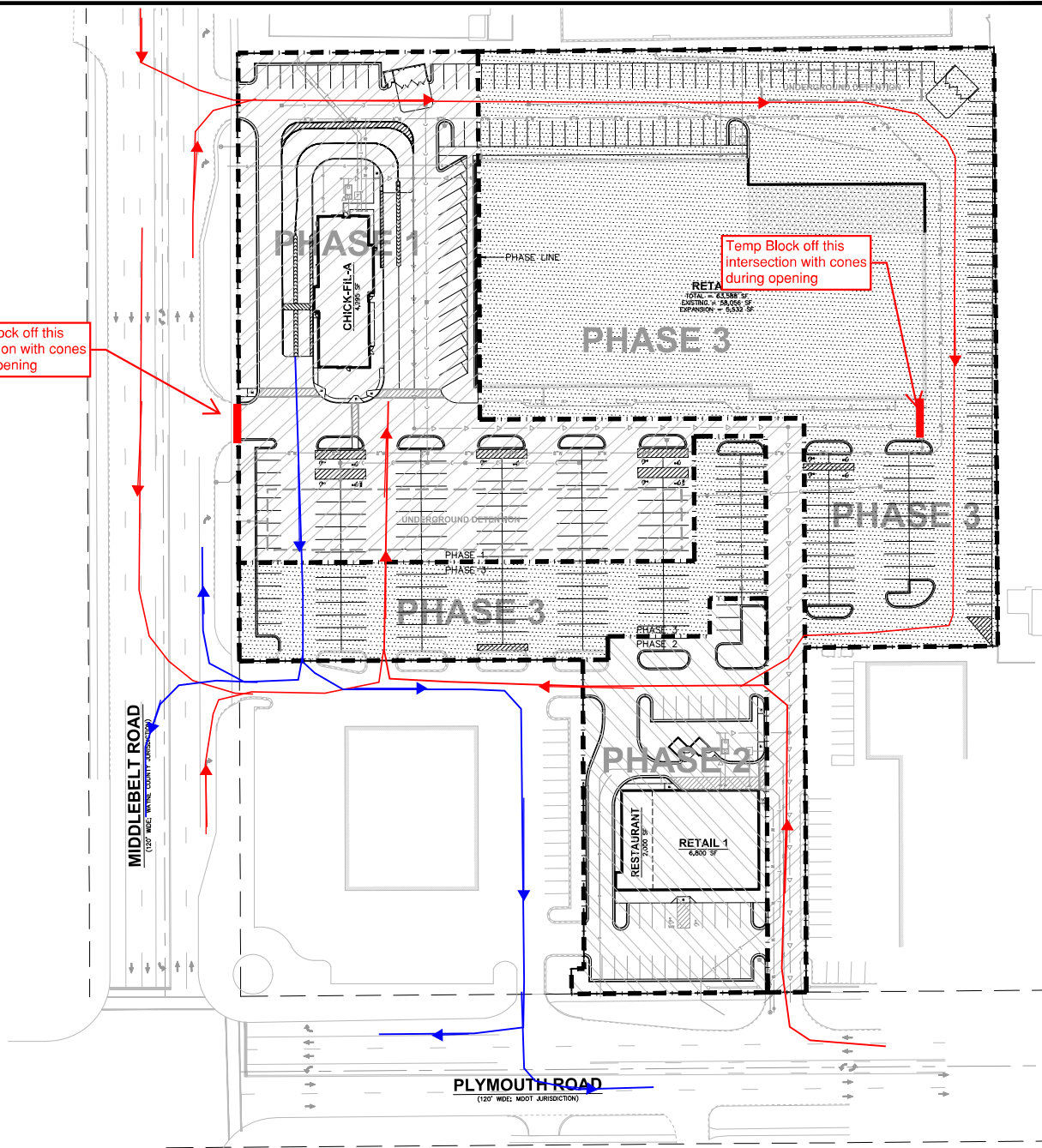
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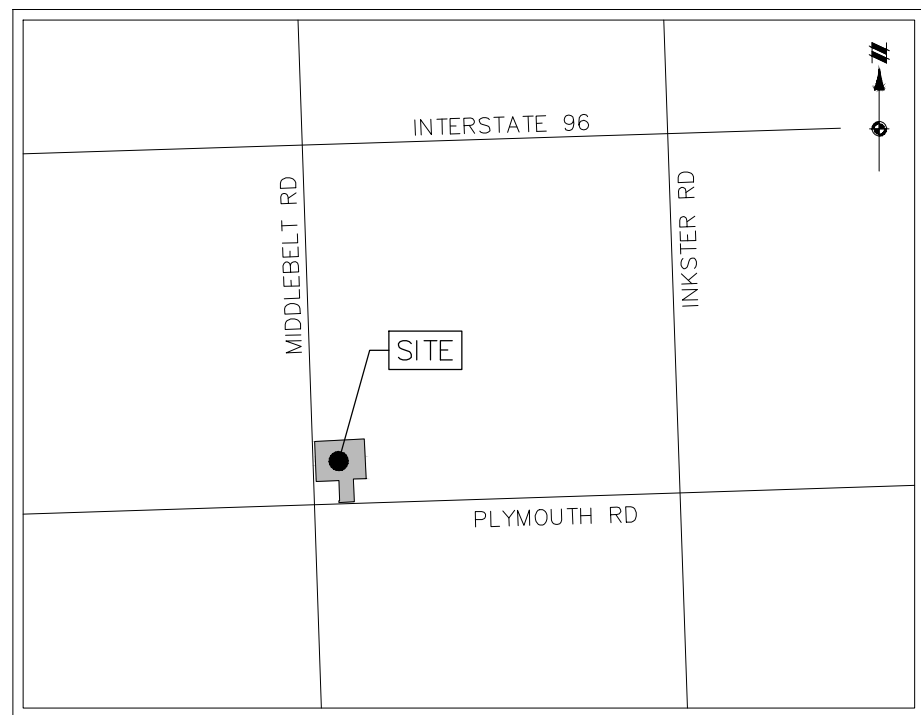
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7. CONSTRUCT UTILITY SERVICES TO EXISTING BUILDING.



ALTA/NSPS LAND TITLE SURVEY



VICINITY MAP
NOT TO SCALE

LEGEND

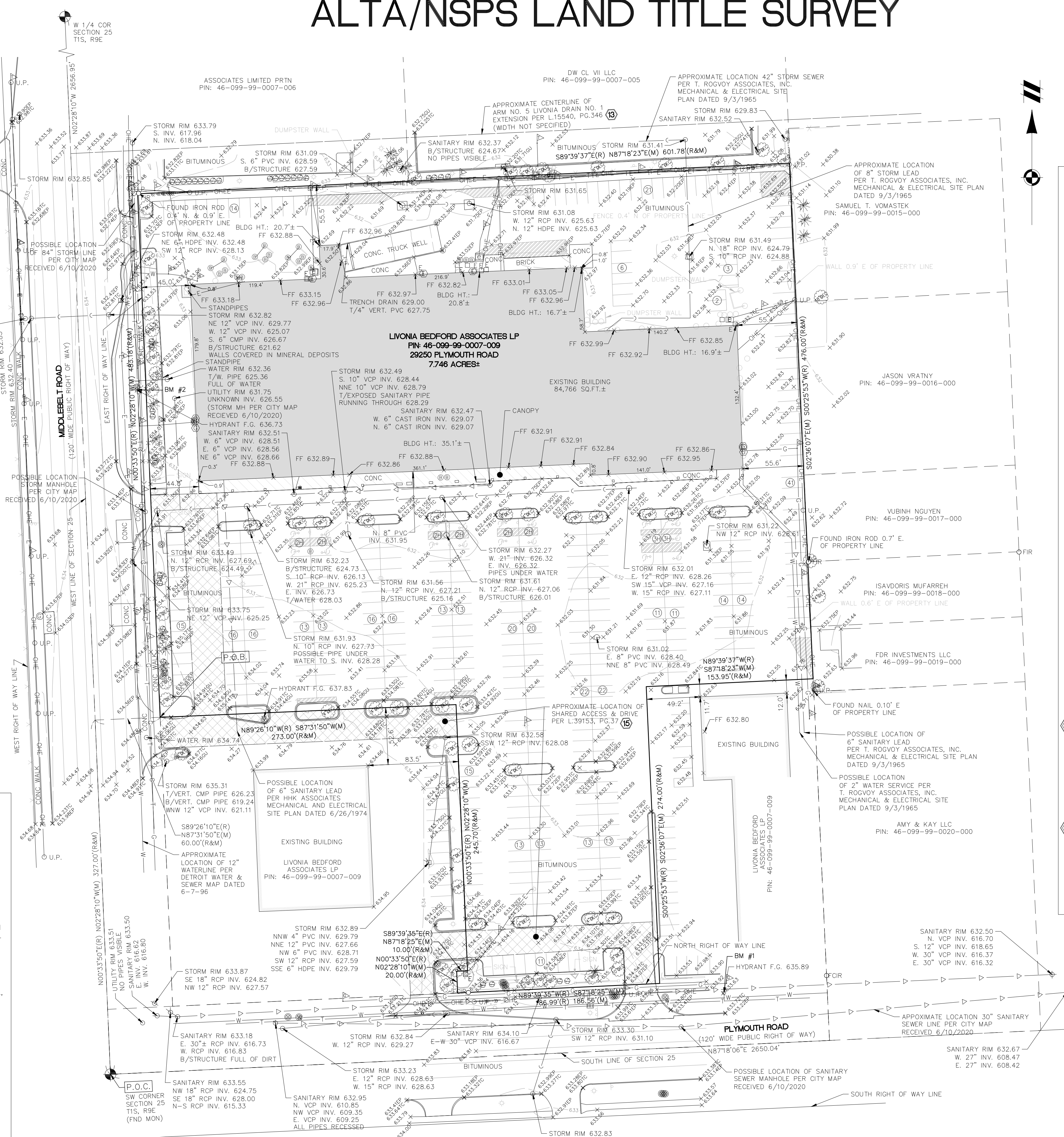
	SECTION CORNER
	FOUND IRON ROD
	FOUND COPPER IRON ROD
	FOUND MAG NAIL
	EXISTING MAILBOX
	EXISTING SIGN
	EXISTING LIGHTPOLE
	EXISTING TELEPHONE RISER
	EXISTING GUY ANCHOR WITH WIRE
	EXISTING UTILITY POLE
	EXISTING WATER BBOX
	EXISTING FIRE HYDRANT
	EXISTING GAS VALVE
	EXISTING MANHOLE/CATCH BASIN
	EXISTING ELECTRIC TRANSFORMER
	EXISTING BOLLARD
	EXISTING ELECTRIC RISER/BOX
	EXISTING ELECTRIC METER
	EXISTING GAS METER
	EXISTING HANDHOLE
	EXISTING SHRUB
	UNDERGROUND ELECTRIC MARKER
	UNDERGROUND GAS MARKER
	UNDERGROUND TELEPHONE MARKER
	UNDERGROUND WATER MARKER
	EXISTING GROUND ELEVATION
	EXISTING CURB ELEVATION
	EXISTING GUTTER ELEVATION
	EXISTING PAVEMENT ELEVATION
	RECORD
	MEASURED
	BOUNDARY LINE
	BOUNDARY ADJACENT LINE
	SECTION LINE
	EASEMENT LINE
	OVERHEAD UTILITY LINE
	UNDERGROUND ELECTRIC LINE
	UNDERGROUND TELEPHONE LINE
	UNDERGROUND GAS LINE
	UNDERGROUND STORM LINE
	UNDERGROUND SANITARY LINE
	UNDERGROUND WATER LINE
	EXISTING FENCE
	EXISTING GUARD RAIL
	EXISTING CURB AND GUTTER
	EXISTING GROUND CONTOUR
	EXISTING BUILDING
	POINT OF BEGINNING
	POINT OF COMMENCEMENT

NOTES:

- BEARINGS ARE BASED ON MICHIGAN STATE PLANE COORDINATES (NAD83), SOUTH ZONE, GROUND DISTANCES, INITIAL MEASUREMENTS. VERTICAL DATUM IS BASED ON NAVD88.
- THE SUBJECT PROPERTY IS LOCATED WITHIN FLOOD ZONE "X" (AREA DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN) ACCORDING TO F.E.M.A FIRM MAP NUMBER 2616300227E, DATED 02/02/2012.
- WATER MAIN, STORM SEWER, SANITARY SEWER AND FRANCHISE UTILITY STRUCTURES HAVE BEEN FIELD LOCATED WHERE VISIBLE, UTILITY AND AS-BUILT MAPS HAVE BEEN REQUESTED AND SOME MAPS HAVE BEEN RECEIVED AT DATE OF THIS SURVEY. FRANCHISE UTILITY MAPS HAVE BEEN REQUESTED FROM THE APPROPRIATE FRANCHISE COMPANIES, BUT NOT ALL MAPS HAVE BEEN RECEIVED AT DATE OF SURVEY.

NOTE: THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN-SERVICE OR ABANDONED.

NOTE TO THE CLIENT, INSURER, AND LENDER - WITH REGARD TO TABLE A, ITEM 11, SOURCE INFORMATION FROM PLANS AND MARKINGS 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. IN ADDITION, IN SOME JURISDICTIONS, 811 OR OTHER SIMILAR UTILITY LOCATE REQUESTS FROM SURVEYORS MAY BE IGNORED OR RESULT IN AN INCOMPLETE RESPONSE, IN WHICH CASE THE SURVEYOR SHALL NOTE ON THE PLAT OR MAP HOW THIS AFFECTED THE SURVEYOR'S ASSESSMENT OF THE LOCATION OF THE UTILITIES. WHERE ADDITIONAL OR MORE DETAILED INFORMATION IS REQUIRED, THE CLIENT IS ADVISED THAT EXCAVATION AND/OR A PRIVATE UTILITY LOCATE REQUEST MAY BE NECESSARY.
- ZONING REPORT OR LETTER NOT PROVIDED AT THE DATE OF THE SURVEY.
- THE SUBJECT PROPERTY HAS 18 HANDICAPPED ACCESSIBLE AND 430 TRADITIONAL PARKING STALLS AS OF THE FIELDWORK DATE.
- THERE WAS NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.
- REFERENCE DRAWING: ALTA/NSPS LAND TITLE SURVEY PERFORMED BY KEM-TEC, PROJECT NO.: 19-00567, DATED MARCH 12, 2019.
- SCHEDULE C DESCRIPTION PER REFERENCED COMMITMENT MATHEMATICALLY MISCLOSES BY 0.43 FEET.



SITE BENCHMARKS:

BM #1: TOP OF NUT ON FIRE HYDRANT IN NORTH RIGHT OF WAY OF PLYMOUTH ROAD E: 635.89 (NAV88)
BM #2: TOP OF NUT ON FIRE HYDRANT IN EAST RIGHT OF WAY OF MIDDLEBELT ROAD E: 636.73 (NAV88)

SCHEDULE C DESCRIPTION PER ALTA COMMITMENT FOR TITLE INSURANCE ISSUED BY FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT NO.: 839213, COMMITMENT DATE: JANUARY 22, 2019:

LAND IN THE CITY OF LIVONIA, WAYNE COUNTY, MI, DESCRIBED AS FOLLOWS:

PART OF THE SOUTHWEST 1/4 OF SECTION 25, TOWN 1 SOUTH, RANGE 9 EAST, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN, DESCRIBED AS: COMMENCING AT THE SOUTHWEST 1/4 OF SECTION 25; THENCE NORTH 00 DEGREES 33 MINUTES 50 SECONDS EAST 327.00 FEET; THENCE SOUTH 89 DEGREES 26 MINUTES 10 SECONDS EAST 60.00 FEET TO THE POINT OF BEGINNING; THENCE NORTH 00 DEGREES 33 MINUTES 50 SECONDS EAST 483.18 FEET; THENCE SOUTH 89 DEGREES 39 MINUTES 37 SECONDS EAST 601.78 FEET; THENCE SOUTH 00 DEGREES 25 MINUTES 53 SECONDS WEST 1476.00 FEET; THENCE NORTH 89 DEGREES 39 MINUTES 37 SECONDS WEST 153.95 FEET; THENCE SOUTH 00 DEGREES 25 MINUTES 53 SECONDS WEST 274.00 FEET; THENCE NORTH 89 DEGREES 39 MINUTES 35 SECONDS WEST 186.99 FEET; THENCE NORTH 00 DEGREES 33 MINUTES 50 SECONDS EAST 20.00 FEET; THENCE SOUTH 89 DEGREES 39 MINUTES 35 SECONDS EAST 10.00 FEET; THENCE NORTH 00 DEGREES 33 MINUTES 50 SECONDS EAST 245.70 FEET; THENCE NORTH 89 DEGREES 26 MINUTES 10 SECONDS WEST 273.00 FEET TO THE POINT OF BEGINNING.

SCHEDULE B, PART II EXCEPTIONS PER ALTA COMMITMENT FOR TITLE INSURANCE ISSUED BY FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT NO.: 839213, COMMITMENT DATE: JANUARY 22, 2019:

- INTEREST OF BEDFORD ASSOCIATES, AN ILLINOIS LIMITED PARTNERSHIP, LESSEE, AND TERMS, CONDITIONS AND PROVISIONS OF LEASE, AS EVIDENCED BY LEASE, DATED JULY 2013, 1993, RECORDED APRIL 19, 1960, IN LIBER 14191, PAGE 455, AS ASSIGNED BY ASSIGNMENT AND ASSUMPTION OF LEASE DATED FEBRUARY 2, 1973, RECORDED FEBRUARY 28, 1973 IN LIBER 18349, PAGE 737, AS FURTHER ASSIGNED BY ASSIGNMENT AND ASSUMPTION OF LEASE DATED MAY 31, 1977, RECORDED JUNE 29, 1977 IN LIBER 19781, PAGE 126 AND ASSIGNMENT AND ASSUMPTION OF LEASE DATED MAY 15, 1986, RECORDED MAY 27, 1986 IN LIBER 22784, PAGE 313, AMENDMENT OF LEASE DATED OCTOBER 25, 2002, RECORDED MARCH 10, 2003 IN LIBER 39964, PAGE 1175, AS FURTHER ASSIGNED BY ASSIGNMENT OF LEASE DATED DECEMBER 10, 2003, RECORDED JANUARY 14, 2004 IN LIBER 39964, PAGE 1175, AS FURTHER DISCLOSED BY MORTGAGE DATED MAY 31, 1977, RECORDED JUNE 29, 1977 IN LIBER 19780, PAGE 856, SUBORDINATION AGREEMENT DATED AUGUST 1, 1983, RECORDED OCTOBER 12, 1986 IN LIBER 29034, PAGE 75, AND ASSIGNMENT OF MORTGAGE AND OTHER LOAN DOCUMENTS DATED DECEMBER 31, 2003, RECORDED JANUARY 14, 2004, IN LIBER 39964, PAGE 1187.
RESPONSE: L14191, PG.455 COVERS SUBJECT PROPERTY AND ADDITIONAL LAND; L18349, P.737 EXHIBIT B COVERS SUBJECT PROPERTY AND ADDITIONAL LAND; L19781, PG.126 EXHIBIT A COVERS SUBJECT PROPERTY AND ADDITIONAL LAND; L22784, PG.313 NOT A SURVEY MATTER; L37888, PG.175 COVERS LAND ADJACENT TO SUBJECT PROPERTY; L39964, PG.1175 COVERS SUBJECT PROPERTY AND ADDITIONAL LAND; L19780, PG.856 COVERS SUBJECT PROPERTY AND ADDITIONAL LAND; L29034, PG.75 EXHIBIT A COVERS SUBJECT PROPERTY AND ADDITIONAL LAND; L39964, PG.1187 SCHEDULE A COVERS SUBJECT PROPERTY AND ADDITIONAL LAND.
- INTEREST OF EJA LIVONIA LEASE, LLC, A MICHIGAN LIMITED LIABILITY COMPANY, LESSEE, AND TERMS, CONDITIONS AND PROVISIONS OF LEASE, AS EVIDENCED BY MEMORANDUM OF (SUB) LEASE, DATED MAY 2, 1977, RECORDED JUNE 29, 1977, IN LIBER 19781, PAGE 115, AS ASSIGNED BY ASSIGNMENT AND ASSUMPTION OF LEASE DATED MAY 31, 1977, RECORDED JUNE 29, 1977, IN LIBER 19781, PAGE 126, AND AS FURTHER ASSIGNED BY ASSIGNMENT OF LEASE AND SUBLEASE DATED DECEMBER 10, 2003, RECORDED JANUARY 14, 2004 IN LIBER 39964, PAGE 1181.
RESPONSE: L19781, PG.115 COVERS SUBJECT PROPERTY AND ADDITIONAL LAND; L19781, PG.126 EXHIBIT A COVERS SUBJECT PROPERTY AND ADDITIONAL LAND; L39964, PG.1181 SCHEDULE A COVERS SUBJECT PROPERTY AND ADJACENT LAND.
- INTEREST OF SECOND MOUNT CLEMENS CORP., A MICHIGAN CORPORATION, LESSEE, AND TERMS, CONDITIONS AND PROVISIONS OF LEASE, AS EVIDENCED BY LEASEHOLD MORTGAGE, DATED FEBRUARY 22, 1983, RECORDED MARCH 21, 1983, IN LIBER 21613, PAGE 480, AND AS ASSIGNED BY ASSIGNMENT OF MORTGAGE DATED FEBRUARY 22, 1983, RECORDED MARCH 21, 1983, IN LIBER 21613, PAGE 484, SUBORDINATION AGREEMENT DATED AUGUST 1, 1983, RECORDED OCTOBER 13, 1983, IN LIBER 21802, PAGE 564, COVERS MORTGAGE LAND, ALSO AS DISCLOSED BY LEASEHOLD MORTGAGE DATED SEPTEMBER 6, 1983, RECORDED SEPTEMBER 15, 1983, IN LIBER 21777, PAGE 555.
RESPONSE: L19781, PG.480 COVERS SUBJECT PROPERTY AND ADJACENT LAND; L21613, PG.484 NOT A SURVEY MATTER; L21802, PG.564 NOT A SURVEY MATTER; L21773, PG.565 SCHEDULE A COVERS SUBJECT PROPERTY AND ADJACENT LAND.
- INTEREST OF OFFICE DEPOT, INC., A DELAWARE CORPORATION, LESSEE, AND TERMS, CONDITIONS AND PROVISIONS OF LEASE, AS EVIDENCED BY MEMORANDUM OF LEASE, DATED OCTOBER 17, 1995, RECORDED DECEMBER 21, 1995, IN LIBER 28477, PAGE 130, NON-DISTURBANCE, EASE, AND ATTACHMENT AGREEMENT DATED JUNE 11, 2015, RECORDED JULY 9, 2015 IN LIBER 52344, PAGE 1301.
RESPONSE: L28477, PG.549 EXHIBIT A COVERS SUBJECT PROPERTY AND ADDITIONAL LAND, EXHIBIT B COVERS SUBJECT PROPERTY, L52344, PG.1301 EXHIBIT A COVERS SUBJECT PROPERTY AND ADDITIONAL LAND.
- INTEREST OF B'S RETAIL & COMMERCIAL OPERATIONS, LLC, A DELAWARE LIMITED LIABILITY COMPANY, AS SUCCESSOR-IN-INTEREST TO BRIDGESTONE/FIRESTONE INC., LESSEE, AND TERMS, CONDITIONS AND PROVISIONS OF LEASE, AS EVIDENCED BY AMENDED AND RESTATED EVIDENCE OF LEASE, DATED MARCH 17, 2006, RECORDED MARCH 22, 2006, IN LIBER 44561, PAGE 431.
RESPONSE: EXHIBIT B COVERS SUBJECT PROPERTY AND ADJACENT LAND.
- TERMS AND CONDITIONS CONTAINED IN AGREEMENT AS DISCLOSED BY INSTRUMENT RECORDED IN LIBER 14648, PAGE 448.
RESPONSE: COVERS PART OF SUBJECT PARCEL AND ADJACENT LAND.
- RETURN OF SPECIAL COMMISSIONERS AS TO COMPENSATION FOR RIGHT OF WAY IN FAVOR OF THE COUNTY DRAIN COMMISSIONERS OF THE COUNTY OF WAYNE AND THE COVENANTS, CONDITIONS AND RESTRICTIONS CONTAINED IN INSTRUMENT RECORDED IN LIBER 15540, PAGE 346.
RESPONSE: APPROXIMATE LOCATION OF DRAIN EXTENSION AS SHOWN HEREON, WIDTH NOT SPECIFIED.
- TERMS AND CONDITIONS CONTAINED IN EASEMENT AS DISCLOSED BY INSTRUMENT RECORDED IN LIBER 29820, PAGE 1294, AND AS RE-RECORDED IN LIBER 37375, PAGE 351.
RESPONSE: L29820, PG.1294 COVERS SUBJECT PROPERTY AND ADDITIONAL LAND, BLANKET IN NATURE; L37375, PG.351 COVERS SUBJECT PROPERTY AND ADDITIONAL LAND, BLANKET IN NATURE.
- TERMS AND CONDITIONS CONTAINED IN RECIPROCAL EASEMENT AGREEMENT WITH COVENANTS, CONDITIONS AND RESTRICTIONS AS DISCLOSED BY INSTRUMENT RECORDED IN LIBER 39153, PAGE 37.
RESPONSE: EXHIBIT A: PARCEL A COVERS SUBJECT PROPERTY AND ADJACENT LAND, PARCEL B COVERS ADJACENT LAND, EXHIBIT B SHOWS APPROXIMATE LOCATIONS OF SHARED ACCESS AND DRIVES, AS SHOWN HEREON.
- TERMS AND CONDITIONS CONTAINED IN CROSS-ACCESS AND PARKING AGREEMENT AS DISCLOSED BY INSTRUMENT RECORDED IN LIBER 53402, PAGE 374.
RESPONSE: EXHIBIT A COVERS SUBJECT PROPERTY AND ADDITIONAL LAND, EXHIBIT B COVERS SUBJECT PROPERTY, EXHIBIT C COVERS ADJACENT LAND TO THE SOUTHEAST, EXHIBIT D COVERS SUBJECT PROPERTY AND ADDITIONAL LAND.

SURVEYOR'S CERTIFICATE

TO:
-FIRST AMERICAN TITLE INSURANCE COMPANY
-LS EQUITY LLC, A MICHIGAN LIMITED LIABILITY COMPANY
-MICHIGAN SCHOOLS & GOVERNMENT CREDIT UNION, ITS SUCCESSORS AND/OR ASSIGNS

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, 6(a), 6(b), 7(a), 7(b), 7(c), 8, 9, 11, 13, 16, AND 17 OF TABLE A THEREOF.

FIELD WORK WAS COMPLETED ON JUNE 26, 2020.

Know what's below.
Call before you dig.

THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

NOTICE:
CONSTRUCTION SITE SAFETY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR. NEITHER THE OWNER NOR THE ENGINEER SHALL BE EXPECTED TO ASSUME ANY RESPONSIBILITY FOR SAFETY OF THE WORK OF PERSONS ENGAGED IN THE WORK OF ANY NEARBY STRUCTURES OR OF ANY OTHER PERSONS.

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ATWELL
866.850.4200 www.atwell-group.com
TWO TOWNE SQUARE, SUITE 700
SOUTHFIELD, MI 48076
248.447.2000

SECTION 25

TOWN 1 SOUTH, RANGE 9 EAST

CITY OF LIVONIA

WAYNE COUNTY, MICHIGAN

LOCATED IN

CLIENT: SYMMETRY PROPERTY MANAGEMENT & REALTY, INC.

ALTA/NSPS LAND TITLE SURVEY

DATE: 06/29/2020

REVISIONS:

SCALE: 0 25 50
1" = 50 FEET

DR. JR. GH. ME.

P.M. M. EMBREE

BOOK: NA

JOB: 18003853

SHEET NO: 1 OF 1

CAD FILE: 18003853TP-01.DWG

Schedule							
Symbol	Label	QTY	Manufacturer	Catalog Number	Description	Lamp	Lumens per Lamp
	A	3	Lithonia Lighting	DSK1 LED	DSK1 LED P4 40K T5W MVOLT	LED	14943
	A-TWIN	4	Lithonia Lighting	DSK1 LED	DSK1 LED P4 40K T5W MVOLT	LED	14943
	B	8	Lithonia Lighting	DSXW LED	DSXB LED 160 350 40K SYM	LED	1674
	D	4	Lithonia Lighting	DSXW1 LED	DSXW1 LED 10C 700 40K T2M MVOLT	LED	2683
	E	9	Lithonia Lighting	DSXW2 LED	DSXW2 LED 30C 1000 40K T2TM MVOLT	LED	11120
	F	1	Lithonia Lighting	DSXO LED	DSXO LED P6 40K T2TM MVOLT with houseshield	LED	12465
	I	19	Lithonia Lighting	WDGE2 LED	WDGE2 LED P3 40K 80CRI VF	LED	3132
	J	1	Lithonia Lighting	WDGE2 LED	WDGE2 LED P5 40K 80CRI VF	LED	5996
	K	1	Lithonia Lighting	DSXO LED	DSXO LED P2 40K T5M MVOLT	LED	6236
	L	11	Lithonia Lighting	DSXO LED	DSXO LED P4 40K 80CRI MVOLT	LED	8656
	N	8	Lithonia Lighting	DSXO LED	DSXO LED P7 40K T2TM MVOLT with houseshield	LED	14332

General Note
1. SEE SCHEDULE FOR LUMINAIRE MOUNTING HEIGHT.
2. CALCULATIONS ARE SHOWN IN FOOTCAULES AT: 0' - 0"
3. LIGHTING ALTERNATES REQUIRE NEW PHOTOMETRIC CALCULATION AND RESUBMISSION TO CITY FOR APPROVAL.

THE ENGINEER AND/OR ARCHITECT MUST DETERMINE 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 MICHIGAN ENERGY CODE AND LIGHTING QUALITY COMPLIANCE.

UNLESS EXEMPT, PROJECT MUST COMPLY WITH LIGHTING CONTROLS REQUIREMENTS DEFINED IN ASHRAE 90.1 2013. FOR SPECIFIC INFORMATION CONTACT GBA CONTROLS GROUP AT ASG@GASSERBUSH.COM OR 734-266-6705.

FOR ORDERING INQUIRIES CONTACT GASSER BUSH AT QUOTES@GASSERBUSH.COM OR 734-266-6705.

THIS DRAWING WAS GENERATED FROM AN ELECTRONIC IMAGE FOR ESTIMATION PURPOSE ONLY. LAYOUT TO BE VERIFIED IN FIELD BY OTHERS.

MOUNTING HEIGHT IS MEASURED FROM GRADE TO FACE OF FIXTURE. POLE HEIGHT SHOULD BE CALCULATED AS THE MOUNTING HEIGHT LESS BASE HEIGHT.

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
CHICK FIL A PARKING AND DRIVES	✕	1.8 fc	11.2 fc	0.4 fc	28.0:1	4.5:1
E PL	+	0.3 fc	0.5 fc	0.0 fc	N/A	N/A
RETAIL 1&2 PARKING AND DRIVES	✕	1.8 fc	7.8 fc	0.3 fc	26.0:1	6.0:1
SITE	+	0.9 fc	19.5 fc	0.0 fc	N/A	N/A

WDGE2 LED
Architectural Wall Sconce

TYPE I, J

Specifications
Depth: 1.5"
Height: 1.5"
Width: 1.5"
Weight: 1.5 lb

Introduction
The WDGE2 LED family is designed to meet the needs of a wide range of applications in a variety of architectural settings. The WDGE2 LED family provides a wide range of mounting options, including wall, ceiling, and floor. The WDGE2 LED family is designed to provide a wide range of lighting options, including ambient, task, and accent lighting.

D-Series Size 1
LED Area Luminaire

TYPE A

Specifications
Depth: 1.5"
Height: 1.5"
Width: 1.5"
Weight: 1.5 lb

Introduction
The modern styling of the D-Series is striking and contemporary. The D-Series is designed to provide a wide range of lighting options, including ambient, task, and accent lighting. The D-Series is designed to provide a wide range of mounting options, including wall, ceiling, and floor.

D-Series LED
Roll-in

TYPE B

Specifications
Depth: 1.5"
Height: 1.5"
Width: 1.5"
Weight: 1.5 lb

Introduction
The D-Series LED Roll-in is a stylish, energy-saving, long-life luminaire designed to provide a wide range of lighting options, including ambient, task, and accent lighting. The D-Series LED Roll-in is designed to provide a wide range of mounting options, including wall, ceiling, and floor.

D-Series Size 0
LED Area Luminaire

TYPES F, K, L, N

Specifications
Depth: 1.5"
Height: 1.5"
Width: 1.5"
Weight: 1.5 lb

Introduction
The modern styling of the D-Series is striking and contemporary. The D-Series is designed to provide a wide range of lighting options, including ambient, task, and accent lighting. The D-Series is designed to provide a wide range of mounting options, including wall, ceiling, and floor.

D-Series Size 2
LED Wall Luminaire

TYPE E

Specifications
Depth: 1.5"
Height: 1.5"
Width: 1.5"
Weight: 1.5 lb

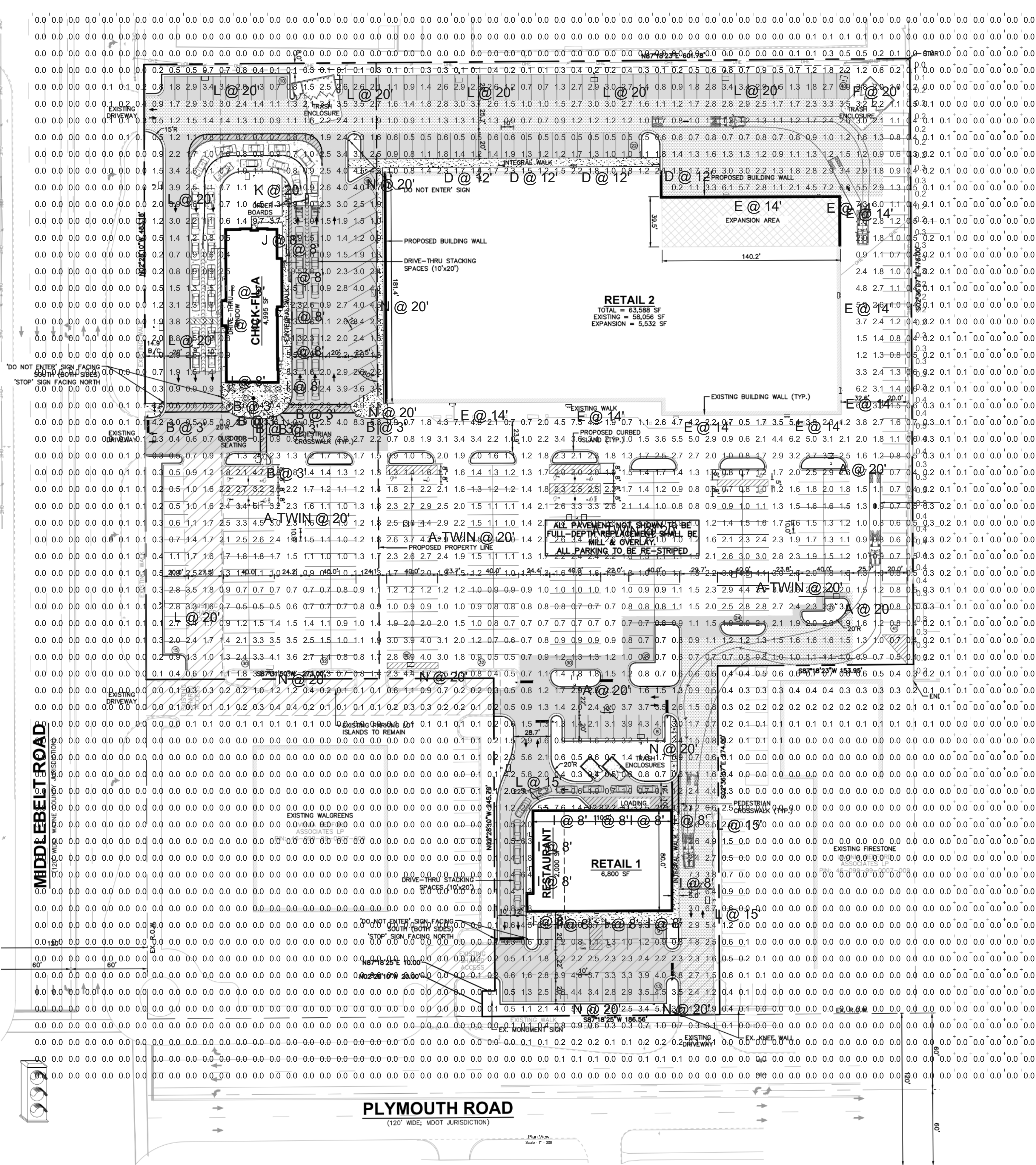
Introduction
The D-Series Size 2 LED Wall Luminaire is a stylish, fully integrated LED solution for building-mount applications. The D-Series Size 2 LED Wall Luminaire is designed to provide a wide range of lighting options, including ambient, task, and accent lighting. The D-Series Size 2 LED Wall Luminaire is designed to provide a wide range of mounting options, including wall, ceiling, and floor.

D-Series Size 1
LED Wall Luminaire

TYPE D

Specifications
Depth: 1.5"
Height: 1.5"
Width: 1.5"
Weight: 1.5 lb

Introduction
The D-Series Size 1 LED Wall Luminaire is a stylish, fully integrated LED solution for building-mount applications. The D-Series Size 1 LED Wall Luminaire is designed to provide a wide range of lighting options, including ambient, task, and accent lighting. The D-Series Size 1 LED Wall Luminaire is designed to provide a wide range of mounting options, including wall, ceiling, and floor.



SITE PHOTOMETRIC PLAN
N.T.S.

DATE

ISSUED FOR

REV

This drawing has been prepared solely for the use of the SYMMETRY PROPERTY MANAGEMENT and there are no representations of any kind made by NORR to any party with whom NORR has not entered into a contract.

This drawing shall not be used for construction purposes until the seal appearing hereon is signed and dated by the Architect or Engineer.

Project Component

Key Plan

Consultants

Civil:
Landscape:
Architecture:
Structural:
Mechanical:
Electrical:

Seal(s)

Project Manager
DG

Design Lead

Project Leader
AC

Project Manager
BIM Lead

Drawn
Author

Checked
Checker

SYMMETRY PROPERTY
MANAGEMENT

Project
LIVONIA RETAIL
DEVELOPMENT
MIDDLEBELT RD. & PLYMOUTH RD.
LIVONIA, MI

Drawing Title
SITE PHOTOMETRIC

Scale: 12" = 1'-0"

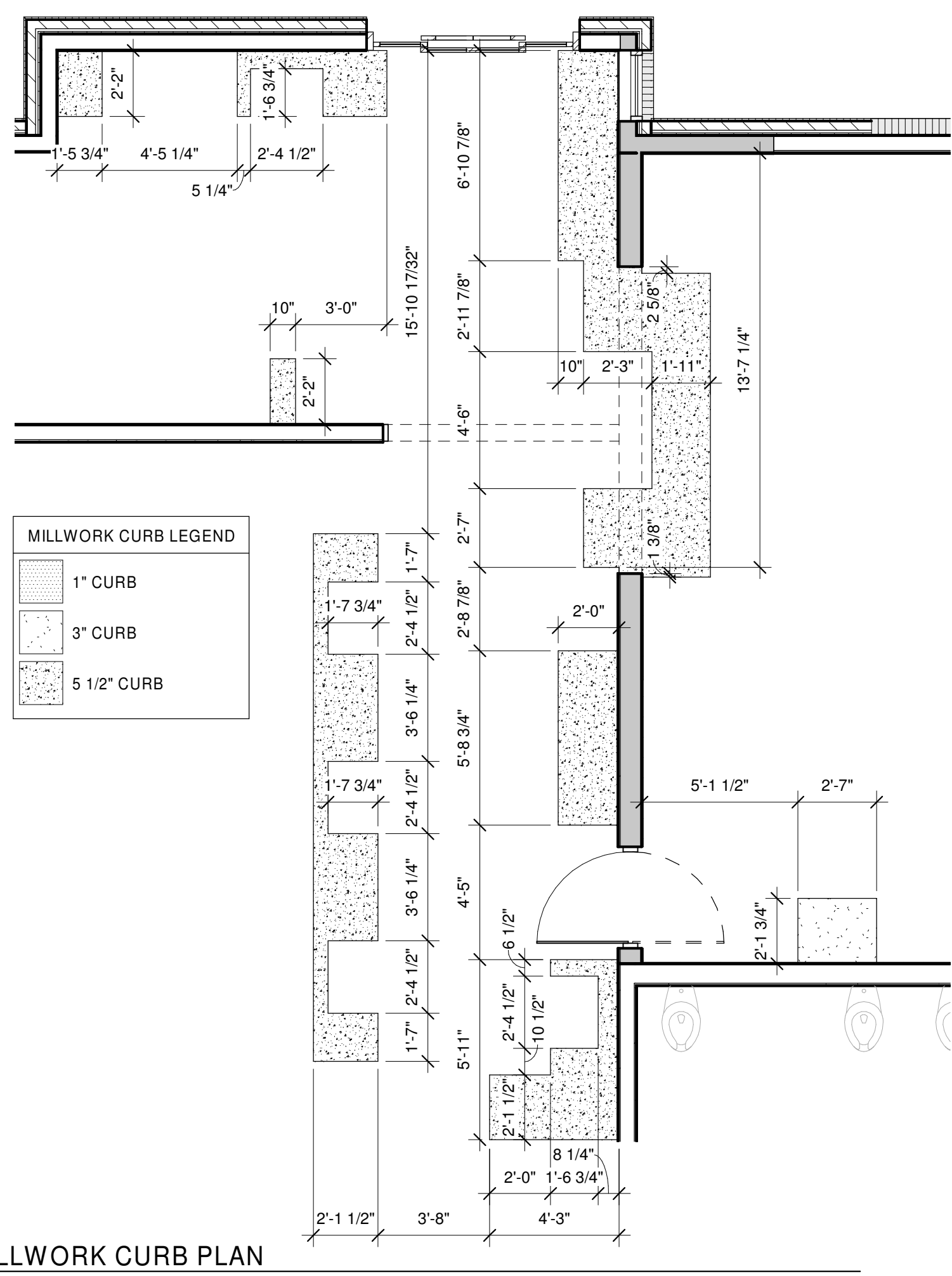
Project No. JCDT19-0016

Drawing No. ES01

ARCH D Title Block - R18.3 (Sept 12/19) Copyright © 2019

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8/19/2020 4:39:03 PM
10-LS-00000-A-201-FLOOR PLAN

C4 FLOOR PLAN



A4 MILLWORK CURB PLAN

FLOOR PLAN WALL & PARTITION LEGEND

BATT INSULATION
WOOD STUD WALL
METAL STUD WALL

NOTE: SEE WALL & PARTITION TYPES AND SMOKE BARRIER INDICATED ON REFLECTED CEILING PLAN FOR ADDITIONAL INFORMATION

MARK	DESCRIPTION (DOES NOT INCLUDE FINISHES)
SM6	6" MTL STUD EXTERIOR WALL WITH 1/2" SHEATHING ON EXTERIOR FACES - REF STRUCT DRAWINGS AND ARCH SECTIONS/ELEVATIONS FOR CONSTRUCTION/MATERIAL INFORMATION
SW6	2X6 WD STUD EXTERIOR WALL WITH 1/2" SHEATHING EA SIDE - REF STRUCT DRAWINGS AND ARCH SECTIONS/ELEVATIONS FOR CONSTRUCTION/MATERIAL INFORMATION
SW6.1	2X6 WD STUD EXTERIOR WALL WITH ONE LAYER 1/2" SHEATHING EXTERIOR SIDE AND TWO LAYERS 1/2" SHEATHING INTERIOR SIDE - REF STRUCT DRAWINGS AND ARCH SECTIONS/ELEVATIONS FOR CONSTRUCTION/MATERIAL INFORMATION
SW6.2	2X6 WD STUD EXTERIOR FURRING WALL WITH ONE LAYER 1/2" SHEATHING EXPOSED SIDE - REF STRUCT DRAWINGS AND ARCH SECTIONS/ELEVATIONS FOR CONSTRUCTION/MATERIAL INFORMATION

STATISTICS (NET)		
Name		Area
CLOSET		11 SF
DINING		1901 SF
DRIVE THRU		279 SF
KITCHEN		1450 SF
MENS		165 SF
MULTI-PURPOSE		107 SF
OFFICE		56 SF
RISER		27 SF
RR VEST		83 SF
SERVICE		118 SF
VESTIBULE		233 SF
WOMENS		57 SF
WOMENS		181 SF
BUILDING FOOTPRINT:		4995 SF

NOTE: SQUARE FOOTAGE INDICATED IN STATISTICS IS NET SQUARE FOOTAGE AND DOES NOT INCLUDED INTERIOR OR EXTERIOR WALLS. REFER TO FOOTPRINT FOR BUILDING SQUARE FOOTAGE.

MARK	DESCRIPTION (DOES NOT INCLUDE FINISHES)
M8	8" MTL STUDS @ 24" O.C. MAX. WITH ONE LAYER 1/2" SHEATHING EA EXPOSED SIDE
W4	2x4 WD STUDS @ 24" O.C. MAX. WITH ONE LAYER 1/2" SHEATHING EA EXPOSED SIDE
W6	2x6 WD STUDS @ 24" O.C. MAX. WITH ONE LAYER 1/2" SHEATHING EA EXPOSED SIDE
W8	2x8 WD STUDS @ 24" O.C. MAX. WITH ONE LAYER 1/2" SHEATHING EA EXPOSED SIDE
W6.4	2X6 & 2X4 PAIR WD STUDS @ 24" O.C. MAX. WITH ONE LAYER OF 1/2" SHEATHING EA EXPOSED SIDE

FLOOR PLAN GENERAL NOTES

- DIMENSIONS ARE FROM FACE OF STUD TO FACE OF STUD, (UNLESS OTHERWISE NOTED). FASTENERS, ANCHORS, CLIPS, STRAPS, ETC WHICH ARE IN CONTACT WITH PRESERVATIVE AND/OR FIRE TREATED WOOD SHALL BE OF G-185 HOT DIPPED ZINC-COATED GALVANIZED STEEL, STAINLESS STEEL, OR AN APPROVED EQUAL.
- REFER TO CIVIL AND LANDSCAPE FOR LOCATIONS OF WALKS, BOLLARDS, LANDSCAPING AREAS, FLAG POLE, AND OTHER SITE ITEMS.
- REFER TO INTERIOR ELEVATIONS FOR LOCATIONS AND TYPES OF CORNER GUARDS.
- CONTRACTOR TO COORDINATE LOCATION OF POLE MOUNTED EXTERIOR CAMERA WITH STRONG SYSTEMS AND INSTALL UNDERGROUND CONDUIT AS REQUIRED. RE: ELECTRICAL.
- REFER TO ACCESSIBILITY PLAN AND FURNITURE DRAWINGS FOR SEATING LAYOUT & SPECIFICATIONS. CONTACT: OWNER.
- REFER TO ACCESSIBILITY PLAN AND OWNER DRAWINGS FOR CONDIMENT COUNTERS AND TRASH RECEPTACLES.
- REFER TO IT WALLBOARD USER GUIDE FOR WALLBOARD INSTALLATION, IF APPLICABLE.

FLOORPLAN KEYNOTES

- GC SHALL PROVIDE 5-1/2" HIGH CONCRETE MILLWORK CURBS. RE: OWNER SHOP DRAWINGS FOR EXACT LOCATIONS & DIMENSIONS.
- GC SHALL SECURE SAFE USING (4) HILTI-HAS-E 1/2" x 4-1/2" ANCHOR BOLTS WITH HILTI HYU ADHESIVE CAPSULE. AT EACH HOLE FASTEN THRU PNEULOID BASE OF CABINET AND INTO CONCRETE CURB BELOW. VERIFY LOCATION WITH SAFE MANUFACTURER.
- FREEZER AND COOLER DOORS AND HARDWARE SUPPLIED BY FREEZER/ COOLER MANUFACTURER.
- DASHED LINE INDICATES SOFFIT OR BULKHEAD ABOVE. RE: REFLECTED CEILING PLAN.
- RECESSED PIN AND SLEEVE BOX. RE: A/A-620 & ELECTRICAL. 2'-1" ROUGH OPENING WIDTH AT HOOD #2. 11" ROUGH OPENING WIDTH AT HOOD #3
- STEEL WALL BY OWNER (TYP.). RE: OWNER FOR EXACT LOCATION.
- SAFE SCREEN BY OWNER.
- NETWORK CABINET. C1 / A-621
- ELECTRICAL PANEL. RE: ELECTRICAL.
- ITEM BY OWNER.
- 2-SIDED ICON. RE: OWNER DRAWINGS.
- CANOPY ABOVE BY OWNER.
- DROP SLAB IN PLAY AREA 1'-1/2". RE: STRUCTURAL.
- MDP. RE: ELECTRICAL.
- CT CABINET. RE: ELECTRICAL.
- HAND SANITIZER CENTERED UNDER PLAY RULES SIGNAGE (WITH DECAL ON OPPOSITE SIDE IF MOUNTED ON STOREFRONT). RE: SCHEDULE ON A-701 FOR MODEL INFO.

WALL NOTES

- WALL INSULATION NOTES**
- WHERE EXTERIOR METAL STUD WALL TYPE REQUIRES BATT INSULATION. USE R-19 FOIL FACED BATT INSULATION.
 - WHERE EXTERIOR WOOD STUD WALL REQUIRES BATT INSULATION. USE R-19 KRAFT FACED FIBERGLASS BATT INSULATION WITH FLAME SPREAD INDEX OF NOT MORE THAN 25 AND SMOKE DEVELOPED INDEX OF NOT MORE THAN 450.
 - WHERE EXTERIOR STUD WALLS REQUIRE BATT INSULATION, EXTEND INSULATION UP 12" ABOVE ROOFTOP RIGID INSULATION.
 - AT INTERIOR METAL STUD WALLS WHERE INSULATION IS SCHEDULED. USE 3-1/2" FOIL FACED BATT INSULATION.
 - AT INTERIOR WOOD STUD WALLS WHERE INSULATION IS SCHEDULED. USE 3-1/2" BATT INSULATION WITH MAXIMUM FLAME SPREAD INDEX OF 25.
 - NOT USED
- INTERIOR WALL FRAMING NOTES**
- UNLESS NOTED OTHERWISE, EXTEND FRAMING TO 6" ABOVE ADJACENT CEILING.
 - AT DRAFT STOPPING PARTITION INTERIOR WALLS, EXTEND FRAMING TO ROOF DECK AS REQUIRED TO ACCOMMODATE SMOKE BARRIER.
 - WHERE INTERIOR WALLS ARE NOT INSULATED AND NOT A DRAFT STOPPING PARTITION, FRAMING MAY STOP 6" ABOVE HIGHEST ABUTTING FINISH CEILING.
 - WHERE INTERIOR WALL FRAMING DOES NOT EXTEND TO STRUCTURE ABOVE, BRACE INTERIOR WALLS AS REQUIRED FOR COMPLIANCE WITH BUILDING CODE. REF BUILDING DATA ON COVER SHEET.
 - FRAMING AT NON-LOADBEARING INTERIOR WALLS SHALL MEET REQUIREMENTS OF APPLICABLE BUILDING CODES AND LOCAL AMENDMENTS.

EXTERIOR WALL FRAMING NOTES

- SEE STRUCTURAL DRAWINGS FOR STUD DIMENSIONS AND SPACING.
- AT WOOD STUD EXTERIOR WALLS, USE TREATED SILL PLATES.

EXTERIOR SHEATHING NOTES

- REFER TO STRUCTURAL FOR EXTERIOR SHEATHING TYPES.

BLOCKING NOTES

- WALL BLOCKING SHALL BE THE GENERAL CONTRACTOR'S RESPONSIBILITY. BLOCKING SHALL INCLUDE, BUT IS NOT LIMITED TO: AREAS INDICATED ON INTERIOR ELEVATIONS FOR GRAB BARS, SHELVING BRACKETS, MONITORS, FIXTURES, ETC. AS WELL AS BLOCKING FOR WINDOWS, CANOPIES ROOF FRAMING, ROOF TOP UNITS, ETC.

INTERIOR WALL FINISH & INTERIOR SHEATHING NOTES

- AT MATERIALS LABELED "INTERIOR SHEATHING" ON WALL TYPE DRAWINGS AND DETAILS, SHEATHING SHALL BE AS FOLLOWS UNLESS NOTED OTHERWISE. REFER TO FINISH PLAN AND INTERIOR ELEVATIONS FOR FINISH MATERIAL ON INTERIOR SHEATHING. DO NOT USE WOOD SHEATHING WITHIN 18" OF HOODS.
- WHERE SHEATHING IS EXPOSED: 1/2" GYPSUM BOARD. PAINTED PER INTERIOR ELEVATIONS AND FINISH PLAN.
 - BETWEEN WALL TILE AND STUDS: 1/2" CEMENTITIOUS BACKER BOARD.
 - BETWEEN FRP PANELS AND METAL STUDS: COMPOSITE GOLD 40 MIL WATERPROOF MEMBRANE AND 1/2" CEMENTITIOUS BOARD TO 1'-0" ABOVE SLAB. 1/2" CDX PLYWOOD SUBSTRATE ABOVE CEMENTITIOUS BOARD TO 1'-0" ABOVE CEILING. RE: TYPICAL WALL BASE DETAIL.
 - BETWEEN FRP PANELS AND METAL STUDS: COMPOSITE GOLD 40 MIL WATERPROOF MEMBRANE AND 1/2" CEMENTITIOUS BOARD TO 1'-0" ABOVE SLAB. 1/2" CEMENTITIOUS BOARD TO 4" ABOVE CEILING. EXCEPT AT AREAS WHERE DRAFT STOPPING IS REQUIRED. REFER TO DRAFT STOPPING DETAILS FOR THOSE AREAS.
 - BETWEEN STAINLESS STEEL PANELS AND METAL STUDS: 1/2" CEMENTITIOUS BOARD.
 - BETWEEN STAINLESS STEEL PANELS AND WOOD STUDS: 1/2" CEMENTITIOUS BOARD.
 - BETWEEN WALL COVERING AND STUDS: 1/2" GYPSUM BOARD.
 - BETWEEN WOOD WAINSCOT AND WOOD STUDS: 1/2" PLYWOOD.
 - BETWEEN WOOD WAINSCOT AND METAL STUDS: 1/2" PLYWOOD.
 - BETWEEN FREEZER/COOLER WALLS AND WOOD STUD WALLS: 1 FT TALL CEMENT BOARD BASE WITH 1/2" GYPSUM BOARD (LEVEL 1 FINISH) TO 6" ABOVE FINISH CEILING. EXTEND 40 MIL COMPOSITE GOLD WATERPROOF MEMBRANE FROM FLOOR AS INDICATED ON FINISH PLAN UP WALL AS INDICATED ON FREEZER AND COOLER SCREED DETAILS.
 - BEHIND WOOD BOARD FINISH AT ICON WALL: 3/4" PLYWOOD.
 - BEHIND WOOD BOARD FINISH AT OTHER LOCATIONS: 1/2" PLYWOOD.

INTERIOR BASE FINISH & SHEATHING NOTES

- AT MATERIALS LABELED "INTERIOR SHEATHING" ON WALL TYPE DRAWINGS AND DETAILS, MATERIALS SHALL BE AS FOLLOWS UNLESS NOTED OTHERWISE. REFER TO FINISH PLAN AND INTERIOR ELEVATIONS FOR BASE FINISH MATERIAL.
- BETWEEN TILE BASE AT KITCHEN AND STUDS: 1/2" CEMENTITIOUS BACKER BOARD TO MINIMUM 1'-0" ABOVE SLAB.
 - BETWEEN TILE BASE AT NON-KITCHEN AREAS AND STUD WALLS: 1/2" CEMENT BACKER BOARD TO MINIMUM 5" ABOVE SLAB.
 - BETWEEN VINYL BASE AND WOOD STUD WALLS: 1/2" GYPSUM BOARD.



Chick-fil-A

Chick-fil-A
5200 Buffington Road
Atlanta, Georgia
30349-2998



PROTOTYPICAL SET

NOT FOR
REGULATORY
APPROVAL,
BIDDING, OR
CONSTRUCTION

Preliminary
09/30/2020 3:43:30 PM

CHICK-FIL-A
LIVONIA

29350 Plymouth Road,
Livonia, MI 48150

FSR# 04664

BUILDING TYPE / SIZE: P13 LS
RELEASE: v2_20_08

REVISION Schedule
NO. DATE DESCRIPTION

PROJECT STATUS

CONSULTANT PROJECT # 2019223.27
PRINTED FOR PROJECT STATUS
DATE 09/30/20
DRAWN BY ER

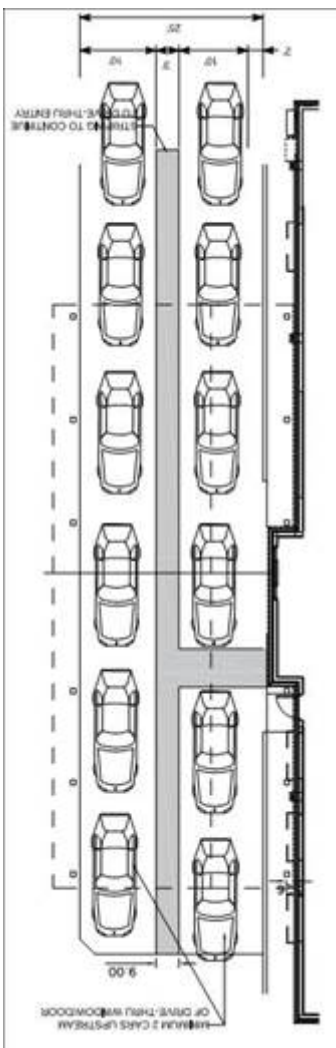
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FLOOR PLAN

SHEET

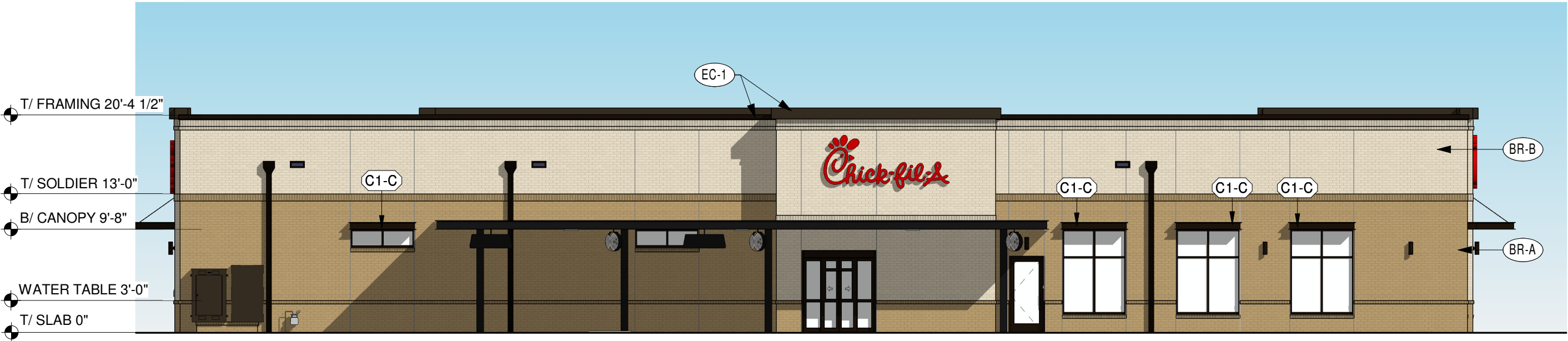
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A-201



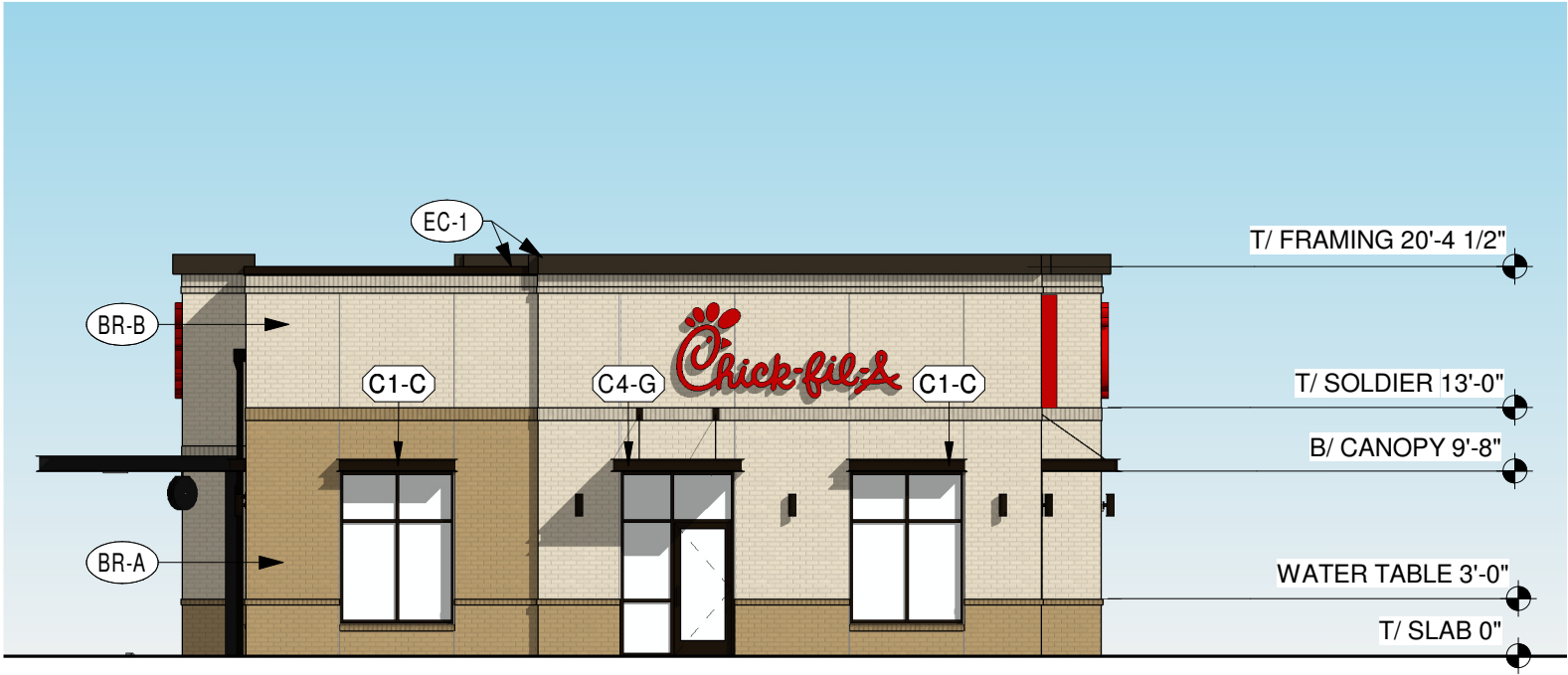


EXTERIOR ELEVATION
1" = 10'-0"



EXTERIOR ELEVATION
1" = 10'-0"

EXTERIOR ELEVATIONS



EXTERIOR ELEVATION
1" = 10'-0"



EXTERIOR ELEVATION
1" = 10'-0"

ATTACHED CANOPY SCHEDULE

Mark	Description	Count	Overall Width	Overall Depth	Tie Back Mounting (Offset From Top)	Integral Lighting
C1-A	Exterior Canopy	1	3'-8 1/2"	1'-0"	0"	Yes
C1-C	Exterior Canopy	12	6'-4"	1'-0"	0"	No
C3-B	Exterior Canopy	1	15'-0"	4'-0"	2'-4"	Yes
C4-G	Exterior Canopy	1	7'-0"	4'-0"	2'-4"	Yes
C4-M	Exterior Canopy	1	15'-0"	4'-0"	2'-4"	No
Grand total		16				

EXTERIOR FINISHES



SC-1
STUCCO SYSTEM
COLOR: WHITE
FINISH: SAND MEDIUM



SC-2
STUCCO SYSTEM
COLOR: BROWN
FINISH: SAND MEDIUM



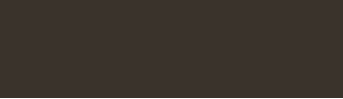
BR-A
BRICK VENEER
COLOR: DARK BROWN
SIZE: MODULAR



BR-B
BRICK VENEER
COLOR: LIGHT BROWN
SIZE: MODULAR



EC-1
PREFINISHED METAL COPING
COLOR: DARK BRONZE



PT-9
EXTERIOR PAINT
COLOR: DARK BRONZE
FINISH: SEMI-GLOSS



ST-1
STOREFRONT
COLOR: DARK BRONZE

EXTERIOR ELEVATIONS

C:\Users\mike.czajka\Documents\2020 Revit Projects\00000_NewStore_ARC_mike.czajka.rvt
8/19/2020 4:44:42 PM
10-LS-00000-A-103-REFUSE ENCLOSURE

SITE ADAPT ARCHITECT TO VERIFY
DRAINAGE METHOD (THROUGH
REAR WALL IS PREFERRED
- SWAP MODEL GROUP IN REF FILE
IF FLOOR DRAIN IS TO BE USED)

C4 REFUSE ENCLOSURE ELEVATION
3/8" = 1'-0"

D3 REFUSE ENCLOSURE PLAN
1/4" = 1'-0"

C2 REFUSE ENCLOSURE ELEVATION
3/8" = 1'-0"

B2 REFUSE ENCLOSURE BASE DETAIL
1 1/2" = 1'-0"

A2 REFUSE ENCLOSURE ELEVATION
3/8" = 1'-0"

C1 REFUSE ENCLOSURE DOOR JAMB DETAIL
1 1/2" = 1'-0"

B1 REFUSE PAD AT CONCRETE PAVING DETAIL
3/4" = 1'-0"

REFUSE ENCLOSURE NOTES

1. ** IN THE ARCHITECTURAL DRAWINGS, REFUSE ENCLOSURE AND MAIN BUILDING ARE BOTH NOTED WITH FINISH SLAB AT 0'-0". ACTUAL FINISH SLAB HEIGHTS WILL VARY BETWEEN MAIN BUILDING AND REFUSE ENCLOSURE. REFER TO CIVIL FOR ALL FINISH SLAB HEIGHTS.



Chick-fil-A

Chick-fil-A
5200 Buffington Road
Atlanta, Georgia
30349-2998

SITE
ADAPT
LOGO
AND
ADDRESS

PROTOTYPICAL SET

NOT FOR
REGULATORY
APPROVAL,
BIDDING, OR
CONSTRUCTION

CHICK-FIL-A
Project Name

Street Address
City, GA 00000

FSR#00000

BUILDING TYPE / SIZE: P13 LS
RELEASE: v2_20_08

REVISION SCHEDULE
NO. DATE DESCRIPTION

PROJECT STATUS

CONSULTANT PROJECT # ###
PRINTED FOR PROJECT STATUS
DATE MM/DD/YY
DRAWN BY Author

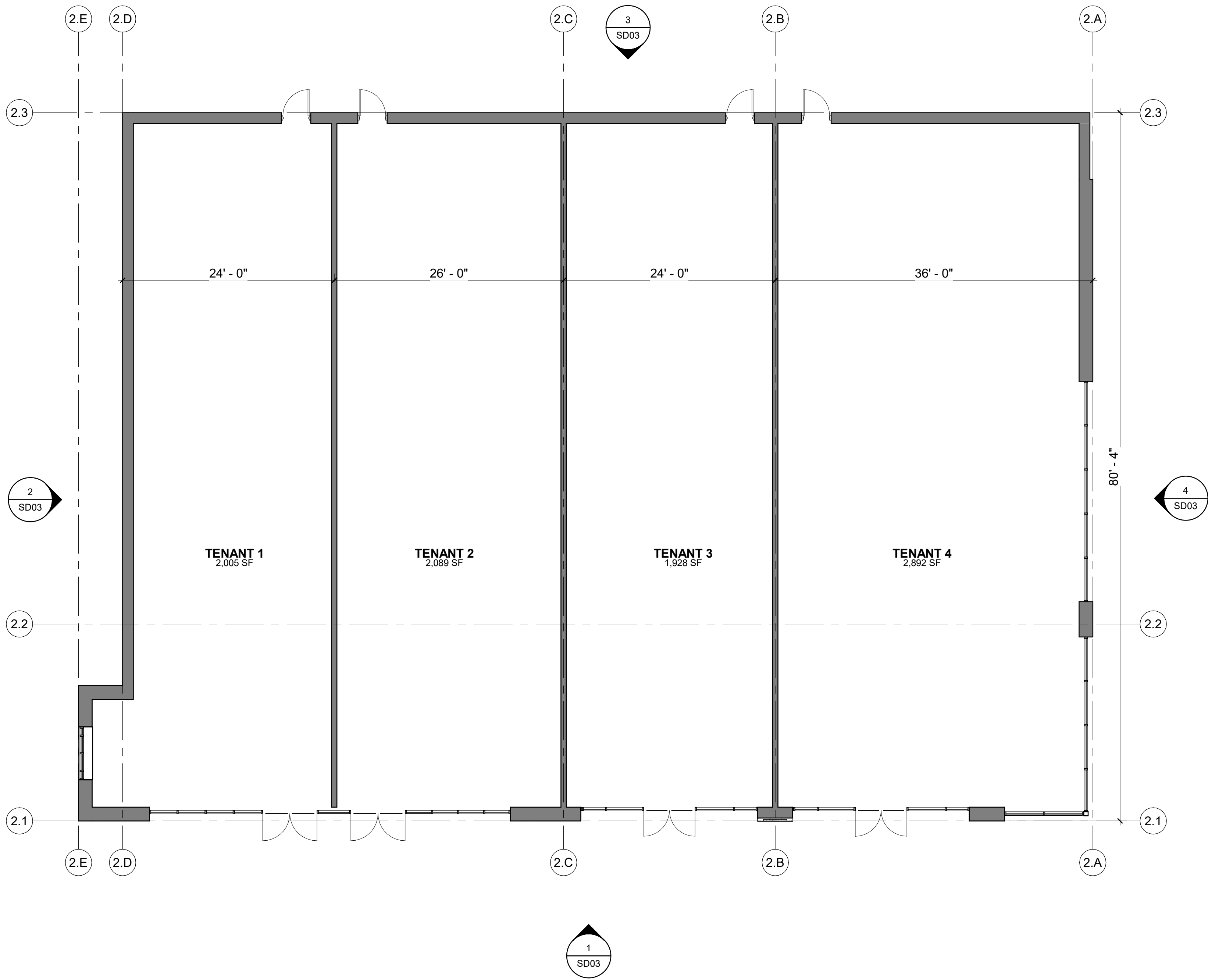
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SHEET
REFUSE ENCLOSURE

SHEET NUMBER

A-103

2 RETAIL 1 FLOOR PLAN

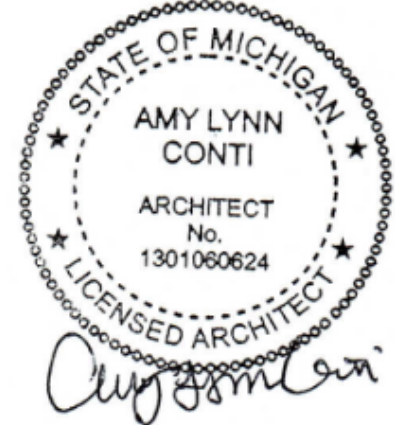


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This drawing shall not be used for construction purposes until the seal appearing hereon is signed and drawn by the Architect or Engineer.		

Project Component
Key Plan

Consultants
Civil:
Landscape:
Architecture:
Structural:
Mechanical:
Electrical:

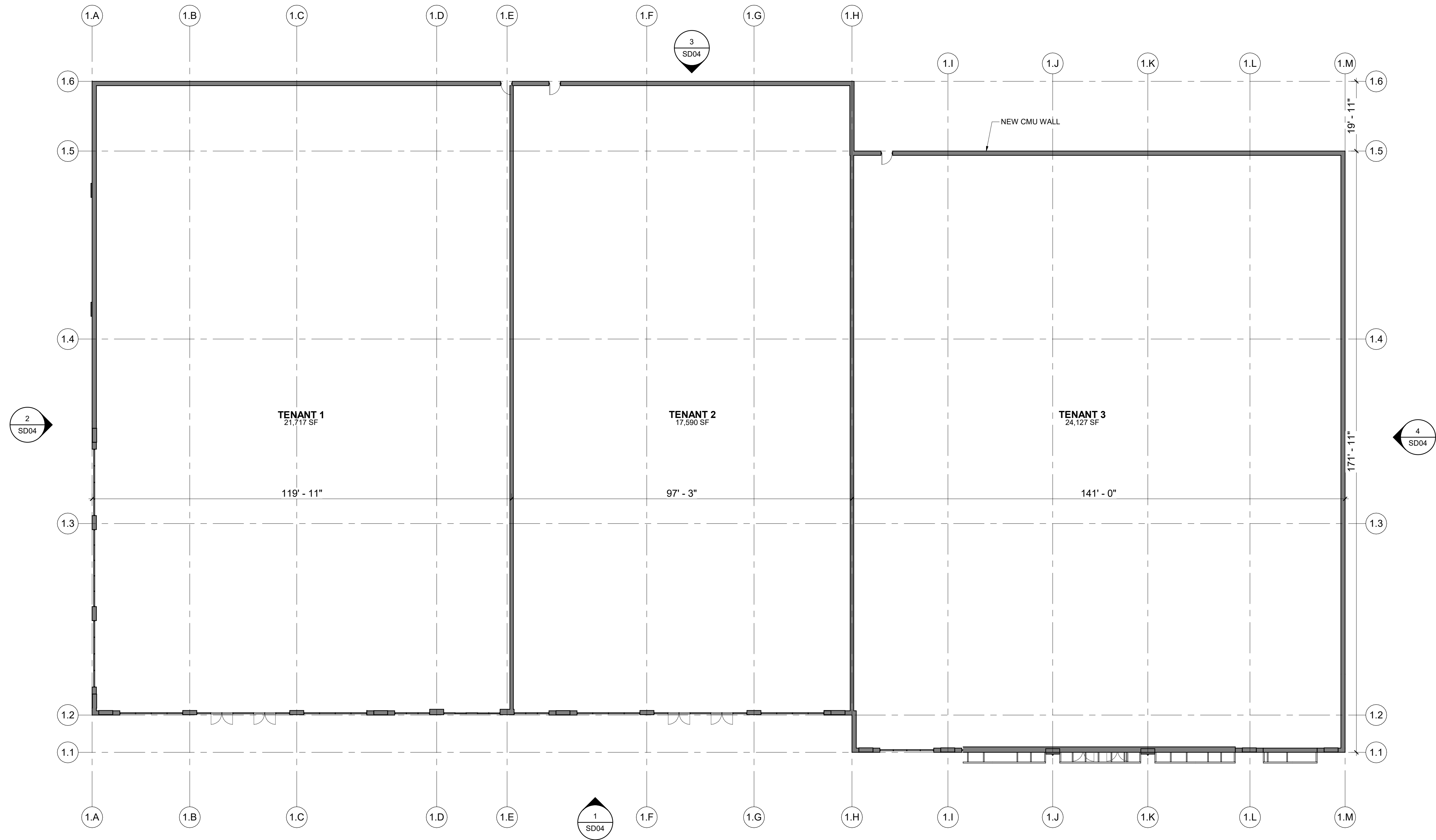
Seal(s)



NORR

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Detroit, MI, US 48226
norr.com

Project Manager DG	BIM Lead
Design Lead	Drawn Author
Project Leader AC	Checked Checker
SYMMETRY PROPERTY MANAGEMENT	
Project LIVONIA RETAIL DEVELOPMENT MIDDLEBELT RD. & PLYMOUTH RD. LIVONIA, MI	
Drawing Title RETAIL 1 - LEASE PLAN	
Scale: 1/8" = 1'-0"	
Project No. JCDT19-0016	
Drawing No. SD01	



1 RETAIL 2 FLOOR PLAN

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Project Component
Key Plan

Consultants
Civil:
Landscape:
Architecture:
Structural:
Mechanical:
Electrical:

Seal(s)





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Project Manager DG	BIM Lead
Design Lead	Drawn Author
Project Leader AC	Checked Checker

SYMMETRY PROPERTY MANAGEMENT

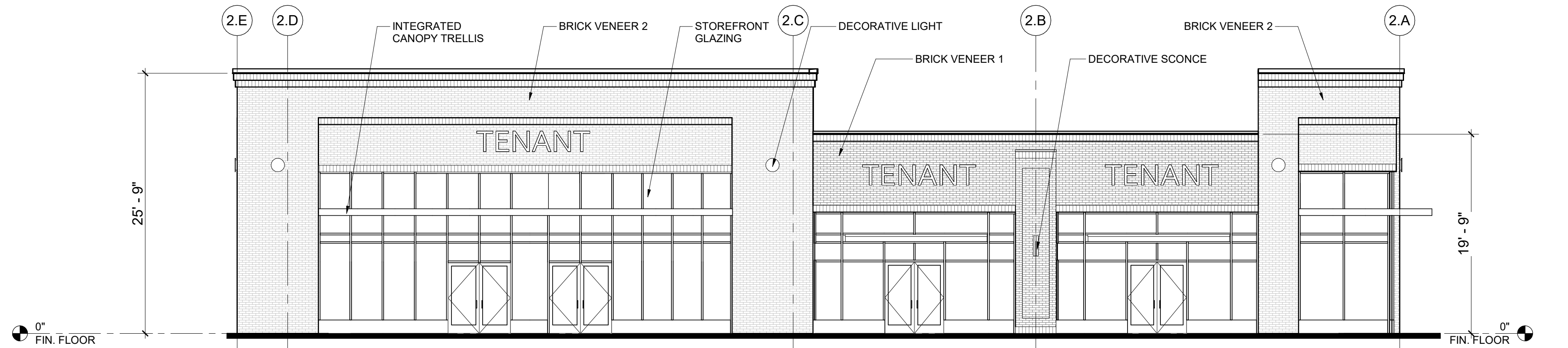
Project
LIVONIA RETAIL DEVELOPMENT
MIDDLEBELT RD. & PLYMOUTH RD.
LIVONIA, MI

Drawing Title
RETAIL 2 - LEASE PLAN

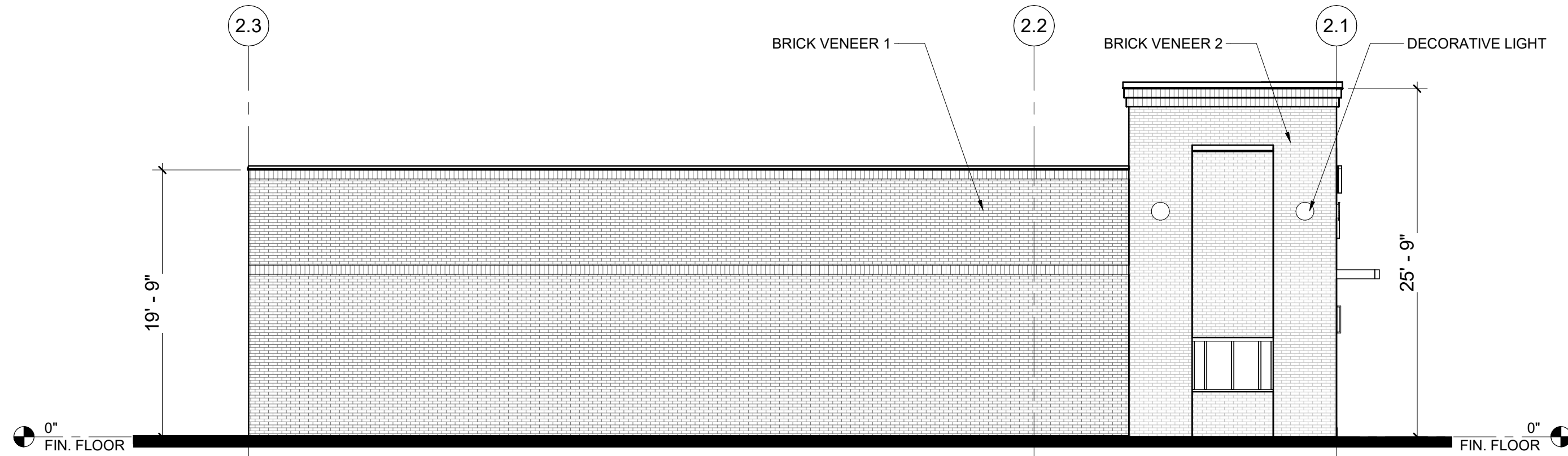
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Project No. JCDT19-0016

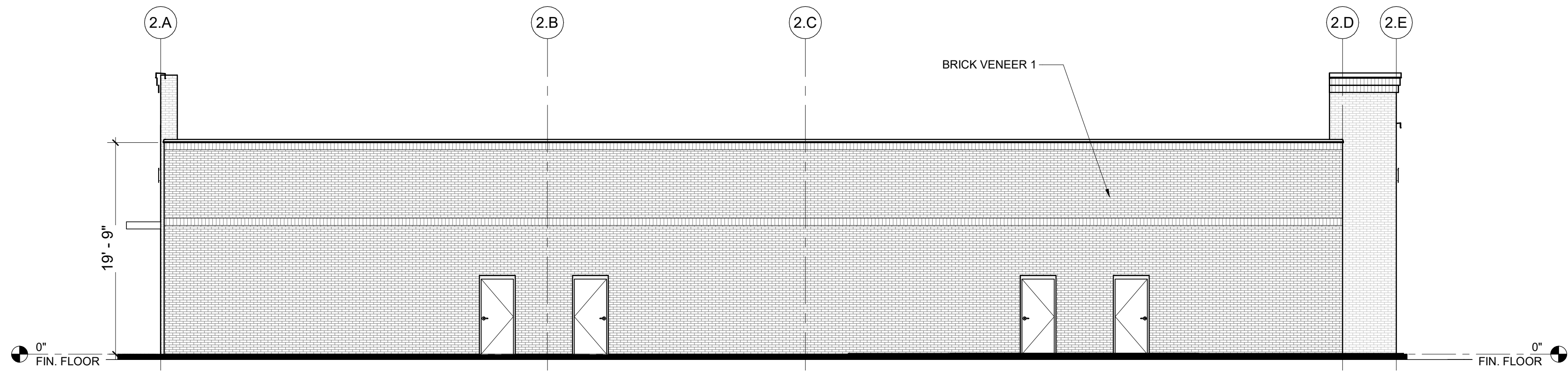
Drawing No. **SD02**



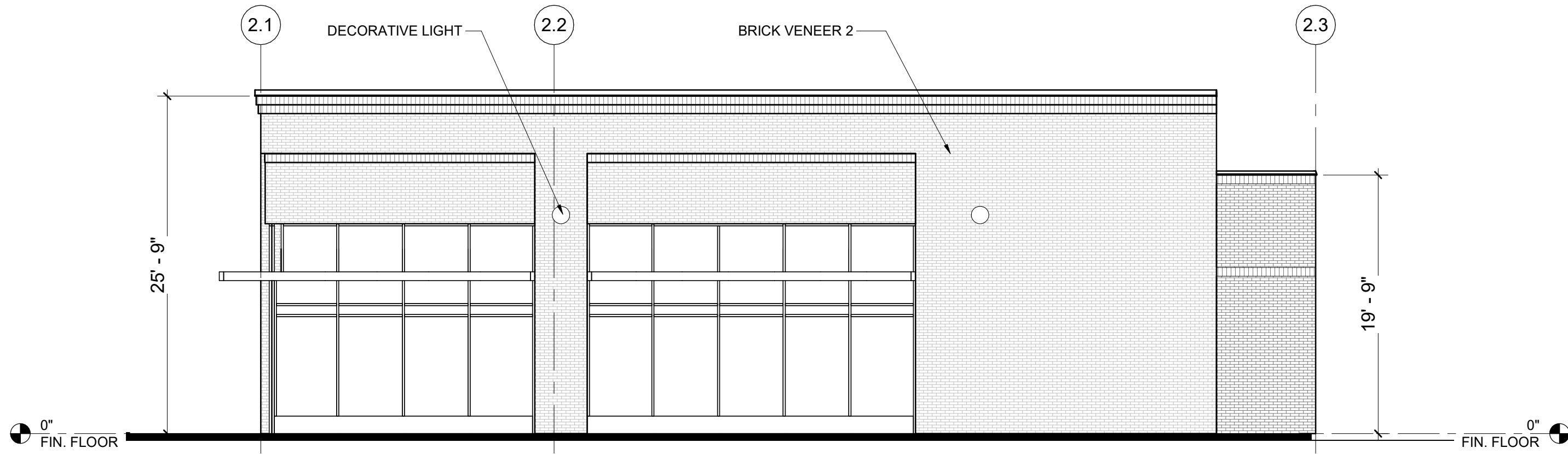
1 FRONT ELEVATION



2 LEFT ELEVATION



3 REAR ELEVATION



4 RIGHT ELEVATION

DATE	ISSUED FOR	REV
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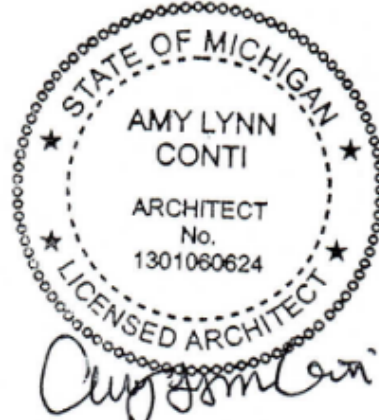
Project Component

Key Plan

Consultants

Civil:
Landscape:
Architecture:
Structural:
Mechanical:
Electrical:

Seal(s)



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Design Lead	Drawn Author
Project Leader AC	Checked Checker

SYMMETRY PROPERTY
MANAGEMENT

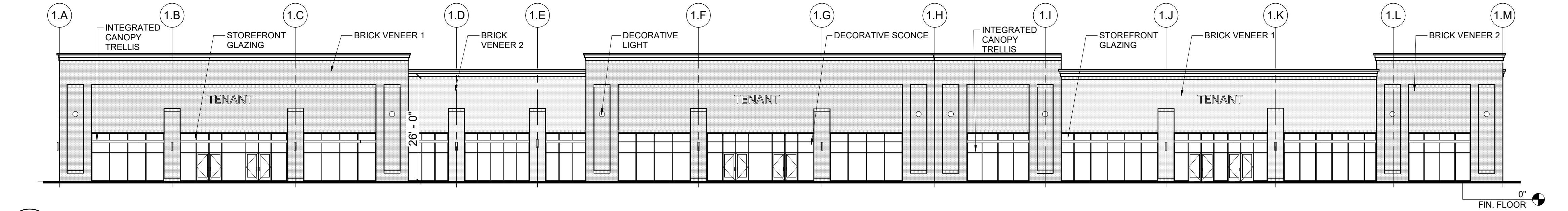
Project
LIVONIA RETAIL
DEVELOPMENT
MIDDLEBELT RD. & PLYMOUTH RD.
LIVONIA, MI

Drawing Title
RETAIL 1 - ELEVATIONS

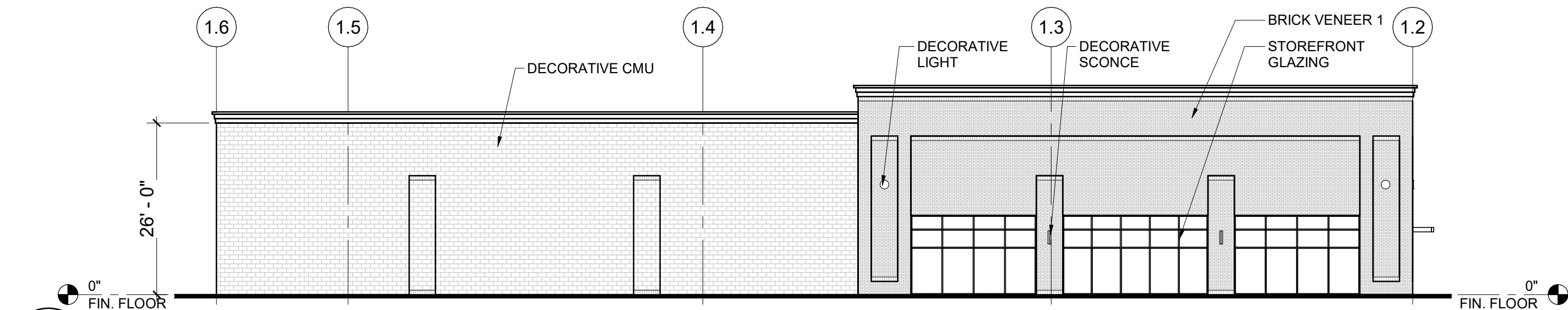
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Project No. JCDT19-0016

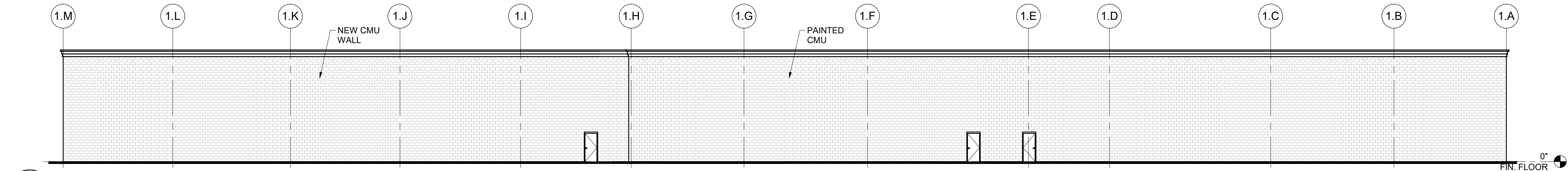
Drawing No.
SD03



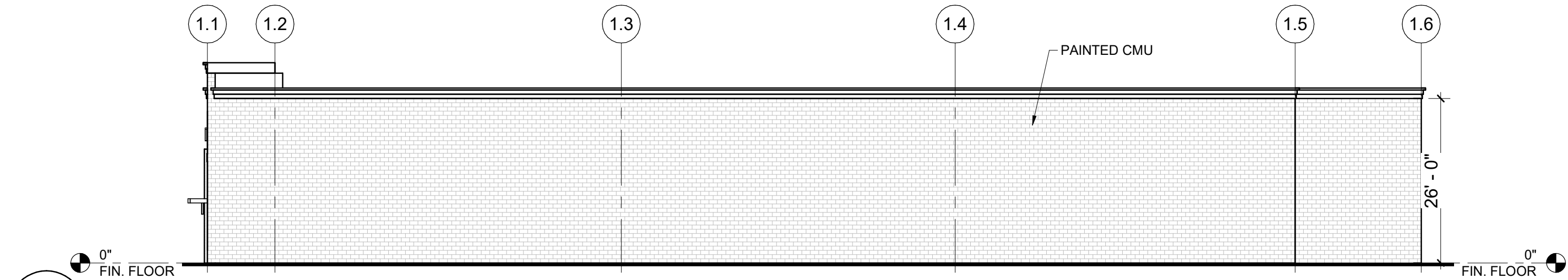
1 FRONT ELEVATION



2 LEFT ELEVATION



3 REAR ELEVATION



4 RIGHT ELEVATION

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Project Component
Key Plan

Consultants
Civil: Landscape: Architecture: Structural: Mechanical: Electrical:

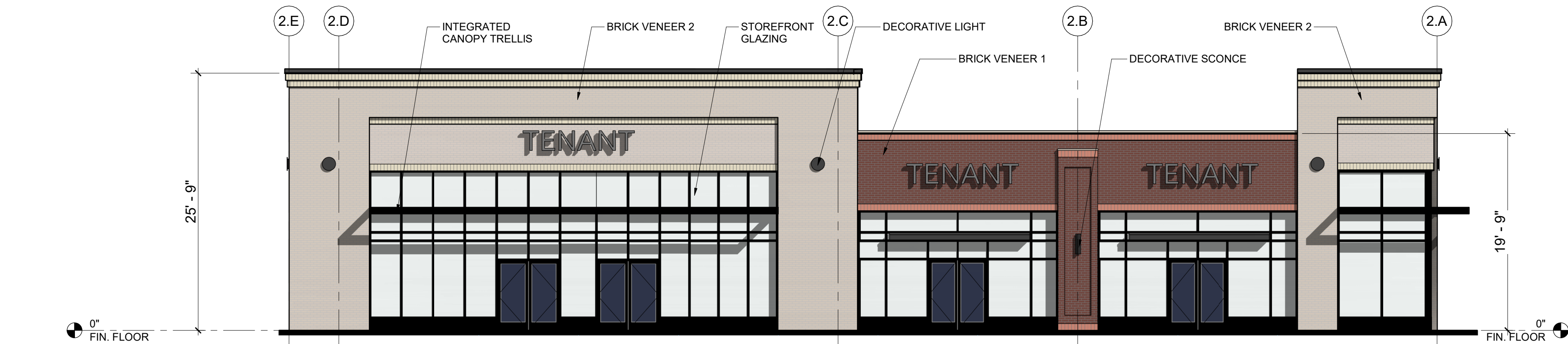
Seal(s)



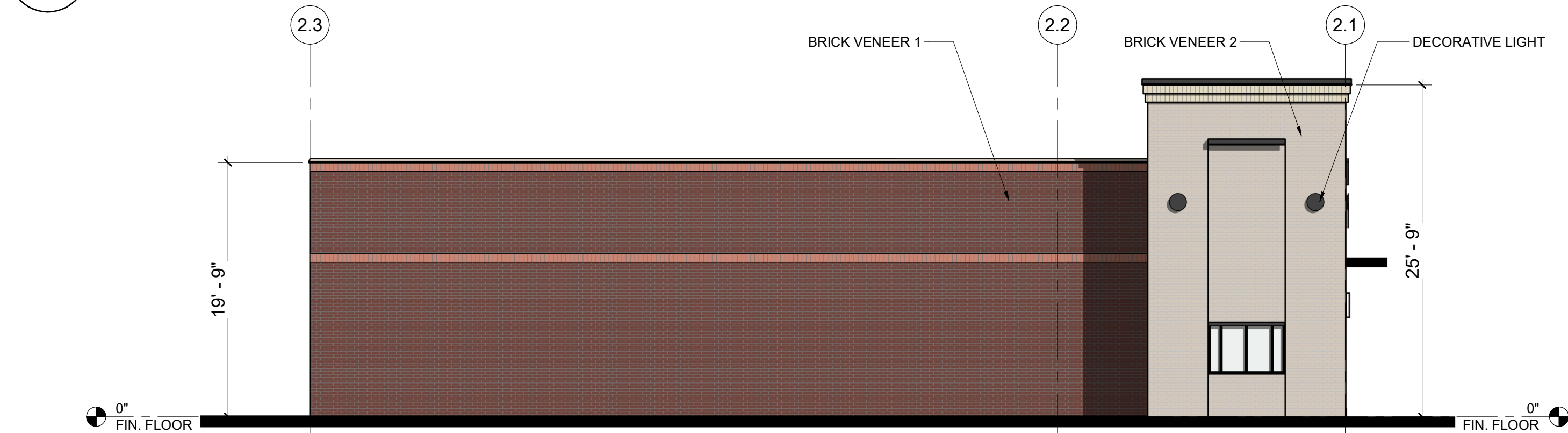
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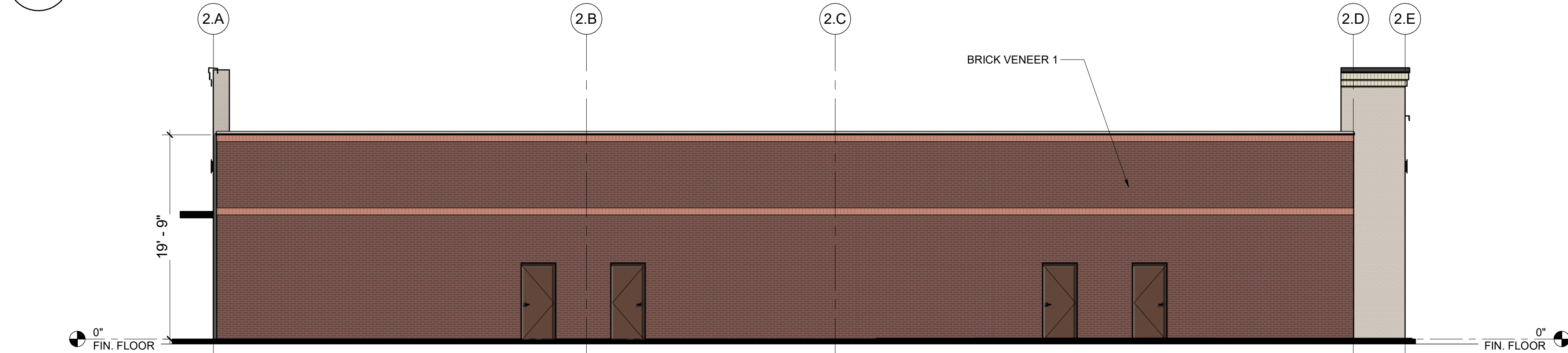
Project Manager DG	BIM Lead
Design Lead AG	Drawn AG
Project Leader AC	Checked
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Drawing Title RETAIL 2 - ELEVATIONS	
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Project No. JCDT19-0016	
Drawing No. SD04	



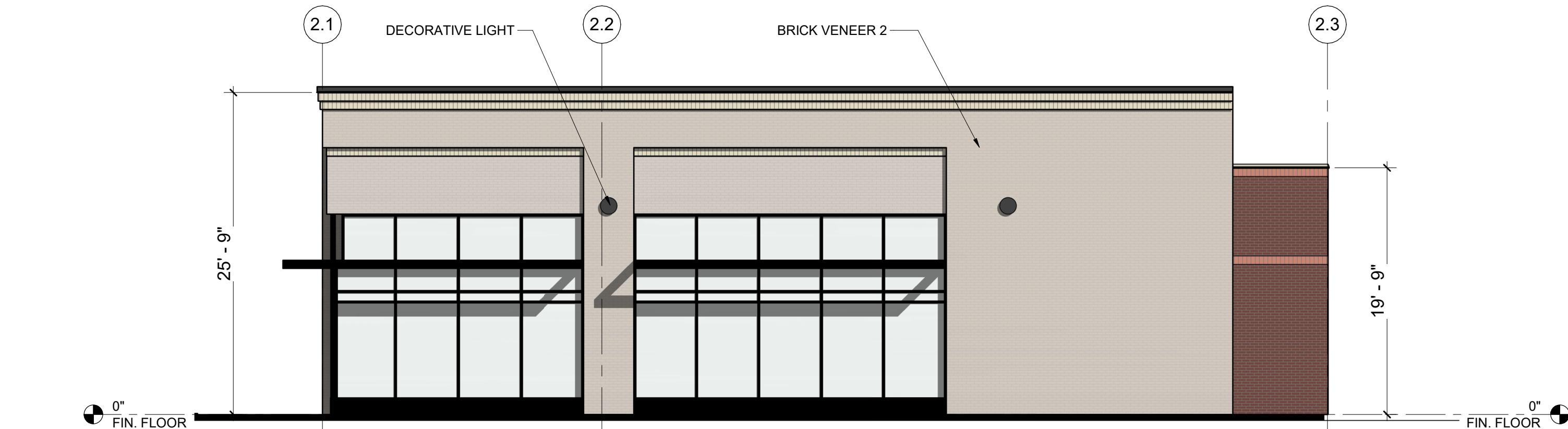
1 FRONT ELEVATION



2 LEFT ELEVATION



3 REAR ELEVATION



4 RIGHT ELEVATION

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Project Component
Key Plan

Consultants
Civil:
Landscape:
Architecture:
Structural:
Mechanical:
Electrical:

Seal(s)

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Project Manager DG	BIM Lead
Design Lead	Drawn Author
Project Leader AC	Checked Checker

SYMMETRY PROPERTY
MANAGEMENT

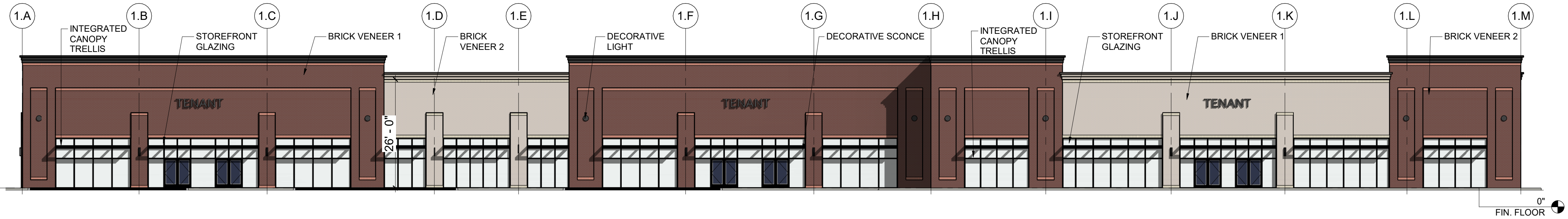
Project
LIVONIA RETAIL
DEVELOPMENT
MIDDLEBELT RD. & PLYMOUTH RD.
LIVONIA, MI

Drawing Title
RETAIL 1 - COLORED
ELEVATIONS

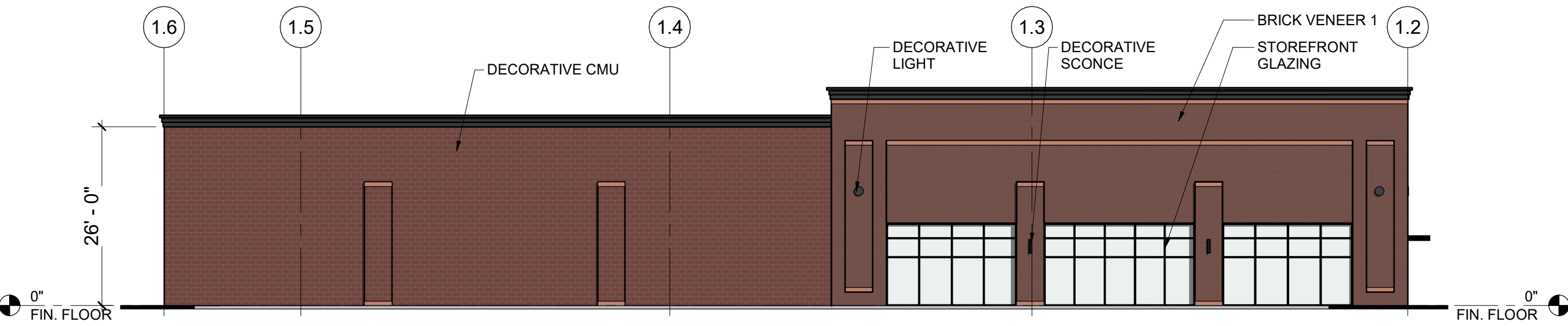
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Project No. JCDT19-0016

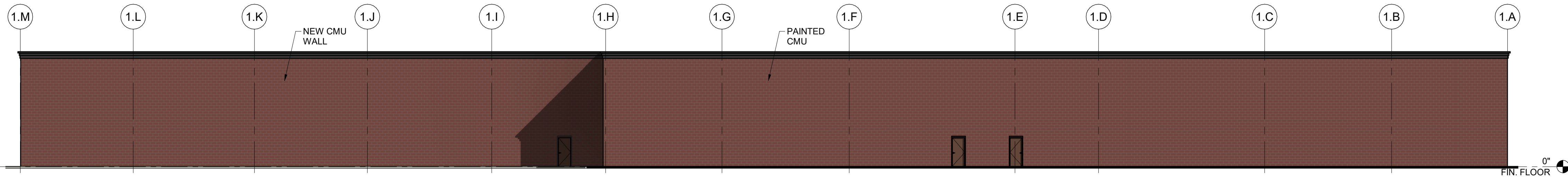
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SD05



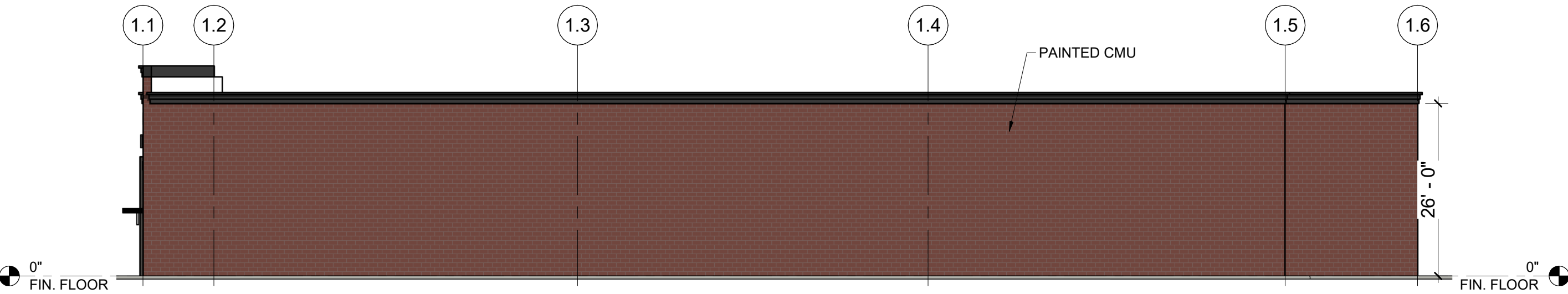
1 FRONT ELEVATION



2 LEFT ELEVATION



3 REAR ELEVATION



4 RIGHT ELEVATION

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Project Component
Key Plan

Consultants
Civil:
Landscape:
Architecture:
Structural:
Mechanical:
Electrical:

Seal(s)

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Project Manager DG	BIM Lead
Design Lead	Drawn Author
Project Leader AC	Checked Checker
SYMMETRY PROPERTY MANAGEMENT	
Project LIVONIA RETAIL DEVELOPMENT MIDDLEBELT RD. & PLYMOUTH RD. LIVONIA, MI	
Drawing Title RETAIL 2 - COLORED ELEVATIONS	
Scale:	1/16" = 1'-0"
Project No.	JCDT19-0016
Drawing No.	SD06

9/30/2020 1:56:59 PM



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Project Component
Key Plan

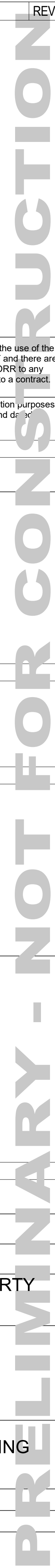
Consultants
Civil:
Landscape:
Architecture:
Structural:
Mechanical:
Electrical:

Seal(s)

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Project Manager DG	BIM Lead
Design Lead	Drawn Author
Project Leader AC	Checked Checker
SYMMETRY PROPERTY MANAGEMENT	
Project LIVONIA RETAIL DEVELOPMENT MIDDLEBELT RD. & PLYMOUTH RD. LIVONIA, MI	
Drawing Title RETAIL 1 - RENDERING	
Scale:	
Project No.	JCDT19-0016
Drawing No.	SD07



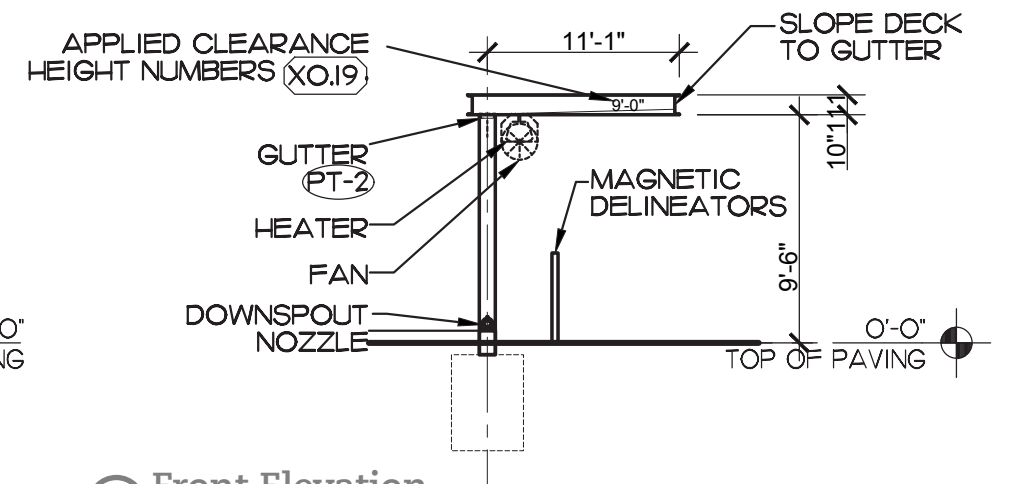
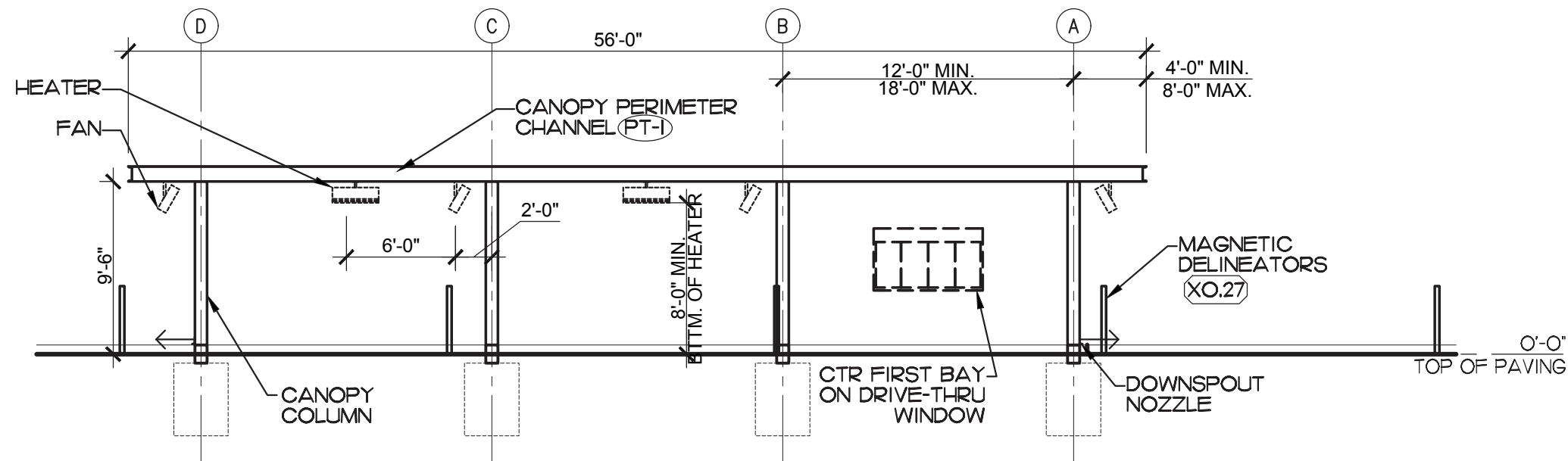
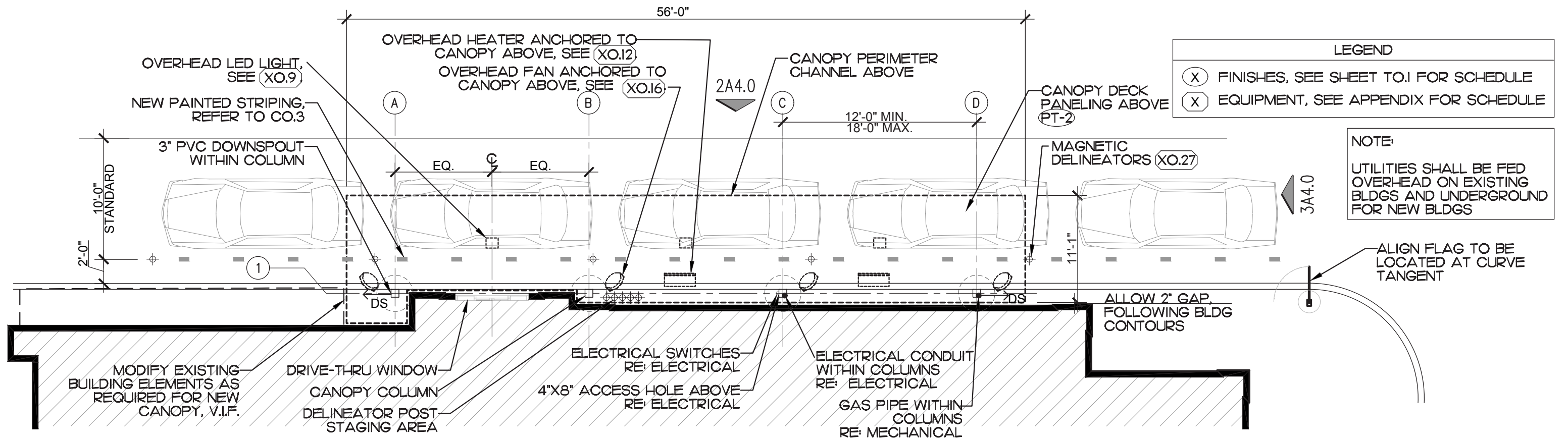
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ORDER CANOPY



Tier 3 Order Meal Delivery





OUTSIDE MEAL DELIVERY CANOPY

DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

TODD J. ZILINCIK, P.E.
CITY ENGINEER

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

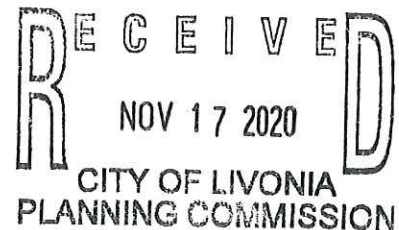


MAUREEN MILLER BROSNAN
MAYOR

DONALD R ROHRAFF
DIRECTOR OF PUBLIC WORKS

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2571
FAX: (734) 466-2195

November 17, 2020



Mr. Scott Miller
Planner IV
City of Livonia

Re: Petition 2020-11-02-10 – Shoppes of Livonia

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 property is assigned the address range of #29250 thru #29350 Plymouth Road, with an address of **#29250 Plymouth Road** assigned for the overall parcel. The legal description included on the plans submitted by the owner appears to be correct, and should be used to describe the parcel.

The proposed development is currently serviced by public water main and sanitary sewers. The submitted drawings indicate that new utility connections will be constructed to service the proposed building layout, but they do not indicate whether the new utilities will be private or public. Depending on the ownership of the proposed utilities, easements may need to be provided.

The drawings do indicate that underground detention for the storm water is planned, but there are no calculations for the systems at this time. 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.

It should be noted that although the City of Livonia will be reviewing the utility plans for the project, additional permits from Wayne County and MDOT will be required for work in the Middlebelt Road and Plymouth Road right-of-way's.

To: Mr. Scott Miller
Re: Petition 2020-11-02-10 – Shoppes of Livonia

November 17, 2020
Page 2

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 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: November 12, 2020

TO: Scott O. Miller, Planner IV

FROM: Livonia Fire Prevention Division

SUBJECT: Petition 2020-11-02-10, Shoppes of Livonia, 29250-29350 Plymouth Rd

This office has reviewed the site plan submitted in connection with a request to re-develop the commercial center (Shoppes of Livonia), including demolishing a portion of the existing building, the construction of a restaurant with drive-thru facilities in the vacated space, remodel the existing building's exterior, construct a building addition to the existing building and the construction of a stand-alone multi-tenant commercial building on property located at the above referenced address.

We have no objections to this proposal.

Sincerely,

Greg Thomas

Greg Thomas
Fire Marshal

DEPARTMENT OF PUBLIC SAFETY
DIVISION OF POLICE

CURTIS CAID
CHIEF OF POLICE



MAUREEN MILLER BROSNAN
MAYOR

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

RECEIVED
NOV 17 2020
CITY OF LIVONIA
PLANNING COMMISSION

November 11, 2020

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

Re: **Petition 2020-11-02-10 - Shoppes of Livonia**

Dear Mr. Miller,

I have reviewed the plans in connection with the petition. I have the following objections to the proposal. I am concerned with the driveway just south of Chick-fil-A. I expect there will be a high traffic volume coming from the business and utilizing that driveway. There is a great possibility for traffic congestion and traffic crashes for vehicles attempting to exit and turn left onto southbound Middlebelt. My recommendation is to post a Right Turn Only sign at the exit.

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

Sincerely,

FOR THE CHIEF OF POLICE

Sgt. Scott Szczepanski #543
Scott Szczepanski, Sergeant
Traffic Bureau
(734) 466-2107

INSPECTION DEPARTMENT

BUILDING
HEATING
PLUMBING
ELECTRICAL
ZONING
SANITATION
ENVIRONMENTAL PROTECTION
ORDINANCE ENFORCEMENT



MAUREEN BROSNAN
MAYOR

JEROME A. HANNA
DIRECTOR

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

Date: December 10, 2020

To: Scott O. Miller

From: Jerome Hanna

RE: Petition 2020-11-02-10 Shoppes of Livonia 29250-29350 Plymouth Road

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

1. Signage shall be installed according to the ordinance. Any excess signage will require a variance from the Zoning Board of Appeals.
2. Parking spaces are required to be 10' x 20' and double striped.

This Department has no further objections to this Petition.

I trust this provides the requested information.

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

November 12, 2020

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

Petition 2020-11-02-10 – 29250-29350 Plymouth Rd. – Shoppes of Livonia

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

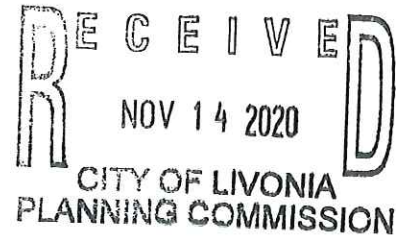
OFFICE OF THE TREASURER

LYNDA L. SCHEEL
CITY TREASURER



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

November 12, 2020



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

Re: Petition 2020-11-02-10

Shoppes of Livonia
29250-29350 Plymouth 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 no taxes due, therefore I have no objections to the proposal.

Sincerely,


Lynda L. Scheel
Treasurer, City of Livonia

**OTHER ITEMS
RELATED TO THE
PETITION**



Memorandum

To: Ms. Jenny Nale – Symmetry Management
From: Michael J. Labadie, PE and Brandon M. Hayes, PE, P.Eng.
Date: October 23, 2020
RE: Traffic Impact Assessment for Livonia Chick-fil-A Commercial Development

ROWE Professional Services Company has completed a Traffic Impact Assessment (TIA) related to the redevelopment of the existing shopping center located in the northeast quadrant of Middlebelt Road and Plymouth Road in Livonia, MI. The current site plan (included in the materials attached to this report) shows a Chick-fil-A restaurant (4,995 square feet [SF]) which will replace a portion of the existing Office Depot commercial development totaling approximately 28,000 SF, leaving approximately 58,000 SF of the existing commercial development (Office Depot remains operational as of the submission of this memorandum). The development will also include a 5,532 SF expansion of the existing Office Depot commercial development, and a new retail building that contains 2,000 SF of fast-food restaurant with drive-through and 6,800 SF of retail space. All components of the proposed development have an anticipated opening date in 2022. This TIA was prepared to determine if any improvements would be necessary to mitigate traffic impacts to the adjacent road network. This report has been completed in accordance with the requirements specified by the Michigan Department of Transportation (MDOT), the Wayne County Department of Public Services (WCDPS), and the City of Livonia.

TRAFFIC IMPACT ASSESSMENT

Traffic Counts

Turning movement traffic counts (TMCs) were collected during the weekday AM (7 a.m. to 9 a.m.) and PM (4 p.m. to 6 p.m.) peak periods on October 14, 2020 at the intersections of:

- Middlebelt Road and Plymouth Road;
- Middlebelt Road and North Driveway;
- Middlebelt Road and Middle Driveway;
- Middlebelt Road and South Driveway;
- Plymouth Road and West Driveway; and
- Plymouth Road and East Driveway.

Given the ongoing COVID-19 global pandemic situation at the time of submitting this report, the ability to collect stable traffic volume data representative of typical traffic conditions on Michigan roadways was limited by various commercial and institutional closures/restrictions and other public movement limitations. Therefore, the TMC data collected for this study in October of 2020 were adjusted to reflect normalized, pre-pandemic traffic conditions. A comparison between the October 2020 data and data published on the MDOT Transportation Data Management System (TDMS) was conducted.

The calculations revealed that traffic volumes collected in October of 2020 experienced a reduction of approximately 7% when compared against the historical traffic volumes. Therefore, the peak hour TMCs collected for this project in October of 2020 were increased by this adjustment factor to project vehicle volumes that more accurately represent typical traffic under existing conditions. The adjusted existing peak hour turning movement counts are shown in Figure 1 attached to this memo.

Background Traffic Scenario

Historical traffic data on the MDOT TDMS website was referenced to determine the applicable growth rate for the existing traffic volumes for the project build-out year in 2022. Based on this review, a background growth rate of 0.5 percent was utilized. The background traffic volumes are shown in Figure 2 attached to this memorandum.

Trip Generation

Using the information and methodologies specified in the latest version of Trip Generation (Trip Generation Manual, 10th Edition, 2017), ROWE forecast the weekday AM and PM peak hour trips associated with the proposed development. Trip generation for the proposed Chick-fil-A restaurant was supplied by the client. The results of the trip generation forecasts are provided below in Table 1.

Table 1
Trip Generation for Proposed Development

Land Use	Land Use Code	Units	AM Peak Hour			PM Peak Hour			Weekday
			In	Out	Total	In	Out	Total	
Shopping Center	820	50,388 SF	110	67	177	157	170	327	3,772
Fast-Food w/ Drive-Through	934	2,000 SF	41	39	80	34	31	65	942
Chick-fil-A ¹	N/A ¹	4,995 SF	51	54	105	143	137	280	-
Total	-	-	202	160	362	334	338	672	4,714
Internal Capture Reductions: 9% AM (8% In, 11% Out); 31% PM (32% In, 31% Out)			16	18	34	107	105	212	-
Total External Trips			186	142	328	227	233	460	4,714
<i>Pass-By Rates, LUC 820: 34% PM</i>			0	0	0	53	58	111	-
<i>Pass-By Rates, LUC 934: 49% AM; 50% PM</i>			20	19	39	17	16	33	-
<i>Pass-By Rates, Chick-fil-A²: 40% AM; 40% PM</i>			20	22	42	57	55	112	-
Total New Trips			146	101	247	100	104	204	4,714

¹Source: 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.

²Pass-By rates are provided by AECOM from the Chick-fil-A in South Bend, IN.

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. The methodology presented in *NCHRP Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments* was followed to determine an appropriate internal capture rate for the proposed development. The results of this analysis suggest a 9 percent (8% in, 11% out) AM internal capture rate and a 31 percent (32% in, 31% out) PM peak hour internal capture rate for the combination of land uses. With the inclusion of the internal capture reductions, the proposed development will generate 328 external trips during the AM peak hour (186 inbound and 142 outbound) and 460 external trips during the PM peak hour (227 inbound and 233 outbound).

Not all the traffic generated by the proposed development will be new traffic added onto the adjacent roadway network. As with most new commercial development, a significant amount of the site-generated traffic is considered “pass-by” traffic. Pass-by trips are trips already present on the adjacent roadway network, which are interrupted to visit the site. Pass-by trips are accounted for by reducing the number of forecast new trips to be added to the roadway network; however, actual driveway volumes are not reduced. Pass-by trips are normally expressed as a percentage of trips generated by the new development. These pass-by rates are published in the Trip Generation Handbook (Trip Generation Handbook, 3rd Edition, 2017).

The Trip Generation Handbook suggests a 34 percent PM peak hour pass-by rate for the Shopping Center, and a 49 percent AM peak hour and 50 percent PM peak hour pass-by rate for the Fast-Food Restaurant with Drive-Through Window. Chick-fil-A provided pass-by rates that were observed at a location in South Bend, IN. These rates suggest a 40 percent AM and 40 percent PM pass-by rate for the Chick-fil-A. With the application of the pass-by trip factors, the site-generated trips can be classified as “pass-by” and “new” trips. The proposed development is expected to generate 328 total trips during the AM peak hour and 460 total trips during the PM peak hour. However, only 247 of the AM peak hour trips and 204 of the PM peak hour trips will be new traffic not currently using the adjacent street network, whose primary purpose is to visit the new development.

Trip Distribution

The existing traffic volumes were used to develop a trip distribution model for the AM and PM peak hours for the new traffic that will be generated by the proposed development. Table 2 provides the probable distribution based on the existing traffic patterns.

Table 2
Trip Distribution

Direction	Via	AM Peak Hour		PM Peak Hour	
		To	From	To	From
North	Middlebelt Road	37%	34%	30%	40%
South	Middlebelt Road	23%	34%	29%	23%
East	Plymouth Road	13%	18%	18%	18%
West	Plymouth Road	27%	14%	23%	19%
Total		100%	100%	100%	100%

The trip distribution for the site is shown in Figure 3 attached to this memo. The background traffic volumes were combined with the site generated traffic volumes to obtain the total future traffic volumes, which are shown in Figure 4 attached to this memo.

Level of Service Analysis

Level of service (LOS) analyses for existing, background, and total future (build) conditions for the AM and PM peak hours were performed for the intersections of:

- Middlebelt Road and Plymouth Road
 - Signalized Intersection
- Middlebelt Road and North Driveway
 - Existing driveway located approximately 780' north of Plymouth Road
 - 65' offset from Ford drive – analyzed as four-legged intersection

- Middlebelt Road and Middle Driveway
 - Existing driveway located approximately 520' north of Plymouth Road
- Middlebelt Road and South Driveway
 - Existing driveway located approximately 315' north of Plymouth Road
- Plymouth Road and West Driveway
 - Existing driveway located approximately 290' east of Middlebelt Road
 - Aligned with Livonia Crossroads west drive – analyzed as four-legged intersection
- Plymouth Road and East Driveway
 - Existing driveway located approximately 500' east of Middlebelt Road
 - 75' offset from Livonia Crossroads middle drive – analyzed as four-legged intersection

According to the most recent edition of the *Highway Capacity Manual (6th Edition)*, 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 or above is generally considered to be acceptable in an urban/suburban area. Table 3 presents the criteria for defining the various LOS for signalized and unsignalized intersections.

Table 3
LOS Criteria

LOS	Average Stopped Delay/Vehicle (seconds)	
	Signalized Intersection	Unsignalized Intersection
A	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80	> 50

Note: LOS D is considered acceptable in urban/suburban areas.

The results of the LOS analyses for the intersections listed above are summarized in Table 4 through Table 5. Full LOS output reports are attached to this memorandum.

Existing Conditions

The results of the LOS analysis for existing conditions indicate that most approaches of the studied intersections operate at LOS D or better during the AM and PM peak hours.

The eastbound movement at the intersection of Middlebelt Road and North Driveway operates at LOS E in the AM peak hour.

The southbound movement at the intersection of Middlebelt Road and Plymouth Road operates at LOS E in the PM peak hour.

The southbound movement at the intersection of Plymouth Road and East Driveway operates at LOS E in the PM peak hour.

In order to properly model left turning traffic at the southbound approach of the Plymouth Road and Middlebelt Road intersection, adjustments were made to the number of lanes and lane assignments in the model to allow left turning traffic to enter the left turn lane before the south

driveway for the site. As a result of this adjustment, HCM analysis cannot be completed at the intersection of Middlebelt Road and South Driveway. Delay calculations for the intersection of Middlebelt Road and South Driveway were taken from SimTraffic simulations due to these limitations.

Simulations of the AM and PM peak hour were reviewed. The simulations for the AM peak hour revealed minor queue lengths that would occasionally block the intersection of Middlebelt Road and South Driveway. However, these blockages were short in duration, and all queues dissipated within one cycle length. 95th percentile queue lengths on the driveways exiting the site do not exceed 33' (1-2 vehicles). The simulations for the PM peak hour showed that queues for southbound traffic on Middlebelt Road currently block all driveways on Middlebelt Road during most of the PM peak hour. No queueing issues were observed on Plymouth Road. The current signal timing gives nearly equal amounts of green time to all bounds of traffic, while northbound and southbound volumes are much greater than eastbound and westbound volumes. 95th percentile queue lengths on the driveways exiting the site do not exceed 93' (4 vehicles) for the driveways on Middlebelt Road and 52' (2 vehicles) for the driveways on Plymouth Road. The operational results for existing conditions are presented in Table 4.

Table 4
LOS Analysis for Existing Conditions

Intersection	Control Type	Approach	AM Peak	PM Peak
Middlebelt Road and Plymouth Road	Signalized	Eastbound	C 30.5	D 52.0
		Westbound	C 27.8	D 35.3
		Northbound	D 38.5	D 41.5
		Southbound	C 34.2	E 64.6
		Overall	C 34.1	D 51.5
Middlebelt Road and North Driveway	Stop	Eastbound	E 41.9	C 23.7
		Westbound	A 0.0	C 15.6
	Free	Northbound	A 0.0	A 0.1
		Southbound	A 0.0	A 0.0
	TWSC	Overall	A 0.1	A 0.1
Middlebelt Road and Middle Driveway	Stop	Westbound	C 16.6	C 19.8
	Free	Northbound	A 0.0	A 0.0
		Southbound	A 0.1	A 0.1
	TWSC	Overall	A 0.2	A 0.3
Middlebelt Road and South Driveway ¹	Stop	Westbound	A 0.0	A 2.8
	Free	Northbound	A 3.0	A 2.9
		Southbound	A 1.0	C 21.4
	TWSC	Overall	A 2.1	B 13.3
Plymouth Road and West Driveway	Free	Eastbound	A 0.0	A 0.0
		Westbound	A 0.0	A 0.0
	Stop	Northbound	A 9.8	B 14.8
		Southbound	B 10.4	B 11.7
	TWSC	Overall	A 0.1	A 0.2
Plymouth Road and East Driveway	Free	Eastbound	A 0.0	A 0.1
		Westbound	A 0.0	A 0.1
	Stop	Northbound	A 9.7	D 31.3
		Southbound	B 12.2	E 46.2
	TWSC	Overall	A 0.1	A 0.9

XX.X Average seconds of delay per vehicle

¹Delays generated from SimTraffic.

Existing Conditions with Improvements

To improve the delays and queue lengths experienced by motorists on southbound Middlebelt Road, the following improvements were implemented at the intersection of Plymouth Road and Middlebelt Road. Overlap right turn phases were added to the eastbound, westbound, and northbound approaches. The southbound approach has an existing overlap right turn phase. The pedestrian actuation for this signal was changed from running parallel to Middlebelt Road (crossing Plymouth Road) to run parallel to Plymouth Road (crossing Middlebelt Road). This allows the Plymouth Road pedestrian phase to be skipped when there is no pedestrian actuation, allowing a reduction in minimum green time for Plymouth Road and correspondent increase in green time for Middlebelt Road. Finally, the cycle length was reduced from 110 seconds to 100 seconds, and signal timing split optimization was completed. These improvements are necessary in the Existing Condition and MDOT should consider installing them in the near term.

With these improvements, all approaches to the signalized intersection would operate at LOS D or better during the AM and PM peak hours.

Review of the simulations revealed that both the AM and PM peak hours would generate queue lengths that would occasionally block the intersection of Middlebelt Road and South Driveway. However, these blockages were short in duration, and all queues dissipated within one cycle length. 95th percentile queue lengths on the driveways exiting the site do not exceed 42' (1-2 vehicles) in the AM peak hour, 41' (1-2 vehicles) for the driveways on Middlebelt Road in the PM peak hour, and 61' (2-3 vehicles) for the driveways on Plymouth Road in the PM peak hour. This reduction in Middlebelt Road development driveway queue lengths is directly correlated to the decrease in southbound queue lengths at the intersection of Middlebelt Road and Plymouth Road.

The operational results for Existing Conditions with Improvements are presented are presented in Table 5.

Table 5
LOS Analysis for Background Conditions – With Improvements

Intersection	Control Type	Approach	AM Peak	PM Peak
Middlebelt Road and Plymouth Road	Signalized	Eastbound	D 37.6	D 52.7
		Westbound	D 38.5	D 53.2
		Northbound	C 32.5	C 33.0
		Southbound	C 28.1	D 40.3
		Overall	C 32.9	D 43.5

XX.X Average seconds of delay per vehicle

Background Conditions

The Background Conditions analysis was conducted assuming that the intersection improvements identified as being required in the Existing Condition above are all implemented by the 2022 analysis year. The results of the LOS analysis for Background Conditions indicate that most approaches of the studied intersections would continue to operate at LOS D or better during the AM and PM peak hours.

The eastbound movement at the intersection of Middlebelt Road and North Driveway would continue to operate at LOS E in the AM peak hour.

The southbound movement at the intersection of Plymouth Road and East Driveway would continue to operate at LOS E in the PM peak hour.

Review of the simulations revealed that both the AM and PM peak hours would generate queue lengths that would occasionally block the intersection of Middlebelt Road and South Driveway. However, these blockages were short in duration, and all queues dissipated within one cycle length. 95th percentile queue lengths on the driveways exiting the site do not exceed 33' (1-2 vehicles) in the AM peak hour, 41' (1-2 vehicles) for the driveways on Middlebelt Road in the PM peak hour, and 49' (2 vehicles) for the driveways on Plymouth Road in the PM peak hour.

The operational results for background conditions are presented in Table 6.

Table 6
LOS Analysis for Background Conditions

Intersection	Control Type	Approach	AM Peak	PM Peak
Middlebelt Road and Plymouth Road	Signalized	Eastbound	D 37.7	D 53.6
		Westbound	D 38.6	D 53.9
		Northbound	C 32.7	C 33.2
		Southbound	C 28.2	D 41.3
		Overall	C 33.1	D 44.2
Middlebelt Road and North Driveway	Stop	Eastbound	E 42.5	C 23.9
		Westbound	A 0.0	C 15.7
	Free	Northbound	A 0.0	A 0.1
		Southbound	A 0.0	A 0.0
	TWSC	Overall	A 0.1	A 0.1
Middlebelt Road and Middle Driveway	Stop	Westbound	C 16.7	C 20.1
	Free	Northbound	A 0.0	A 0.0
		Southbound	A 0.1	A 0.1
	TWSC	Overall	A 0.2	A 0.3
Middlebelt Road and South Driveway ¹	Stop	Westbound	A 0.0	A 2.8
	Free	Northbound	A 2.9	A 2.7
		Southbound	A 0.9	A 6.0
	TWSC	Overall	A 2.0	A 4.6
Plymouth Road and West Driveway	Free	Eastbound	A 0.0	A 0.0
		Westbound	A 0.0	A 0.0
	Stop	Northbound	A 9.8	B 14.9
		Southbound	B 10.4	B 11.7
	TWSC	Overall	A 0.1	A 0.2
Plymouth Road and East Driveway	Free	Eastbound	A 0.0	A 0.1
		Westbound	A 0.0	A 0.1
	Stop	Northbound	A 9.7	D 31.9
		Southbound	B 12.3	E 47.7
	TWSC	Overall	A 0.1	A 0.9

XX.X Average seconds of delay per vehicle

¹Delays generated from SimTraffic.

Future Conditions

The results of the LOS analysis for future conditions reveals that most approaches of the studied intersections would continue to operate at LOS D or better during the AM and PM peak hours.

The eastbound and westbound movements at the intersection of Middlebelt Road and Plymouth Road would operate at LOS E in the PM peak hour.

The eastbound movement at the intersection of Middlebelt Road and North Driveway would continue to operate at an LOS E in the AM peak hour. The westbound movement at this intersection would operate at an LOS E in the PM peak hour.

The westbound movements at the intersections of Middlebelt Road and Middle Driveway and Middlebelt Road and South Driveway would operate at an LOS F in the PM peak hour.

The northbound and southbound movements at the intersection of Plymouth Road and East Driveway would operate at an LOS E and F, respectively, in the PM peak hour.

Review of the simulations revealed that the AM peak hour would generate queue lengths that would occasionally block the intersection of Middlebelt Road and South Driveway. However, these blockages were short in duration, and all queues dissipated within one cycle length. 95th percentile queue lengths on the driveways exiting the site do not exceed 54' (2 vehicles) for driveways on Middlebelt Road and 98' (4 vehicles) for driveways on Plymouth Road.

Review of the simulations revealed that the PM peak hour would generate queue lengths that would block the intersection of Middlebelt Road and South Driveway for most of the peak hour. 95th percentile queue lengths on the driveways exiting the site can reach lengths up to 503' (20 vehicles) for driveways on Middlebelt Road (specifically, at the South Driveway) and do not exceed 199' (8 vehicles) for driveways on Plymouth Road.

The operational results for background conditions are presented in Table 7.

Table 7
LOS Analysis for Future Conditions

Intersection	Control Type	Approach	AM Peak	PM Peak
Middlebelt Road and Plymouth Road	Signalized	Eastbound	D 38.4	E 57.0
		Westbound	D 39.8	E 58.7
		Northbound	C 33.2	C 33.6
		Southbound	C 28.5	D 42.7
		Overall	C 33.7	D 46.5
Middlebelt Road and North Driveway	Stop	Eastbound	E 48.2	C 24.5
		Westbound	C 24.0	E 41.6
	Free	Northbound	A 0.0	A 0.1
		Southbound	A 0.1	A 0.0
	TWSC	Overall	A 0.2	A 0.2
Middlebelt Road and Middle Driveway	Stop	Westbound	C 20.8	F 55.1
	Free	Northbound	A 0.0	A 0.0
		Southbound	A 0.4	A 0.4
	TWSC	Overall	A 0.8	A 2.1
Middlebelt Road and South Driveway ¹	Stop	Westbound	A 7.1	F 255.5
	Free	Northbound	A 3.0	A 3.4
		Southbound	A 1.4	B 13.3
	TWSC	Overall	A 2.3	B 13.3
Plymouth Road and West Driveway	Free	Eastbound	A 0.0	A 0.0
		Westbound	A 0.0	A 0.0
	Stop	Northbound	A 9.9	C 15.2
		Southbound	B 10.8	B 12.6
	TWSC	Overall	A 0.4	A 0.5
Plymouth Road and East Driveway	Free	Eastbound	A 0.7	A 0.3
		Westbound	A 0.0	A 0.1
	Stop	Northbound	A 9.7	E 35.1
		Southbound	D 28.2	F 157.0
	TWSC	Overall	A 1.7	A 0.9

XX.X Average seconds of delay per vehicle

¹Delays generated from SimTraffic.

Future Conditions with Improvements

To reduce the delays experienced by motorists at the studied intersections, the following improvements were implemented. The middle driveway along Middlebelt Road was expanded from 2 lanes (1 inbound, 1 outbound) to three lanes (1 inbound, 2 outbound). The south driveway along Middlebelt Road was analyzed with right in, right out (RIRO) operations. The cycle length for the signalized intersection of Middlebelt Road and Plymouth Road was changed from 100 seconds to 120 seconds, and all phase splits were optimized. Finally, the east driveway along Plymouth Road was converted from 2 lanes (1 inbound, 1 outbound) to three lanes (1 inbound, 2 outbound).

With these improvements, most approaches to the studied intersections would continue to operate at an LOS D or better during the AM and PM peak hours.

The westbound movement at the intersection of Middlebelt Road and Middle Driveway would continue to operate at an LOS F in the PM peak hour.

The northbound and southbound movements at the intersection of Plymouth Road and East Driveway would continue to operate at LOS E and F, respectively, in the PM peak hour.

Review of the simulations revealed that both the AM and PM peak hours would generate queue lengths that would occasionally block the intersection of Middlebelt Road and South Driveway. However, these blockages were short in duration, and all queues dissipated within one cycle length. In the AM peak hour, 95th percentile queue lengths on the driveways exiting the site do not exceed 45' (2 vehicles) for driveways on Middlebelt Road and 82' (3-4 vehicles) for driveways on Plymouth Road. In the PM peak hour, 95th percentile queue lengths on the driveways exiting the site do not exceed 23' (1 vehicle) at the north driveway, 123' (5 vehicles) for left turning vehicles at the middle driveway, 57' (2-3 vehicles) for right turning vehicles at the middle driveway, 68' (2-3 vehicles) at the south driveway, 58' (2-3 vehicles) at the west driveway, 122' (4-5 vehicles) for left turning vehicles at the east driveway, and 61' (2-3 vehicles) for right turning vehicles at the east driveway.

The simulation shows that queues from the middle driveway will cause frequent blockages of the exiting drive-through lanes in both peak hours and will occasionally block one of the 2 entrance lanes to the drive-through during the PM peak hour. However, a majority of the vehicles utilizing this driveway are coming from the drive-through, and it is expected that the queue lengths will not cause backups of exiting vehicles upstream through the drive-through lanes; conversely, the queues at the middle site driveway are comprised primarily of exiting drive-through traffic.

The operational results for Future Conditions with Improvements are presented in Table 8.

Table 8
LOS Analysis for Future Conditions – With Improvements

Intersection	Control Type	Approach	AM Peak	PM Peak
Middlebelt Road and Plymouth Road	Signalized	Eastbound	D 40.5	D 53.5
		Westbound	D 47.3	D 49.9
		Northbound	C 35.8	C 51.9
		Southbound	C 29.8	D 44.2
		Overall	C 36.8	D 49.0
Middlebelt Road and Middle Driveway	Stop	Westbound	C 22.4	F 82.0
	Free	Northbound	A 0.0	A 0.0
		Southbound	A 0.8	A 0.8
	TWSC	Overall	A 1.2	A 4.0
Middlebelt Road and South Driveway ¹	Stop	Westbound	A 2.8	A 3.1
	Free	Northbound	A 2.9	A 3.2
		Southbound	A 1.1	B 8.0
	TWSC	Overall	A 2.1	B 5.9
Plymouth Road and East Driveway	Free	Eastbound	A 0.7	A 0.3
		Westbound	A 0.0	A 0.1
	Stop	Northbound	A 9.7	E 35.1
		Southbound	D 25.1	F 106.1
	TWSC	Overall	A 1.5	A 0.9

XX.X Average seconds of delay per vehicle

¹Delays generated from SimTraffic.

Turn Lane, Passing Lane, and Taper Warrant

All of the existing driveways have an existing two-way left turn lane (TWLTL) for entering vehicles, and the three driveways along Middlebelt Road have existing right turn lanes. The west driveway along Plymouth Road has an existing right turn taper. The east driveway does not have any right turn treatment. An evaluation was performed in accordance with MDOT requirements to determine if a right turn deceleration lane is required at the east driveway. The results of the analysis indicated that a right turn taper is warranted at the west and east driveways along Plymouth Road. All turn lane warrant charts are attached to this memorandum.

The results of the analysis are presented in Table 9.

Table 9
Turn Lane Warrants

Intersection	Movement	Result
Middlebelt Road and North Driveway	NB RT	Existing Turn Lane
	SB LT	Existing TWLTL
Middlebelt Road and Middle Driveway	NB RT	Existing Turn Lane
	SB LT	Existing TWLTL
Middlebelt Road and South Driveway	NB RT	Existing Turn Lane
	SB LT	Existing TWLTL
Plymouth Road and West Driveway	EB RT	Existing Taper – Taper Warranted
	WB LT	Existing TWLTL
Plymouth Road and East Driveway	EB RT	Taper Warranted
	WB TL	Existing TWLTL

Conclusions and Recommendations for the Traffic Impact Assessment

The proposed project consists of a Chick-fil-A restaurant (4,995 SF) which will replace a portion of the existing Office Depot commercial development totaling approximately 28,000 SF, leaving approximately 58,000 SF of the existing commercial development (Office Depot remains operational as of the submission of this memorandum). The development will also include a 5,532 SF expansion of the existing Office Depot commercial development, and a new retail building that contains 2,000 SF of fast-food restaurant with drive-through and 6,800 SF of retail space. All components of the proposed development have an anticipated opening date in 2022. The proposed development will have access to Middlebelt Road via three existing driveways (North, Middle, and South) and access to Plymouth Road via two existing driveways (West and East).

The proposed development is forecast to generate 247 new trips during the AM peak hour (146 inbound and 101 outbound from the site) and 204 new trips during the PM peak hour (100 inbound and 104 outbound from the site).

An operational analysis was performed for existing, background, and total future (build) conditions for the intersections of:

- Middlebelt Road and Plymouth Road
- Middlebelt Road and North Driveway
- Middlebelt Road and Middle Driveway
- Middlebelt Road and South Driveway
- Plymouth Road and West Driveway
- Plymouth Road and East Driveway

The operational analysis indicated that most approaches of the study intersections would operate at acceptable levels during both the AM and PM peak hours with improvements. Under existing conditions, the intersection of Middlebelt Road and Plymouth Road requires the addition of overlap right turn phases on the eastbound, westbound, and northbound approaches. The pedestrian actuation for this signal should be changed from running parallel to Middlebelt Road (crossing Plymouth Road) to run parallel to Plymouth Road (crossing Middlebelt Road). Additionally, the cycle length in the existing condition should be changed from 110 seconds to 100 seconds, and timing split optimization should be completed. These improvements are necessary at this intersection in the existing condition and MDOT should consider installing them in the near term.

Under future traffic conditions, the middle driveway along Middlebelt Road should be expanded from 2 lanes (1 inbound, 1 outbound) to three lanes (1 inbound, 2 outbound). The cycle length for the signalized intersection of Middlebelt Road and Plymouth Road should be changed from 100 seconds to 120 seconds, and all timing splits should be optimized. Finally, the east driveway along Plymouth Road should be converted from 2 lanes (1 inbound, 1 outbound) to three lanes (1 inbound, 2 outbound).

Turn lane warrant analysis at the new site driveways revealed that a right turn taper is required at the east driveway. All other driveways have existing turn lanes or right turn tapers, with no additional treatments required.

Attachments

\\fh\cad\Projects\20F0065\Docs\Design\TIA\20F0065 Livonia Chick-fil-A TIS.docx

SITE PLAN

LEGEND

	PROPERTY LINE		PAVEMENT MARKINGS
	FUTURE RIGHT-OF-WAY		PROPOSED SIGN
	PROPOSED CURB & GUTTER		ACCESSIBLE PARKING SPACE
	CONCRETE SIDEWALK		PROPOSED LIGHT POLE
	CONCRETE		PROPOSED RAMP
	STANDARD DUTY ASPHALT		EXISTING UTILITY POLE
	EXISTING OVERHEAD LINE		

NOTES

1. REFER TO DETAIL SHEETS AND ATTACHED CLINTON TOWNSHIP STANDARDS.
2. REFER TO THE ALTA/ACSM LAND TITLE SURVEY FOR ADDITIONAL EXISTING FEATURES AND PROPERTY BOUNDARY INFORMATION.
3. ALL DIMENSIONS ARE TO EDGE OF BUILDING, FACE OF CURB, OR EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED.
4. REFER TO ARCHITECTURAL / FOUNDATION PLANS FOR BUILDING DIMENSIONS.
5. ALL RADII ARE 5' UNLESS OTHERWISE NOTED.
6. LIGHT POLE LOCATIONS ARE SHOWN FOR REFERENCE ONLY, SEE LIGHTING PLAN (BY OTHERS) FOR LIGHT POLE DETAILS, LOCATION, AND INTENSITIES.

SITE DATA

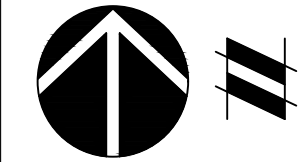
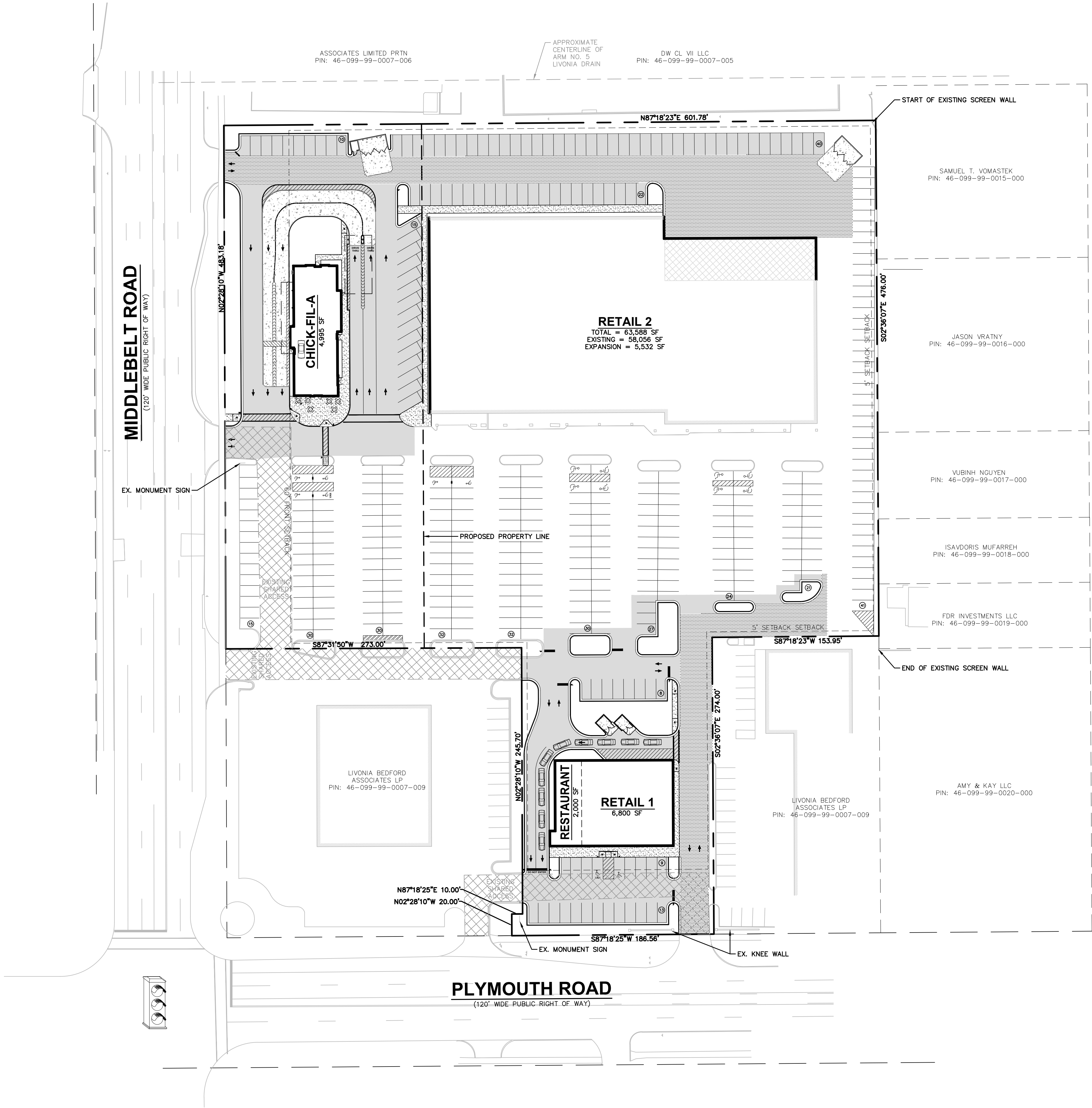
PARCEL ID#	NET AREA	ZONING
46-099-99-0007-009	7.746 ACRES	C-2 (GENERAL BUSINESS)

TENANT	EXISTING	PROPOSED	TOTAL
CHICK-FIL-A	N/A	4,995 SF	4,995 SF
RESTAURANT	N/A	2,000 SF	2,000 SF
RETAIL 1	N/A	6,800 SF	6,800 SF
RETAIL 2	58,056 SF	5,532 SF	63,588 SF
TOTAL	58,056 SF	19,327 SF	77,383 SF

TENANT	PROVIDED	REQUIRED	FORMULA
CHICK-FIL-A	SEE TOTAL	40 SPACES	1/100 UFA*
RESTAURANT	SEE TOTAL	16 SPACES	1/100 UFA*
RETAIL 1	SEE TOTAL	37 SPACES	1/150 UFA*
RETAIL 2	SEE TOTAL	340 SPACES	1/150 UFA*
TOTAL	398 SPACES	433 SPACES	

*USEABLE FLOOR AREA ASSUMED AS 80% OF GROSS FLOOR AREA

	PROPOSED	REQUIRED	FORMULA
TOTAL	16 SPACES	8 SPACES	300-400 TOTAL SPACES PROVIDED
VAN	2 SPACES	2 SPACES	1/6 ACCESSIBLE SPACES



THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

NOTICE: CONSTRUCTION SITE SAFETY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR. NEITHER THE OWNER NOR THE ENGINEER SHALL BE EXPECTED TO ASSUME ANY RESPONSIBILITY FOR SAFETY OF THE WORK, OF PERSONS ENGAGED IN THE WORK, OF ANY NEARBY STRUCTURES, OR OF ANY OTHER PERSONS.

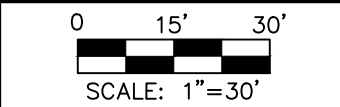
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SHELBY TOWNSHIP, MI 48315
313-768-7800

SECTION 25	TOWN 1 SOUTH, RANGE 9 EAST	WAYNE COUNTY, MICHIGAN
	CITY OF LIVONIA	

SYMMETRY PROPERTY MANAGEMENT	MIDDLEBELT & PLYMOUTH	OVERALL LAYOUT PLAN
	SITE PLANS	

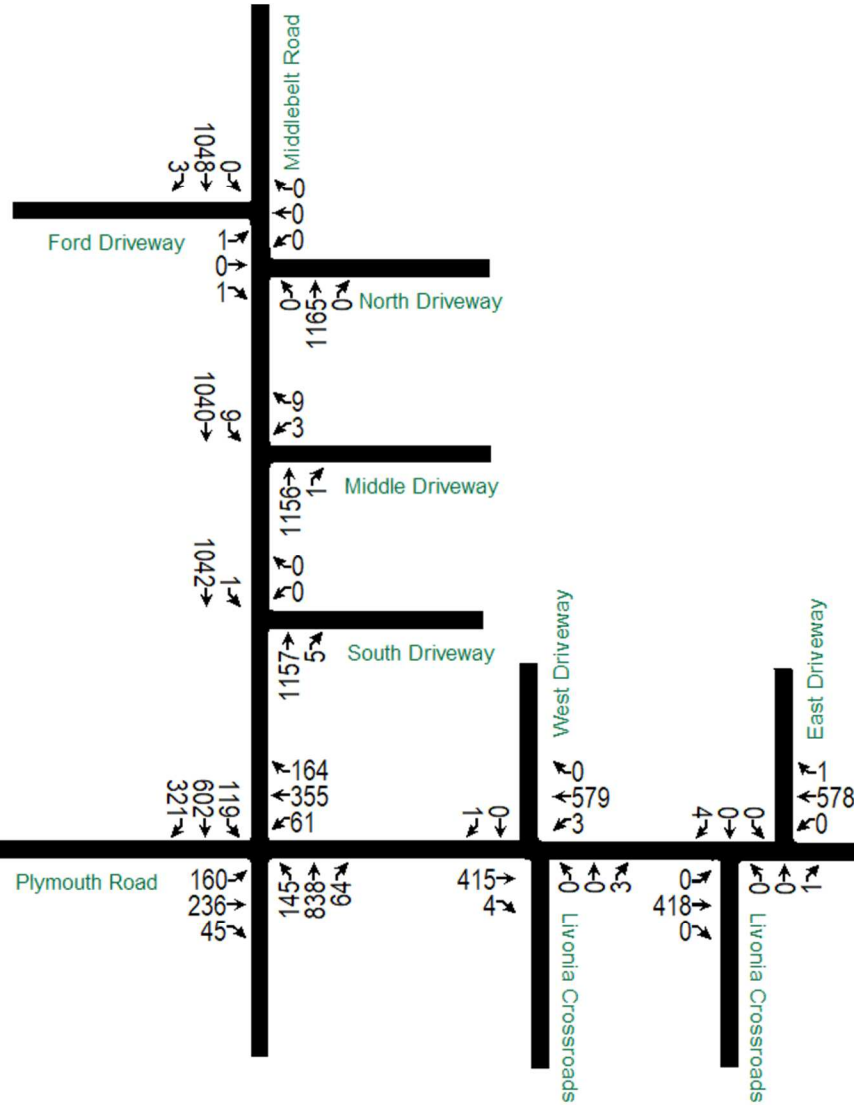
DATE	—, 2020
REVISIONS/SUBMITTALS	
XX-XX-2020 CITY SUBMITTAL	



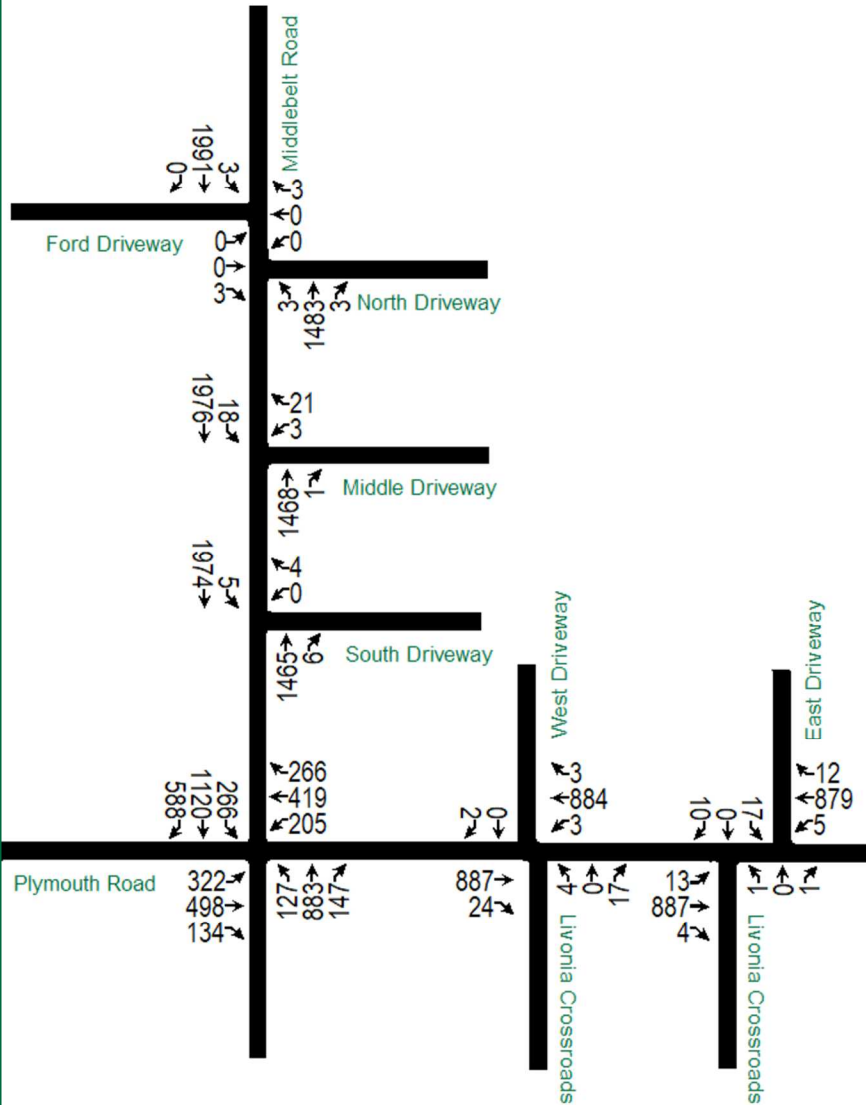
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CHECKED BY: EM
PROJECT MANAGER: MM
JOB #: 18003853
SHEET NO.

REPORT FIGURES

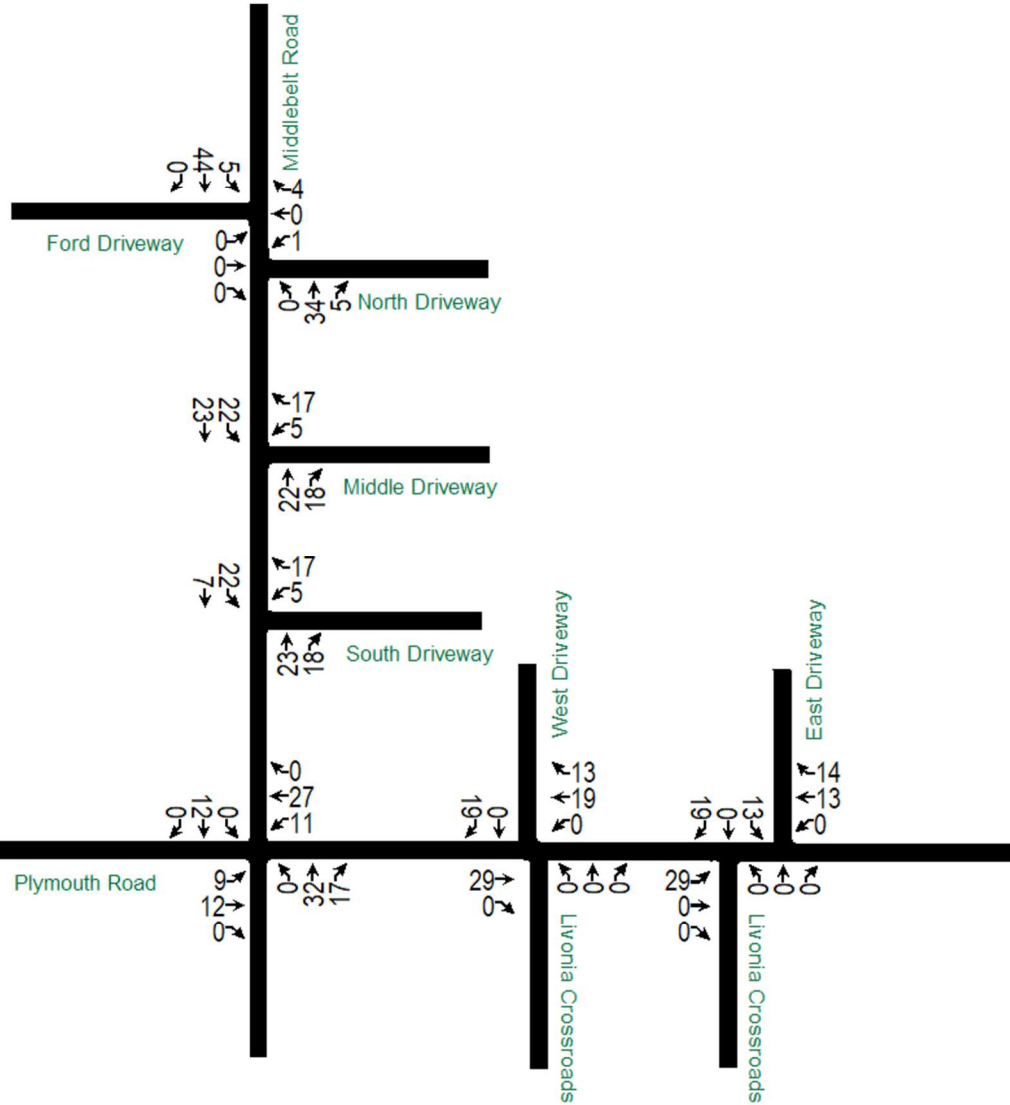
AM Peak Hour



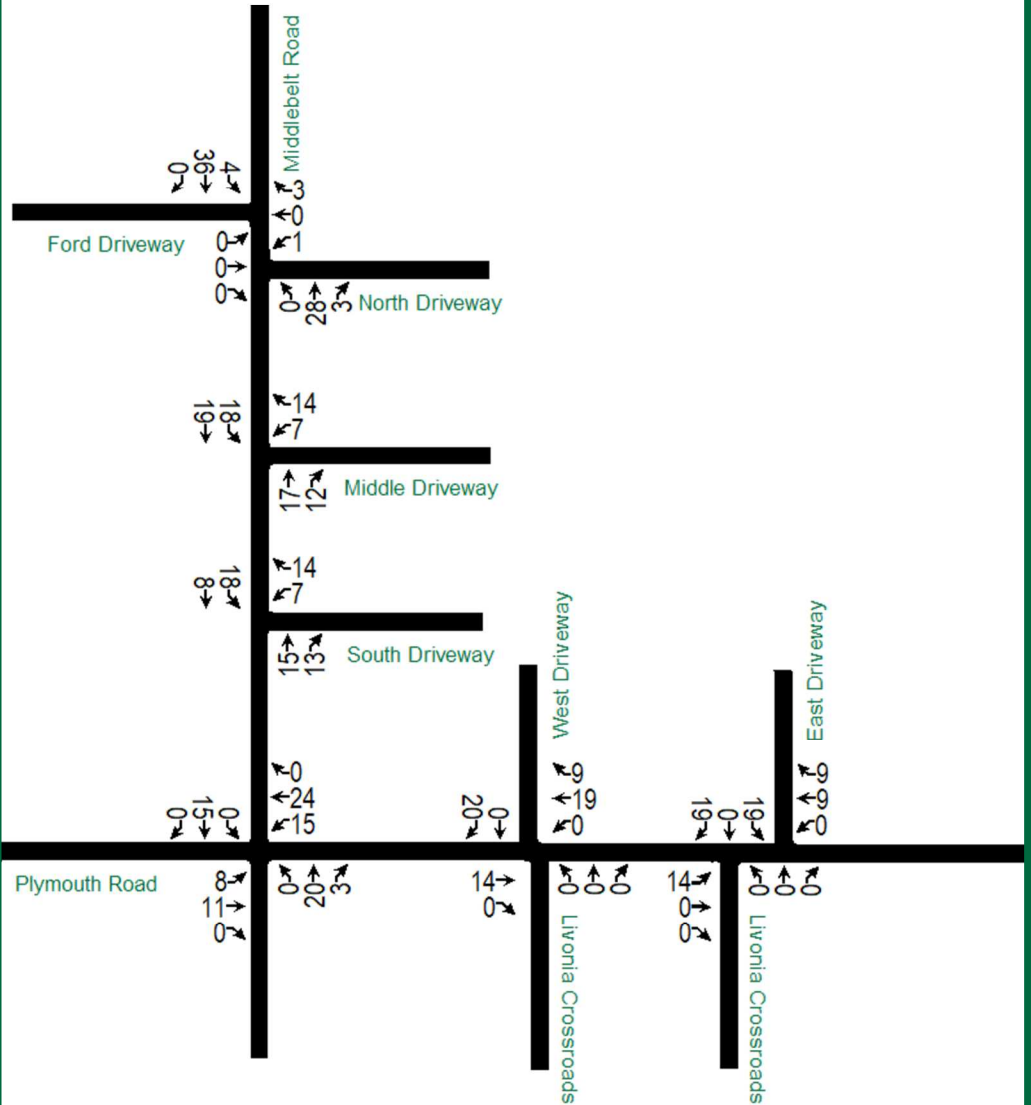
PM Peak Hour



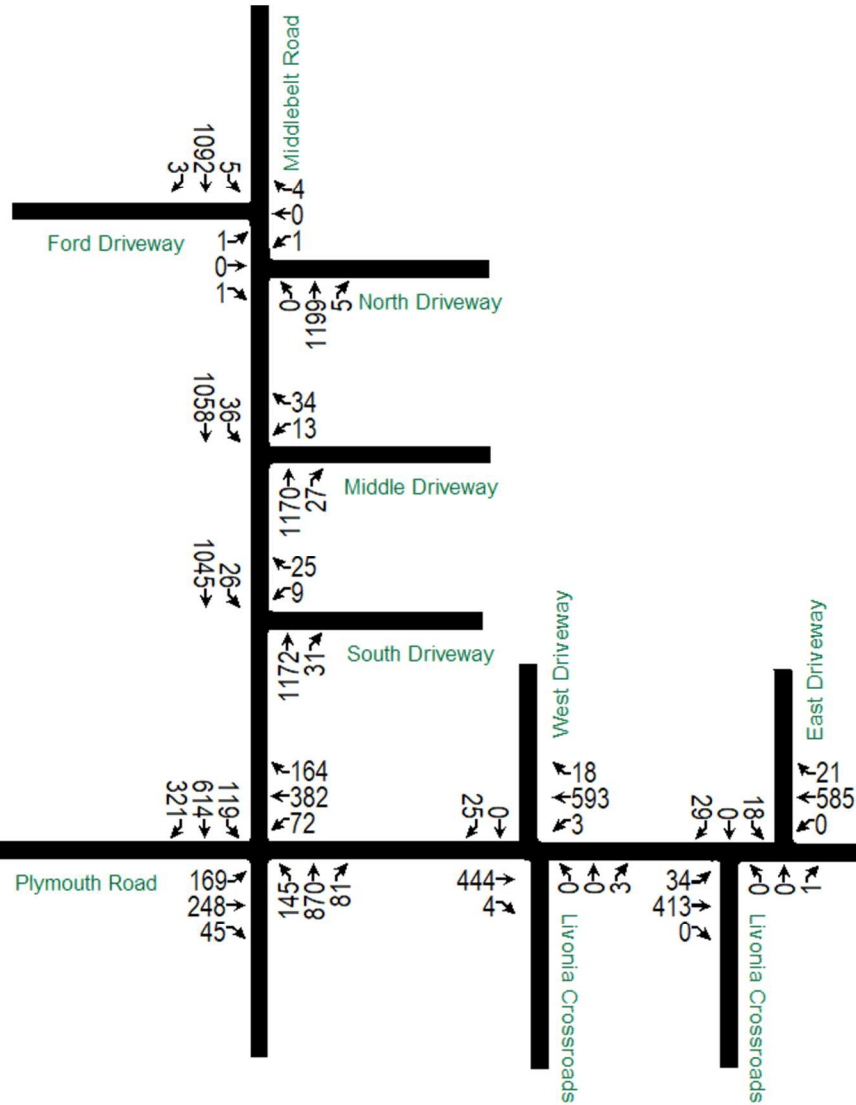
AM Peak Hour



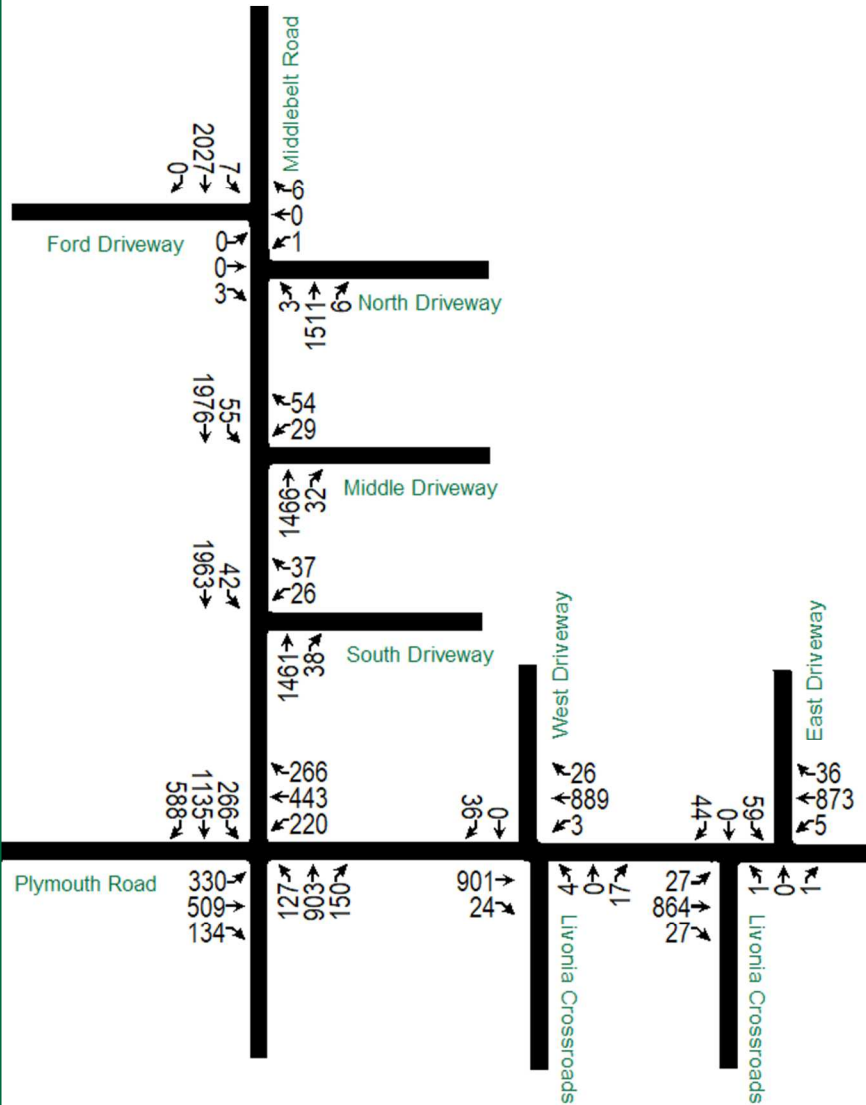
PM Peak Hour



AM Peak Hour



PM Peak Hour



TRAFFIC COUNTS

Middlebelt Road and North Driveway (unsignal... - TMC

Wed Oct 14, 2020

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Motorized Vehicles)

All Movements

ID: 787427, Location: 42.371374, -83.333169



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Access Eastbound					Access Westbound					Middlebelt Northbound					Middlebelt Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2020-10-14 7:00AM	1	0	0	0	1	0	0	2	0	2	1	800	0	0	801	0	713	2	0	715	1519
8:00AM	1	0	1	0	2	0	0	0	0	0	0	855	0	0	855	0	786	2	0	788	1645
4:00PM	1	0	3	0	4	0	0	0	0	0	4	1341	2	0	1347	0	1697	0	0	1697	3048
5:00PM	0	0	3	0	3	0	0	3	0	3	3	1367	3	0	1373	3	1839	0	1	1843	3222
Total	3	0	7	0	10	0	0	5	0	5	8	4363	5	0	4376	3	5035	4	1	5043	9434
% Approach	30.0%	0%	70.0%	0%	-	0%	0%	100%	0%	-	0.2%	99.7%	0.1%	0%	-	0.1%	99.8%	0.1%	0%	-	-
% Total	0%	0%	0.1%	0%	0.1%	0%	0%	0.1%	0%	0.1%	0.1%	46.2%	0.1%	0%	46.4%	0%	53.4%	0%	0%	53.5%	-
Lights	3	0	7	0	10	0	0	4	0	4	8	4281	4	0	4293	2	4865	4	1	4872	9179
% Lights	100%	0%	100%	0%	100%	0%	0%	80.0%	0%	80.0%	100%	98.1%	80.0%	0%	98.1%	66.7%	96.6%	100%	100%	96.6%	97.3%
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	23	1	0	24	1	80	0	0	81	105
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.5%	20.0%	0%	0.5%	33.3%	1.6%	0%	0%	1.6%	1.1%
Motorized Vehicles	0	0	0	0	0	0	0	1	0	1	0	59	0	0	59	0	90	0	0	90	150
% Motorized Vehicles	0%	0%	0%	0%	0%	0%	0%	20.0%	0%	20.0%	0%	1.4%	0%	0%	1.3%	0%	1.8%	0%	0%	1.8%	1.6%

*L: Left, R: Right, T: Thru, U: U-Turn

Middlebelt Road and North Driveway (unsignal... - TMC

Wed Oct 14, 2020

Full Length (7 AM-9 AM, 4 PM-6 PM)

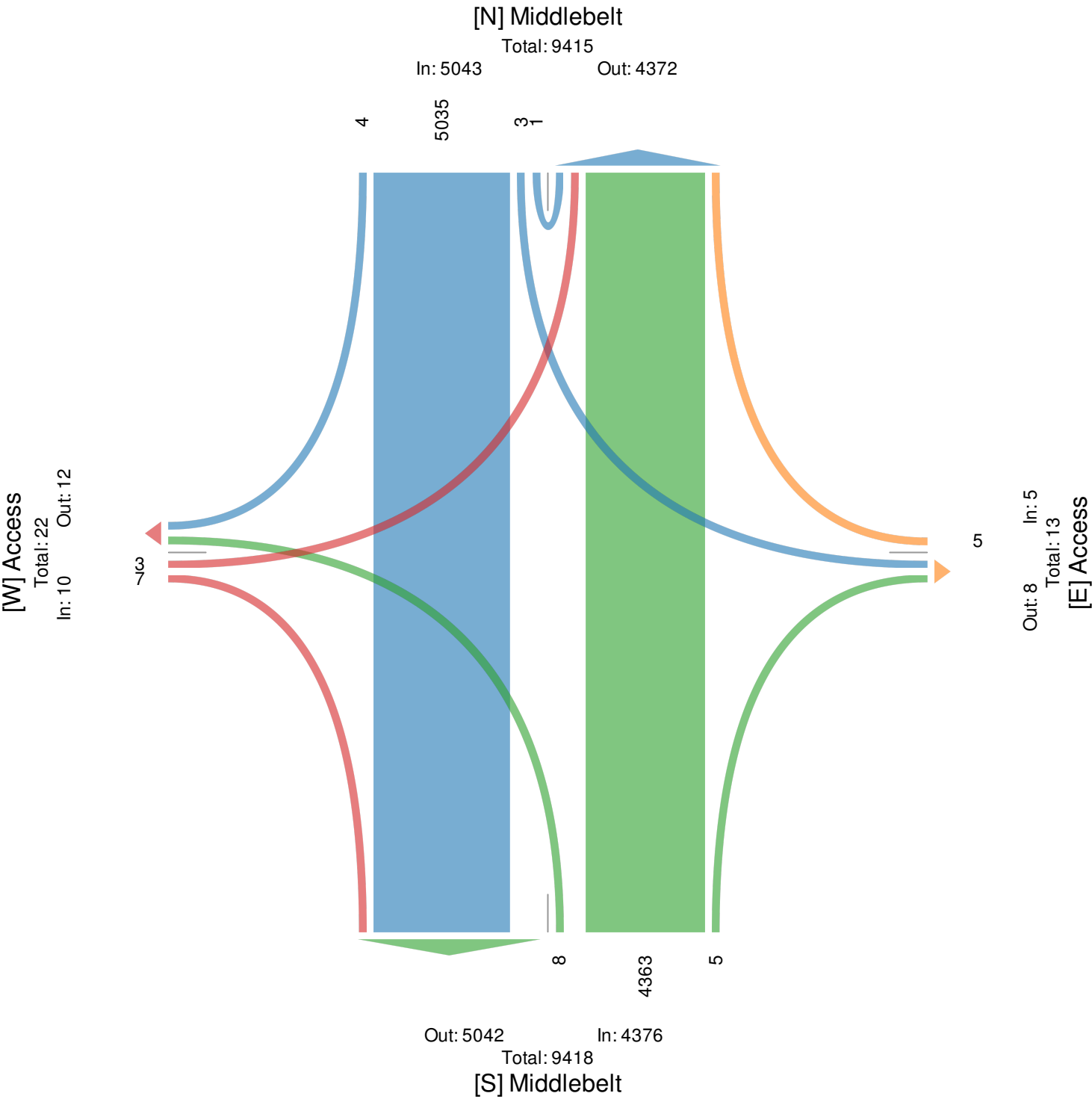
All Classes (Lights, Articulated Trucks, Motorized Vehicles)

All Movements

ID: 787427, Location: 42.371374, -83.333169



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Middlebelt Road and North Driveway (unsignal... - TMC

Wed Oct 14, 2020

AM Peak (8 AM - 9 AM)

All Classes (Lights, Articulated Trucks, Motorized Vehicles)

All Movements

ID: 787427, Location: 42.371374, -83.333169



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Access Eastbound					Access Westbound					Middlebelt Northbound					Middlebelt Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2020-10-14 8:00AM	0	0	0	0	0	0	0	0	0	0	0	203	0	0	203	0	198	0	0	198	401
8:15AM	0	0	0	0	0	0	0	0	0	0	0	200	0	0	200	0	165	0	0	165	365
8:30AM	0	0	0	0	0	0	0	0	0	0	0	227	0	0	227	0	185	0	0	185	412
8:45AM	1	0	1	0	2	0	0	0	0	0	0	225	0	0	225	0	238	2	0	240	467
Total	1	0	1	0	2	0	0	0	0	0	0	855	0	0	855	0	786	2	0	788	1645
% Approach	50.0%	0%	50.0%	0%	-	0%	0%	0%	0%	-	0%	100%	0%	0%	-	0%	99.7%	0.3%	0%	-	-
% Total	0.1%	0%	0.1%	0%	0.1%	0%	0%	0%	0%	0%	0%	52.0%	0%	0%	52.0%	0%	47.8%	0.1%	0%	47.9%	-
PHF	0.250	-	0.250	-	0.250	-	-	-	-	-	-	0.942	-	-	0.942	-	0.826	0.250	-	0.821	0.881
Lights	1	0	1	0	2	0	0	0	0	0	0	822	0	0	822	0	738	2	0	740	1564
% Lights	100%	0%	100%	0%	100%	0%	0%	0%	0%	-	0%	96.1%	0%	0%	96.1%	0%	93.9%	100%	0%	93.9%	95.1%
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	26	0	0	26	36
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	0%	1.2%	0%	0%	1.2%	0%	3.3%	0%	0%	3.3%	2.2%
Motorized Vehicles	0	0	0	0	0	0	0	0	0	0	0	23	0	0	23	0	22	0	0	22	45
% Motorized Vehicles	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	0%	2.7%	0%	0%	2.7%	0%	2.8%	0%	0%	2.8%	2.7%

* L: Left, R: Right, T: Thru, U: U-Turn

Middlebelt Road and North Driveway (unsignal... - TMC

Wed Oct 14, 2020

AM Peak (8 AM - 9 AM)

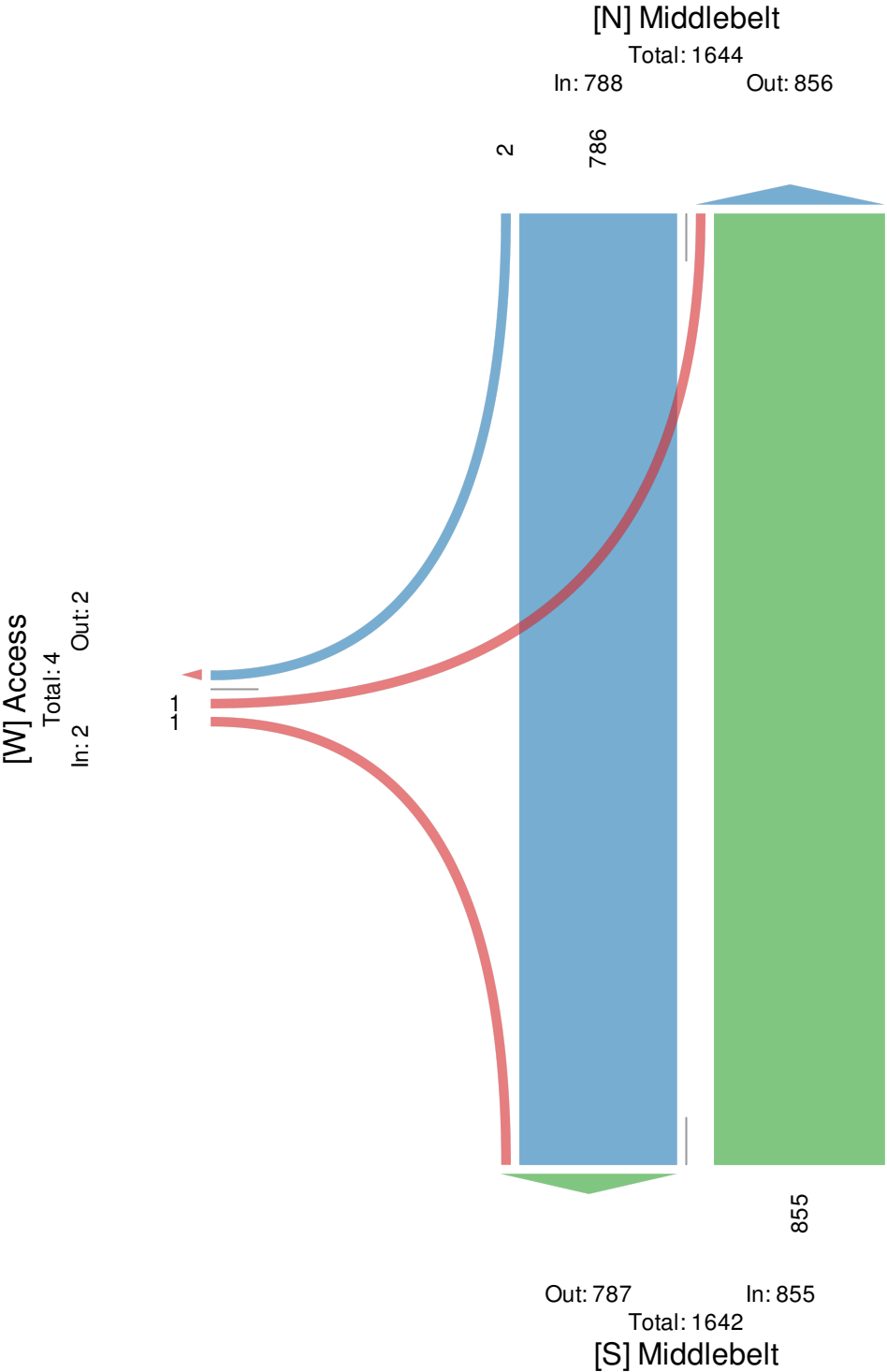
All Classes (Lights, Articulated Trucks, Motorized Vehicles)

All Movements

ID: 787427, Location: 42.371374, -83.333169



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Middlebelt Road and North Driveway (unsignal... - TMC

Wed Oct 14, 2020

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Motorized Vehicles)

All Movements

ID: 787427, Location: 42.371374, -83.333169



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Access Eastbound					Access Westbound					Middlebelt Northbound					Middlebelt Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2020-10-14 5:00PM	0	0	0	0	0	0	0	0	0	0	0	345	1	0	346	0	451	0	0	451	797
5:15PM	0	0	1	0	1	0	0	0	0	0	1	333	0	0	334	0	473	0	0	473	808
5:30PM	0	0	0	0	0	0	0	0	0	0	1	344	0	0	345	3	449	0	1	453	798
5:45PM	0	0	2	0	2	0	0	3	0	3	1	345	2	0	348	0	466	0	0	466	819
Total	0	0	3	0	3	0	0	3	0	3	3	1367	3	0	1373	3	1839	0	1	1843	3222
% Approach	0%	0%	100%	0%	-	0%	0%	100%	0%	-	0.2%	99.6%	0.2%	0%	-	0.2%	99.8%	0%	0.1%	-	-
% Total	0%	0%	0.1%	0%	0.1%	0%	0%	0.1%	0%	0.1%	0.1%	42.4%	0.1%	0%	42.6%	0.1%	57.1%	0%	0%	57.2%	-
PHF	-	-0.375	-0.375	-	-	-	-0.250	-0.250	-	-	0.750	0.991	0.375	-	0.986	0.250	0.972	-0.250	0.974	0.984	0.984
Lights	0	0	3	0	3	0	0	3	0	3	3	1354	2	0	1359	2	1807	0	1	1810	3175
% Lights	0%	0%	100%	0%	100%	0%	0%	100%	0%	100%	100%	99.0%	66.7%	0%	99.0%	66.7%	98.3%	0%	100%	98.2%	98.5%
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	1	13	0	0	14	16
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.1%	33.3%	0%	0.1%	33.3%	0.7%	0%	0%	0.8%	0.5%
Motorized Vehicles	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	19	0	0	19	31
% Motorized Vehicles	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.9%	0%	0%	0.9%	0%	1.0%	0%	0%	1.0%	1.0%

* L: Left, R: Right, T: Thru, U: U-Turn

Middlebelt Road and North Driveway (unsignal... - TMC

Wed Oct 14, 2020

PM Peak (5 PM - 6 PM) - Overall Peak Hour

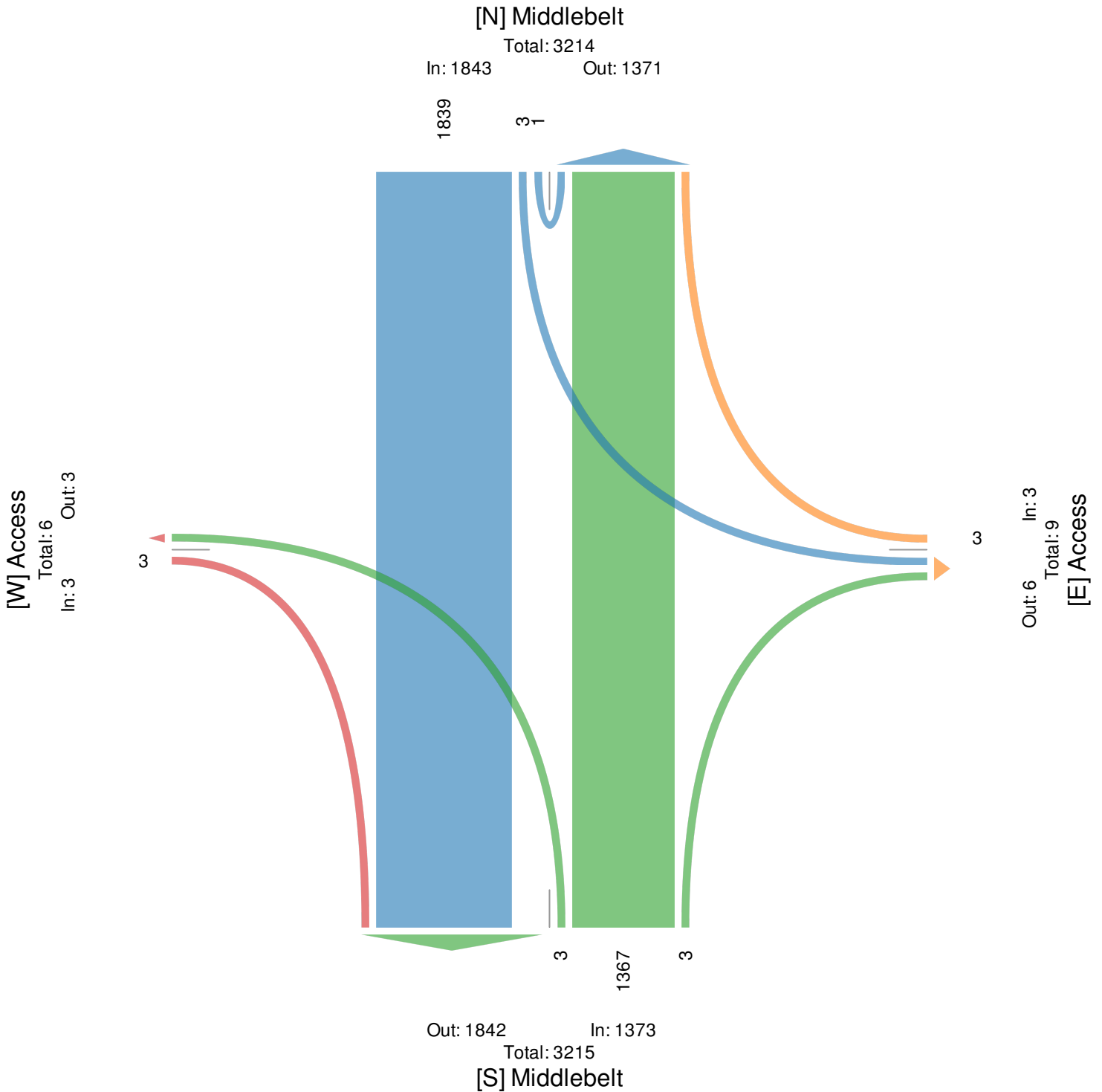
All Classes (Lights, Articulated Trucks, Motorized Vehicles)

All Movements

ID: 787427, Location: 42.371374, -83.333169



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Middlebelt Road and Middle Driveway (unsigna... - TMC

Wed Oct 14, 2020

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Motorized Vehicles)

All Movements

ID: 787426, Location: 42.370606, -83.333144



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Access Westbound				Middlebelt Northbound				Middlebelt Southbound				
Time	L	R	U	App	T	R	U	App	L	T	U	App	Int
2020-10-14 7:00AM	0	2	0	2	794	0	0	794	3	705	0	708	1504
8:00AM	2	7	0	9	848	1	0	849	7	776	0	783	1641
4:00PM	3	25	0	28	1318	4	0	1322	15	1668	0	1683	3033
5:00PM	2	17	0	19	1374	2	0	1376	9	1821	0	1830	3225
Total	7	51	0	58	4334	7	0	4341	34	4970	0	5004	9403
% Approach	12.1%	87.9%	0%	-	99.8%	0.2%	0%	-	0.7%	99.3%	0%	-	-
% Total	0.1%	0.5%	0%	0.6%	46.1%	0.1%	0%	46.2%	0.4%	52.9%	0%	53.2%	-
Lights	7	49	0	56	4240	7	0	4247	33	4801	0	4834	9137
% Lights	100%	96.1%	0%	96.6%	97.8%	100%	0%	97.8%	97.1%	96.6%	0%	96.6%	97.2%
Articulated Trucks	0	0	0	0	31	0	0	31	0	81	0	81	112
% Articulated Trucks	0%	0%	0%	0%	0.7%	0%	0%	0.7%	0%	1.6%	0%	1.6%	1.2%
Motorized Vehicles	0	2	0	2	63	0	0	63	1	88	0	89	154
% Motorized Vehicles	0%	3.9%	0%	3.4%	1.5%	0%	0%	1.5%	2.9%	1.8%	0%	1.8%	1.6%

* L: Left, R: Right, T: Thru, U: U-Turn

Middlebelt Road and Middle Driveway (unsigna... - TMC

Wed Oct 14, 2020

Full Length (7 AM-9 AM, 4 PM-6 PM)

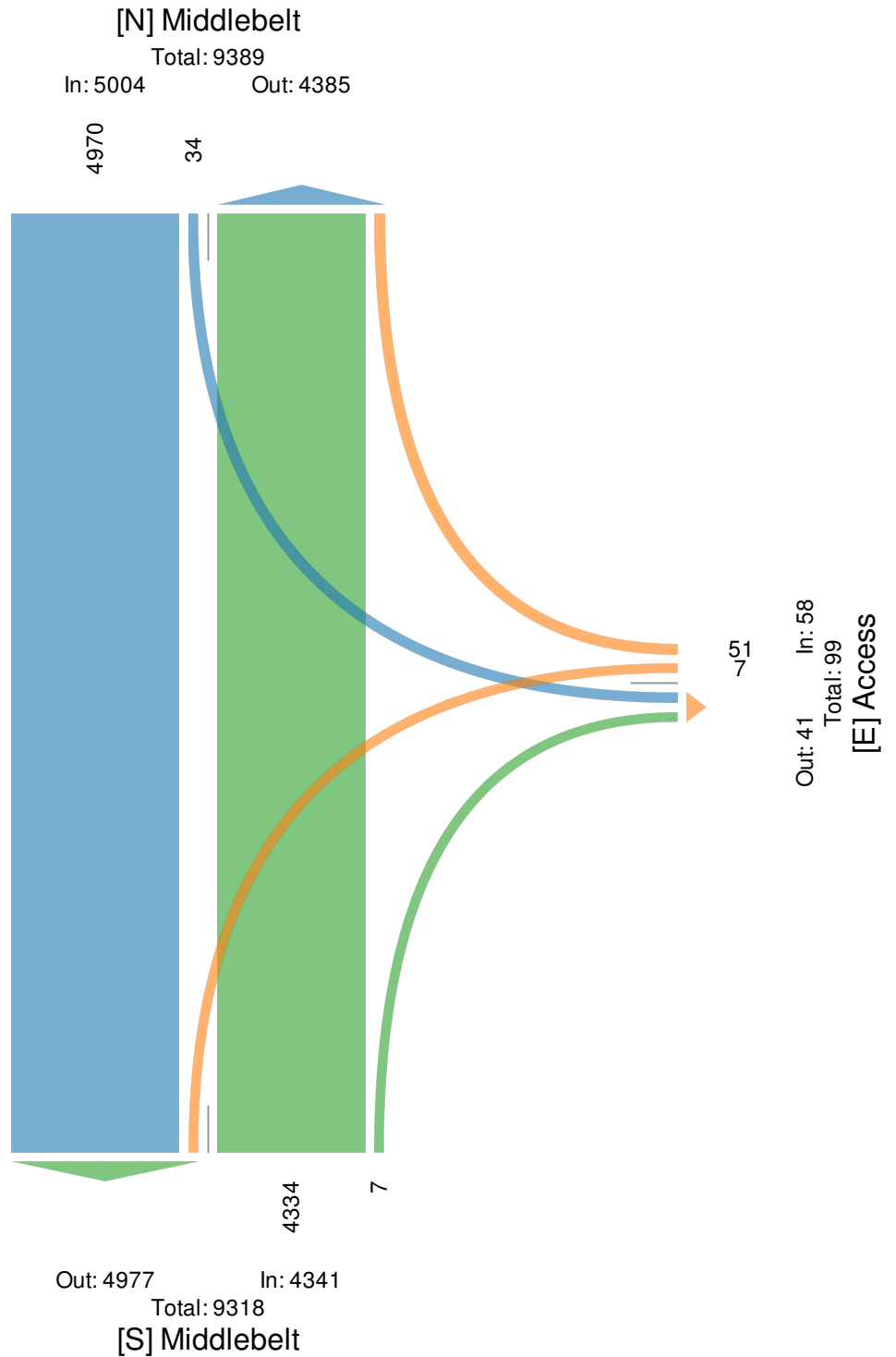
All Classes (Lights, Articulated Trucks, Motorized Vehicles)

All Movements

ID: 787426, Location: 42.370606, -83.333144



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Middlebelt Road and Middle Driveway (unsigna... - TMC

Wed Oct 14, 2020

AM Peak (8 AM - 9 AM)

All Classes (Lights, Articulated Trucks, Motorized Vehicles)

All Movements

ID: 787426, Location: 42.370606, -83.333144



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Access Westbound				Middlebelt Northbound				Middlebelt Southbound				
Time	L	R	U	App	T	R	U	App	L	T	U	App	Int
2020-10-14 8:00AM	1	0	0	1	208	0	0	208	2	193	0	195	404
8:15AM	0	2	0	2	198	1	0	199	1	165	0	166	367
8:30AM	1	3	0	4	225	0	0	225	4	180	0	184	413
8:45AM	0	2	0	2	217	0	0	217	0	238	0	238	457
Total	2	7	0	9	848	1	0	849	7	776	0	783	1641
% Approach	22.2%	77.8%	0%	-	99.9%	0.1%	0%	-	0.9%	99.1%	0%	-	-
% Total	0.1%	0.4%	0%	0.5%	51.7%	0.1%	0%	51.7%	0.4%	47.3%	0%	47.7%	-
PHF	0.500	0.583	-	0.563	0.942	0.250	-	0.943	0.438	0.815	-	0.822	0.898
Lights	2	7	0	9	813	1	0	814	7	727	0	734	1557
% Lights	100%	100%	0%	100%	95.9%	100%	0%	95.9%	100%	93.7%	0%	93.7%	94.9%
Articulated Trucks	0	0	0	0	11	0	0	11	0	25	0	25	36
% Articulated Trucks	0%	0%	0%	0%	1.3%	0%	0%	1.3%	0%	3.2%	0%	3.2%	2.2%
Motorized Vehicles	0	0	0	0	24	0	0	24	0	24	0	24	48
% Motorized Vehicles	0%	0%	0%	0%	2.8%	0%	0%	2.8%	0%	3.1%	0%	3.1%	2.9%

* L: Left, R: Right, T: Thru, U: U-Turn

Middlebelt Road and Middle Driveway (unsigna... - TMC

Wed Oct 14, 2020

AM Peak (8 AM - 9 AM)

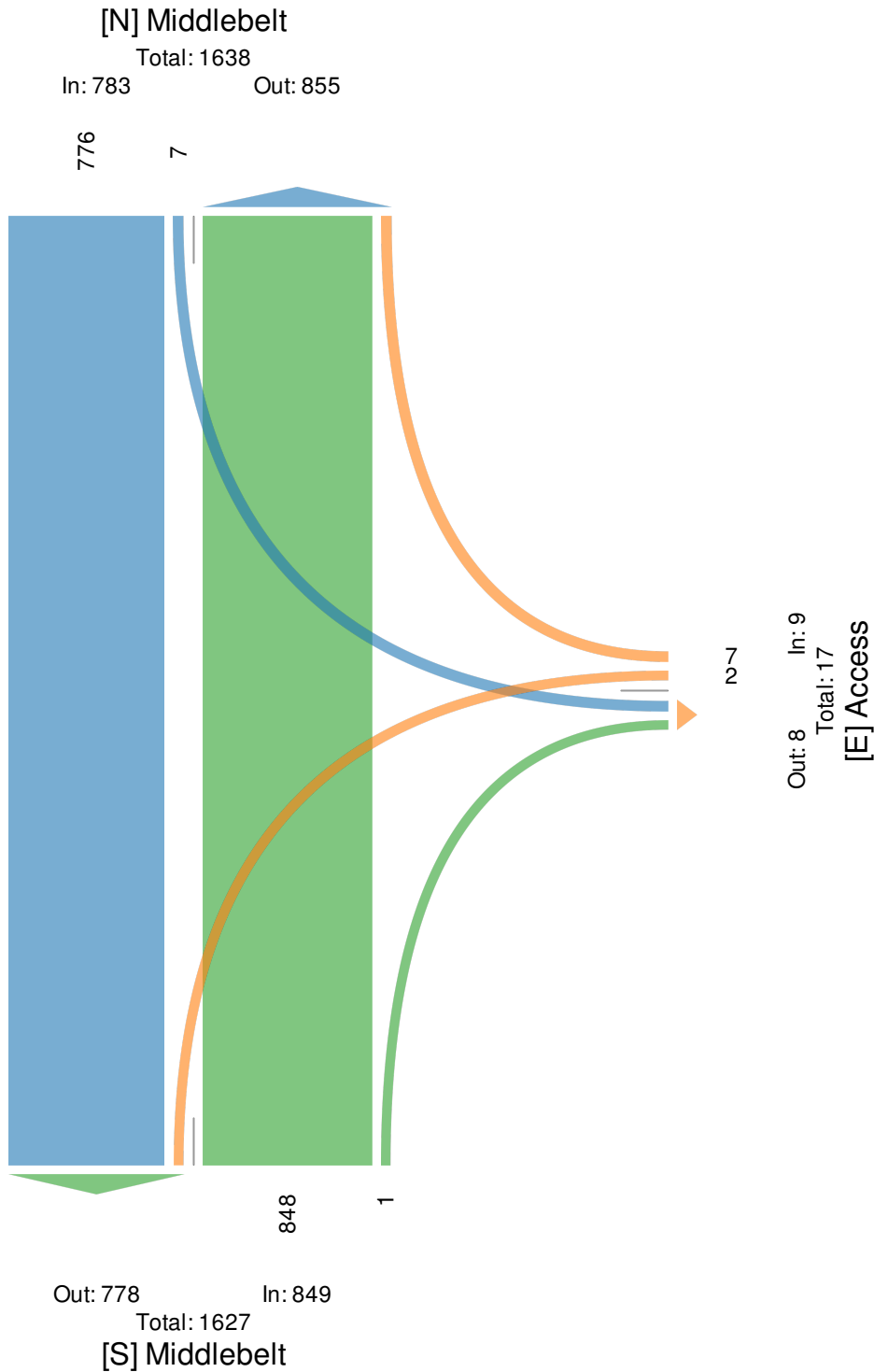
All Classes (Lights, Articulated Trucks, Motorized Vehicles)

All Movements

ID: 787426, Location: 42.370606, -83.333144



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Middlebelt Road and Middle Driveway (unsigna... - TMC

Wed Oct 14, 2020

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Motorized Vehicles)

All Movements

ID: 787426, Location: 42.370606, -83.333144



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Access Westbound				Middlebelt Northbound				Middlebelt Southbound				
Time	L	R	U	App	T	R	U	App	L	T	U	App	Int
2020-10-14 4:45PM	2	7	0	9	328	0	0	328	8	472	0	480	817
5:00PM	0	4	0	4	346	0	0	346	1	445	0	446	796
5:15PM	1	8	0	9	335	1	0	336	3	470	0	473	818
5:30PM	0	1	0	1	349	0	0	349	5	441	0	446	796
Total	3	20	0	23	1358	1	0	1359	17	1828	0	1845	3227
% Approach	13.0%	87.0%	0%	-	99.9%	0.1%	0%	-	0.9%	99.1%	0%	-	-
% Total	0.1%	0.6%	0%	0.7%	42.1%	0%	0%	42.1%	0.5%	56.6%	0%	57.2%	-
PHF	0.375	0.625	-	0.639	0.973	0.250	-	0.973	0.531	0.968	-	0.961	0.986
Lights	3	20	0	23	1339	1	0	1340	17	1789	0	1806	3169
% Lights	100%	100%	0%	100%	98.6%	100%	0%	98.6%	100%	97.9%	0%	97.9%	98.2%
Articulated Trucks	0	0	0	0	5	0	0	5	0	20	0	20	25
% Articulated Trucks	0%	0%	0%	0%	0.4%	0%	0%	0.4%	0%	1.1%	0%	1.1%	0.8%
Motorized Vehicles	0	0	0	0	14	0	0	14	0	19	0	19	33
% Motorized Vehicles	0%	0%	0%	0%	1.0%	0%	0%	1.0%	0%	1.0%	0%	1.0%	1.0%

* L: Left, R: Right, T: Thru, U: U-Turn

Middlebelt Road and Middle Driveway (unsigna... - TMC

Wed Oct 14, 2020

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

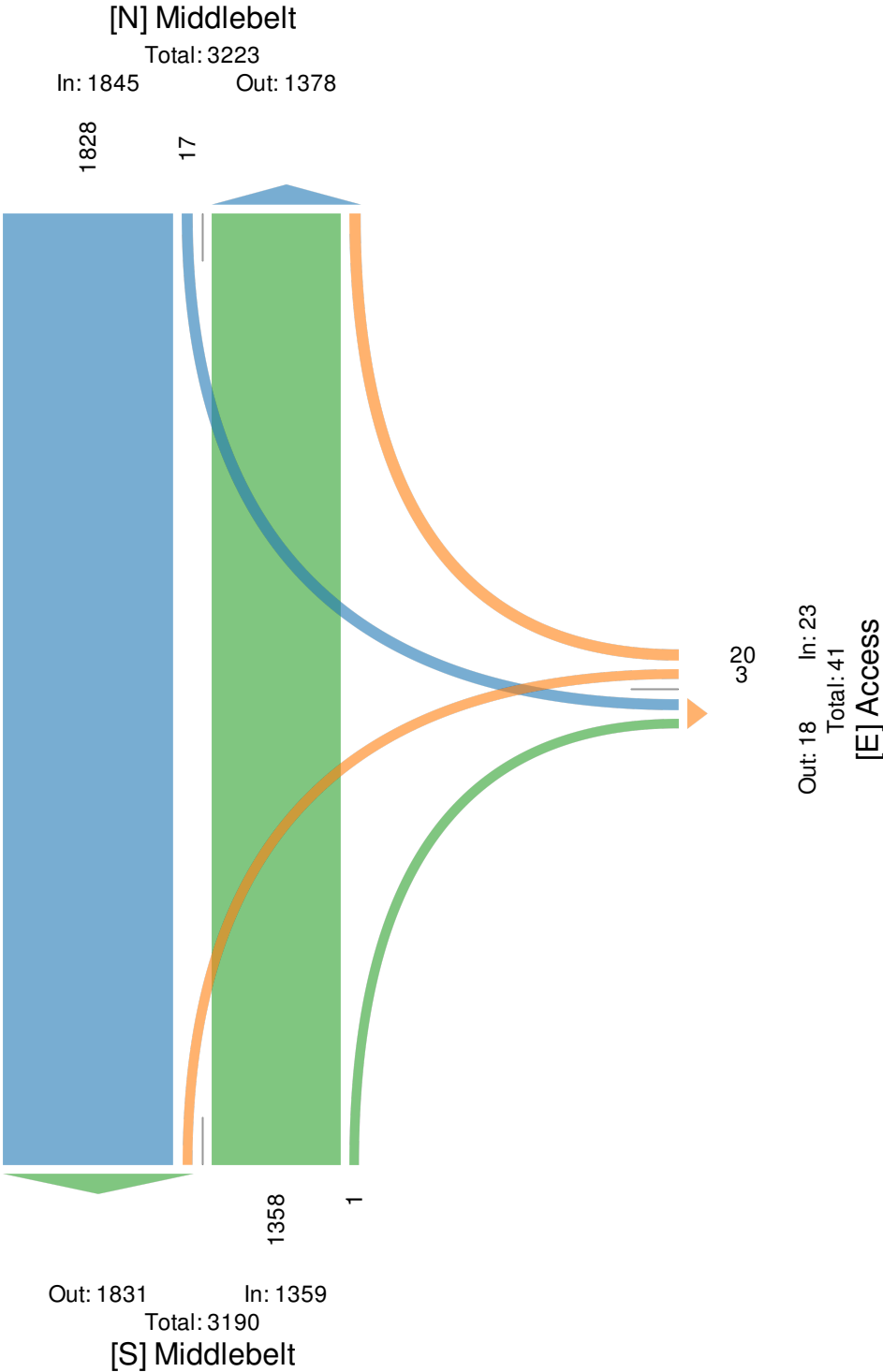
All Classes (Lights, Articulated Trucks, Motorized Vehicles)

All Movements

ID: 787426, Location: 42.370606, -83.333144



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Middlebelt Road and South Driveway (unsignal... - TMC

Wed Oct 14, 2020

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Motorized Vehicles)

All Movements

ID: 787425, Location: 42.370033, -83.333113



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Drive way Westbound				Middlebelt Northbound				Middlebelt Southbound				
Time	L	R	U	App	T	R	U	App	L	T	U	App	Int
2020-10-14 7:00AM	0	0	0	0	801	3	0	804	0	703	0	703	1507
8:00AM	0	0	0	0	855	4	0	859	1	782	0	783	1642
4:00PM	3	4	0	7	1314	7	0	1321	3	1693	1	1697	3025
5:00PM	0	4	0	4	1362	6	0	1368	4	1803	0	1807	3179
Total	3	8	0	11	4332	20	0	4352	8	4981	1	4990	9353
% Approach	27.3%	72.7%	0%	-	99.5%	0.5%	0%	-	0.2%	99.8%	0%	-	-
% Total	0%	0.1%	0%	0.1%	46.3%	0.2%	0%	46.5%	0.1%	53.3%	0%	53.4%	-
Lights	3	7	0	10	4243	19	0	4262	7	4810	1	4818	9090
% Lights	100%	87.5%	0%	90.9%	97.9%	95.0%	0%	97.9%	87.5%	96.6%	100%	96.6%	97.2%
Articulated Trucks	0	0	0	0	31	0	0	31	0	84	0	84	115
% Articulated Trucks	0%	0%	0%	0%	0.7%	0%	0%	0.7%	0%	1.7%	0%	1.7%	1.2%
Motorized Vehicles	0	1	0	1	58	1	0	59	1	87	0	88	148
% Motorized Vehicles	0%	12.5%	0%	9.1%	1.3%	5.0%	0%	1.4%	12.5%	1.7%	0%	1.8%	1.6%

* L: Left, R: Right, T: Thru, U: U-Turn

Middlebelt Road and South Driveway (unsignal... - TMC

Wed Oct 14, 2020

Full Length (7 AM-9 AM, 4 PM-6 PM)

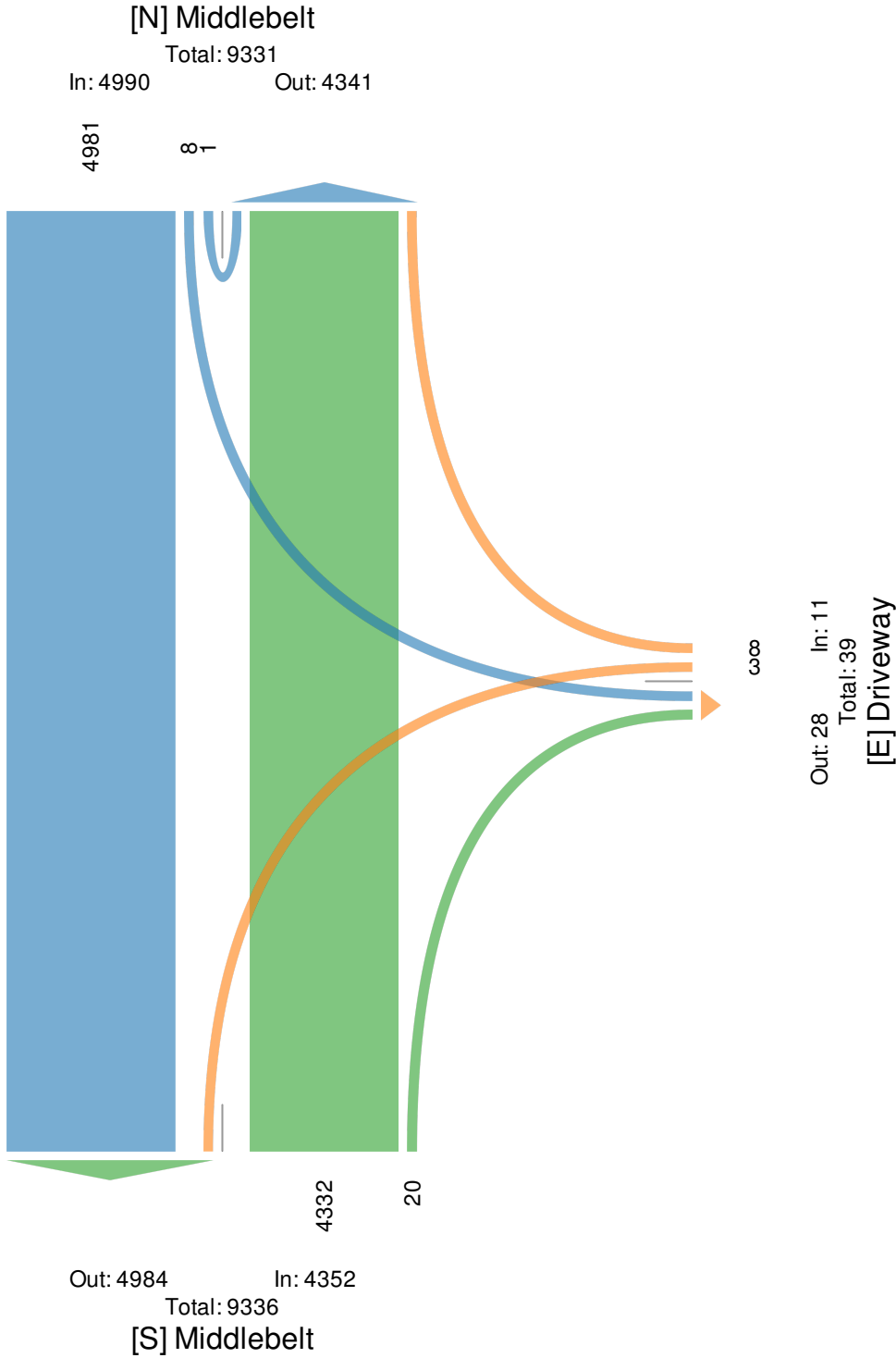
All Classes (Lights, Articulated Trucks, Motorized Vehicles)

All Movements

ID: 787425, Location: 42.370033, -83.333113



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Middlebelt Road and South Driveway (unsignal... - TMC

Wed Oct 14, 2020

AM Peak (8 AM - 9 AM)

All Classes (Lights, Articulated Trucks, Motorized Vehicles)

All Movements

ID: 787425, Location: 42.370033, -83.333113



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Drive way Westbound				Middlebelt Northbound				Middlebelt Southbound				
Time	L	R	U	App	T	R	U	App	L	T	U	App	Int
2020-10-14 8:00AM	0	0	0	0	211	2	0	213	0	193	0	193	406
8:15AM	0	0	0	0	201	1	0	202	0	167	0	167	369
8:30AM	0	0	0	0	221	0	0	221	0	183	0	183	404
8:45AM	0	0	0	0	222	1	0	223	1	239	0	240	463
Total	0	0	0	0	855	4	0	859	1	782	0	783	1642
% Approach	0%	0%	0%	-	99.5%	0.5%	0%	-	0.1%	99.9%	0%	-	-
% Total	0%	0%	0%	0%	52.1%	0.2%	0%	52.3%	0.1%	47.6%	0%	47.7%	-
PHF	-	-	-	-	0.963	0.500	-	0.963	0.250	0.818	-	0.816	0.887
Lights	0	0	0	0	820	4	0	824	1	736	0	737	1561
% Lights	0%	0%	0%	-	95.9%	100%	0%	95.9%	100%	94.1%	0%	94.1%	95.1%
Articulated Trucks	0	0	0	0	12	0	0	12	0	25	0	25	37
% Articulated Trucks	0%	0%	0%	-	1.4%	0%	0%	1.4%	0%	3.2%	0%	3.2%	2.3%
Motorized Vehicles	0	0	0	0	23	0	0	23	0	21	0	21	44
% Motorized Vehicles	0%	0%	0%	-	2.7%	0%	0%	2.7%	0%	2.7%	0%	2.7%	2.7%

* L: Left, R: Right, T: Thru, U: U-Turn

Middlebelt Road and South Driveway (unsignal... - TMC

Wed Oct 14, 2020

AM Peak (8 AM - 9 AM)

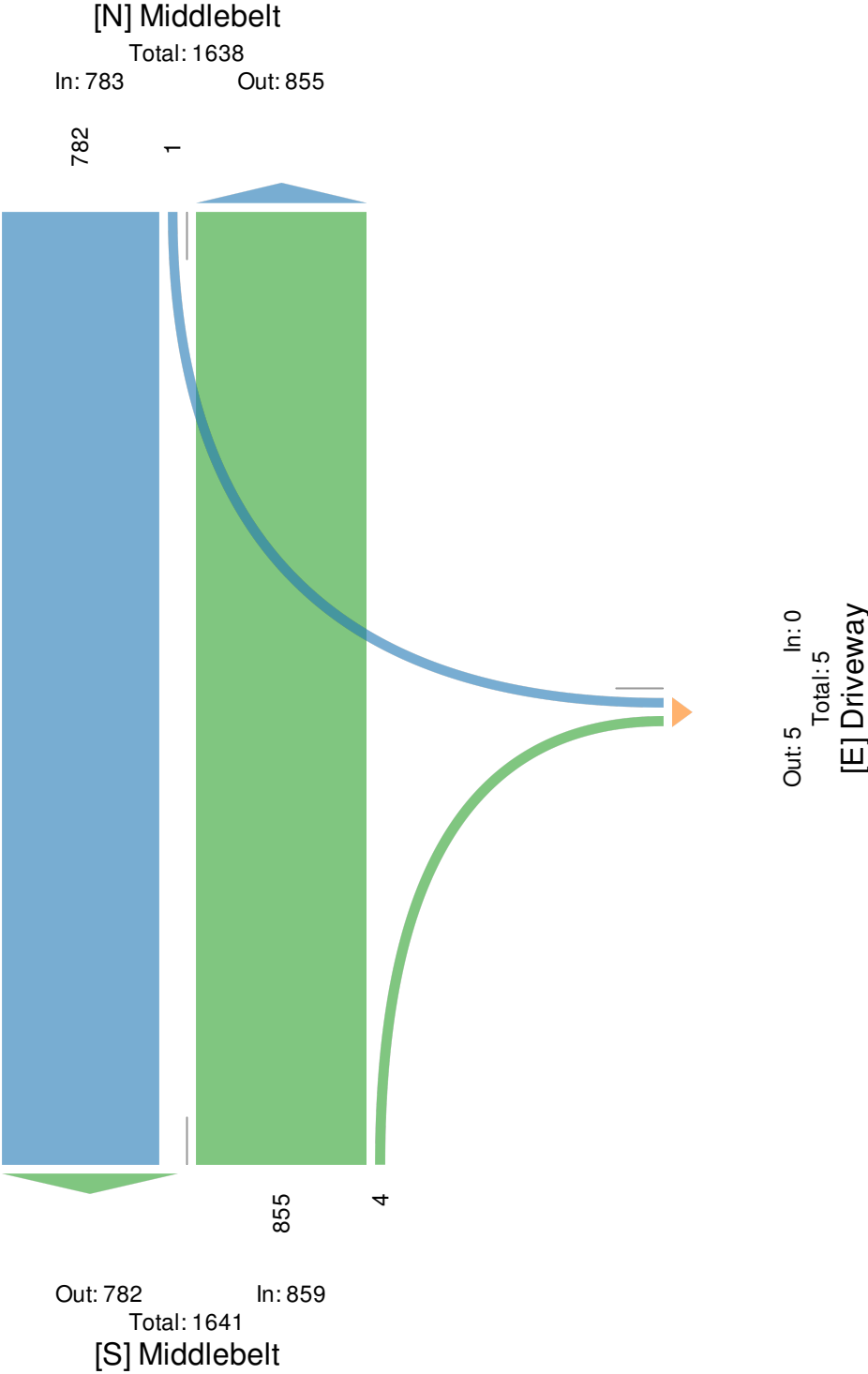
All Classes (Lights, Articulated Trucks, Motorized Vehicles)

All Movements

ID: 787425, Location: 42.370033, -83.333113



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Middlebelt Road and South Driveway (unsignal... - TMC

Wed Oct 14, 2020

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Motorized Vehicles)

All Movements

ID: 787425, Location: 42.370033, -83.333113



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Driveway Westbound				Middlebelt Northbound				Middlebelt Southbound				
Time	L	R	U	App	T	R	U	App	L	T	U	App	Int
2020-10-14 4:45PM	0	2	0	2	323	1	0	324	1	474	0	475	801
5:00PM	0	2	0	2	348	2	0	350	3	434	0	437	789
5:15PM	0	0	0	0	334	1	0	335	1	459	0	460	795
5:30PM	0	0	0	0	346	2	0	348	0	447	0	447	795
Total	0	4	0	4	1351	6	0	1357	5	1814	0	1819	3180
% Approach	0%	100%	0%	-	99.6%	0.4%	0%	-	0.3%	99.7%	0%	-	-
% Total	0%	0.1%	0%	0.1%	42.5%	0.2%	0%	42.7%	0.2%	57.0%	0%	57.2%	-
PHF	-	0.500	-	0.500	0.971	0.750	-	0.969	0.417	0.957	-	0.957	0.993
Lights	0	3	0	3	1336	6	0	1342	5	1772	0	1777	3122
% Lights	0%	75.0%	0%	75.0%	98.9%	100%	0%	98.9%	100%	97.7%	0%	97.7%	98.2%
Articulated Trucks	0	0	0	0	5	0	0	5	0	20	0	20	25
% Articulated Trucks	0%	0%	0%	0%	0.4%	0%	0%	0.4%	0%	1.1%	0%	1.1%	0.8%
Motorized Vehicles	0	1	0	1	10	0	0	10	0	22	0	22	33
% Motorized Vehicles	0%	25.0%	0%	25.0%	0.7%	0%	0%	0.7%	0%	1.2%	0%	1.2%	1.0%

* L: Left, R: Right, T: Thru, U: U-Turn

Middlebelt Road and South Driveway (unsignal... - TMC

Wed Oct 14, 2020

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

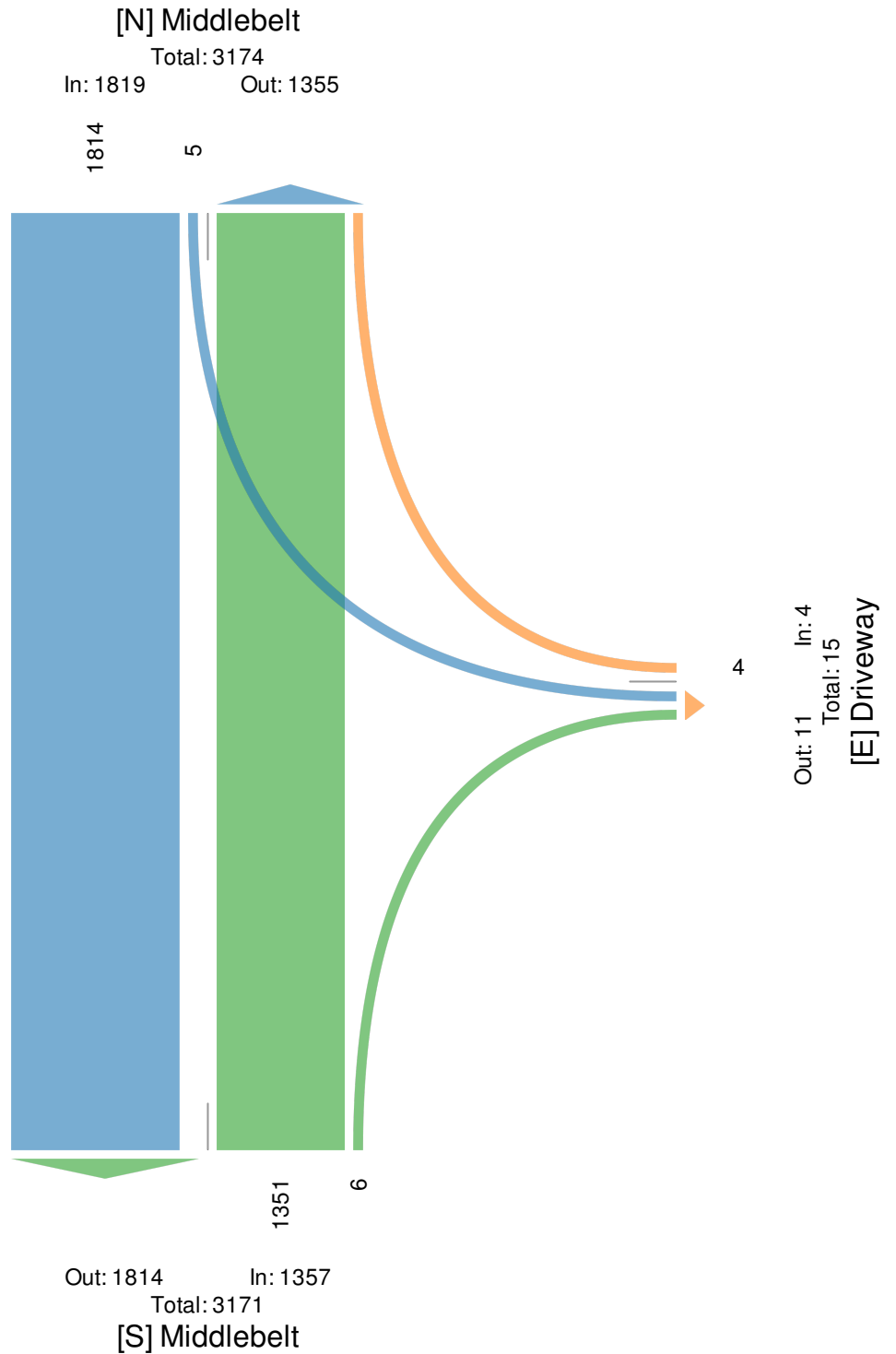
All Classes (Lights, Articulated Trucks, Motorized Vehicles)

All Movements

ID: 787425, Location: 42.370033, -83.333113



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Middlebelt Road and Plymouth Road (signalize... - TMC

Wed Oct 14, 2020

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Motorized Vehicles,
Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 791008, Location: 42.369173, -83.333072



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*	
2020-10-14 7:00AM	82	146	5	0	31	264	1		36	245	41	0	80	402	0	
8:00AM	128	174	14	0	21	337	4		52	250	43	0	85	430	1	
4:00PM	297	466	89	0	73	925	3		165	412	112	0	135	824	3	
5:00PM	298	461	67	0	57	883	1		185	378	132	0	107	802	8	
Total	805	1247	175	0	182	2409	9		438	1285	328	0	407	2458	12	
% Approach	33.4%	51.8%	7.3%	0%	7.6%	-	-		17.8%	52.3%	13.3%	0%	16.6%	-	-	
% Total	6.0%	9.3%	1.3%	0%	1.4%	18.0%	-		3.3%	9.6%	2.4%	0%	3.0%	18.3%	-	
Lights	788	1205	166	0	175	2334	-		428	1216	311	0	397	2352	-	
% Lights	97.9%	96.6%	94.9%	0%	96.2%	96.9%	-		97.7%	94.6%	94.8%	0%	97.5%	95.7%	-	
Articulated Trucks	6	16	2	0	3	27	-		4	30	9	0	2	45	-	
% Articulated Trucks	0.7%	1.3%	1.1%	0%	1.6%	1.1%	-		0.9%	2.3%	2.7%	0%	0.5%	1.8%	-	
Motorized Vehicles	11	26	7	0	4	48	-		6	39	8	0	8	61	-	
% Motorized Vehicles	1.4%	2.1%	4.0%	0%	2.2%	2.0%	-		1.4%	3.0%	2.4%	0%	2.0%	2.5%	-	
Pedestrians	-	-	-	-	-	-	8		-	-	-	-	-	-	9	
% Pedestrians	-	-	-	-	-	-	88.9%		-	-	-	-	-	-	75.0%	
Bicycles on Crosswalk	-	-	-	-	-	-	1		-	-	-	-	-	-	3	
% Bicycles on Crosswalk	-	-	-	-	-	-	11.1%		-	-	-	-	-	-	25.0%	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Middlebelt Road and Plymouth Road (signalize... - TMC

Wed Oct 14, 2020

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Motorized Vehicles,
Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 791008, Location: 42.369173, -83.333072



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
2020-10-14 7:00AM	134	598	32	0	28	792	0		87	398	94	0	123	702	0		2160
8:00AM	113	590	19	0	26	748	5		73	426	132	0	142	773	3		2288
4:00PM	117	813	50	0	44	1024	11		204	949	293	0	179	1625	0		4398
5:00PM	118	815	52	0	84	1069	5		235	1022	339	0	205	1801	3		4555
Total	482	2816	153	0	182	3633	21		599	2795	858	0	649	4901	6		13401
% Approach	13.3%	77.5%	4.2%	0%	5.0%	-	-		12.2%	57.0%	17.5%	0%	13.2%	-	-		-
% Total	3.6%	21.0%	1.1%	0%	1.4%	27.1%	-		4.5%	20.9%	6.4%	0%	4.8%	36.6%	-		-
Lights	468	2771	146	0	178	3563	-		559	2746	814	0	621	4740	-		12989
% Lights	97.1%	98.4%	95.4%	0%	97.8%	98.1%	-		93.3%	98.2%	94.9%	0%	95.7%	96.7%	-		96.9%
Articulated Trucks	3	10	4	0	1	18	-		25	15	26	0	14	80	-		170
% Articulated Trucks	0.6%	0.4%	2.6%	0%	0.5%	0.5%	-		4.2%	0.5%	3.0%	0%	2.2%	1.6%	-		1.3%
Motorized Vehicles	11	35	3	0	3	52	-		15	34	18	0	14	81	-		242
% Motorized Vehicles	2.3%	1.2%	2.0%	0%	1.6%	1.4%	-		2.5%	1.2%	2.1%	0%	2.2%	1.7%	-		1.8%
Pedestrians	-	-	-	-	-	-	18		-	-	-	-	-	-	4		
% Pedestrians	-	-	-	-	-	-	85.7%		-	-	-	-	-	-	66.7%		-
Bicycles on Crosswalk	-	-	-	-	-	-	3		-	-	-	-	-	-	2		
% Bicycles on Crosswalk	-	-	-	-	-	-	14.3%		-	-	-	-	-	-	33.3%		-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Middlebelt Road and Plymouth Road (signalize... - TMC

Wed Oct 14, 2020

Full Length (7 AM-9 AM, 4 PM-6 PM)

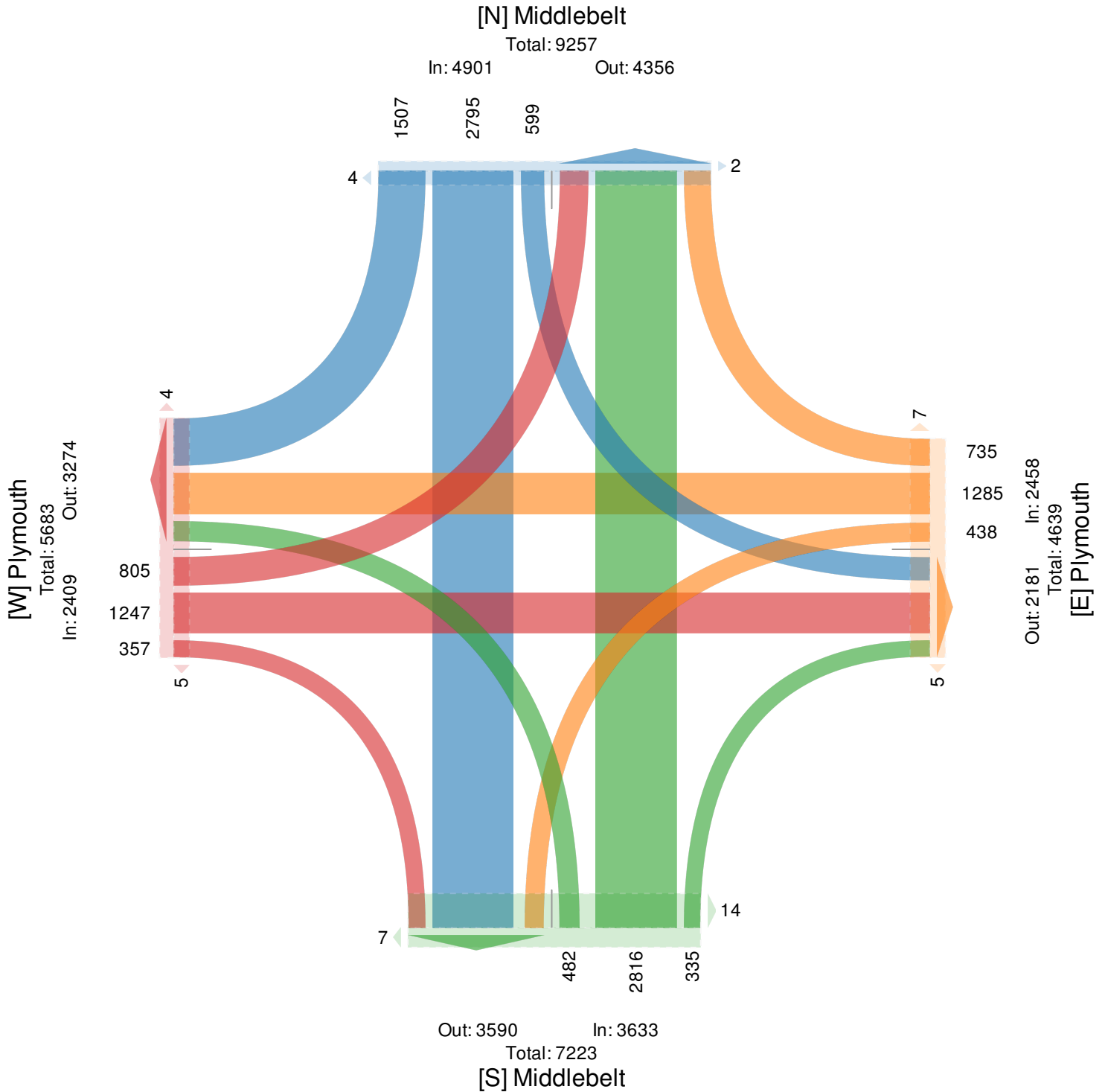
All Classes (Lights, Articulated Trucks, Motorized Vehicles,
Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 791008, Location: 42.369173, -83.333072



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Middlebelt Road and Plymouth Road (signalize... - TMC

Wed Oct 14, 2020

AM Peak (7:45 AM - 8:45 AM)

All Classes (Lights, Articulated Trucks, Motorized Vehicles,
Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 791008, Location: 42.369173, -83.333072



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*	
2020-10-14 7:45AM	27	39	1	0	4	71	1		10	84	11	0	24	129	0	
8:00AM	32	43	5	0	4	84	0		13	64	13	0	21	111	0	
8:15AM	30	40	5	0	8	83	1		9	62	10	0	14	95	0	
8:30AM	31	45	3	0	4	83	3		13	54	9	0	20	96	1	
Total	120	167	14	0	20	321	5		45	264	43	0	79	431	1	
% Approach	37.4%	52.0%	4.4%	0%	6.2%	-	-		10.4%	61.3%	10.0%	0%	18.3%	-	-	
% Total	5.2%	7.3%	0.6%	0%	0.9%	14.0%	-		2.0%	11.5%	1.9%	0%	3.5%	18.8%	-	
PHF	0.938	0.928	0.700	-	0.625	0.955	-		0.865	0.786	0.827	-	0.823	0.835	-	
Lights	113	153	12	0	19	297	-		43	237	39	0	74	393	-	
% Lights	94.2%	91.6%	85.7%	0%	95.0%	92.5%	-		95.6%	89.8%	90.7%	0%	93.7%	91.2%	-	
Articulated Trucks	2	4	0	0	1	7	-		0	12	2	0	1	15	-	
% Articulated Trucks	1.7%	2.4%	0%	0%	5.0%	2.2%	-		0%	4.5%	4.7%	0%	1.3%	3.5%	-	
Motorized Vehicles	5	10	2	0	0	17	-		2	15	2	0	4	23	-	
% Motorized Vehicles	4.2%	6.0%	14.3%	0%	0%	5.3%	-		4.4%	5.7%	4.7%	0%	5.1%	5.3%	-	
Pedestrians	-	-	-	-	-	-	5		-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	100%		-	-	-	-	-	-	0%	
Bicycles on Crosswalk	-	-	-	-	-	-	0		-	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	0%		-	-	-	-	-	-	100%	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Middlebelt Road and Plymouth Road (signalize... - TMC

Wed Oct 14, 2020

AM Peak (7:45 AM - 8:45 AM)

All Classes (Lights, Articulated Trucks, Motorized Vehicles,
Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 791008, Location: 42.369173, -83.333072



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
2020-10-14 7:45AM	23	182	7	0	4	216	0		24	134	23	0	31	212	0		628
8:00AM	22	150	3	0	9	184	1		18	100	40	0	30	188	0		567
8:15AM	31	135	5	0	4	175	0		21	96	24	0	29	170	0		523
8:30AM	33	162	5	0	8	208	2		19	108	27	0	29	183	3		570
Total	109	629	20	0	25	783	3		82	438	114	0	119	753	3		2288
% Approach	13.9%	80.3%	2.6%	0%	3.2%	-	-		10.9%	58.2%	15.1%	0%	15.8%	-	-		-
% Total	4.8%	27.5%	0.9%	0%	1.1%	34.2%	-		3.6%	19.1%	5.0%	0%	5.2%	32.9%	-		-
PHF	0.826	0.864	0.714	-	0.694	0.906	-		0.854	0.817	0.713	-	0.960	0.888	-		0.911
Lights	108	615	20	0	22	765	-		66	422	102	0	113	703	-		2158
% Lights	99.1%	97.8%	100%	0%	88.0%	97.7%	-		80.5%	96.3%	89.5%	0%	95.0%	93.4%	-		94.3%
Articulated Trucks	0	5	0	0	1	6	-		11	5	10	0	2	28	-		56
% Articulated Trucks	0%	0.8%	0%	0%	4.0%	0.8%	-		13.4%	1.1%	8.8%	0%	1.7%	3.7%	-		2.4%
Motorized Vehicles	1	9	0	0	2	12	-		5	11	2	0	4	22	-		74
% Motorized Vehicles	0.9%	1.4%	0%	0%	8.0%	1.5%	-		6.1%	2.5%	1.8%	0%	3.4%	2.9%	-		3.2%
Pedestrians	-	-	-	-	-	-	3		-	-	-	-	-	-	3		
% Pedestrians	-	-	-	-	-	-	100%		-	-	-	-	-	-	100%		-
Bicycles on Crosswalk	-	-	-	-	-	-	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 Plymouth Road (signalize... - TMC

Wed Oct 14, 2020

AM Peak (7:45 AM - 8:45 AM)

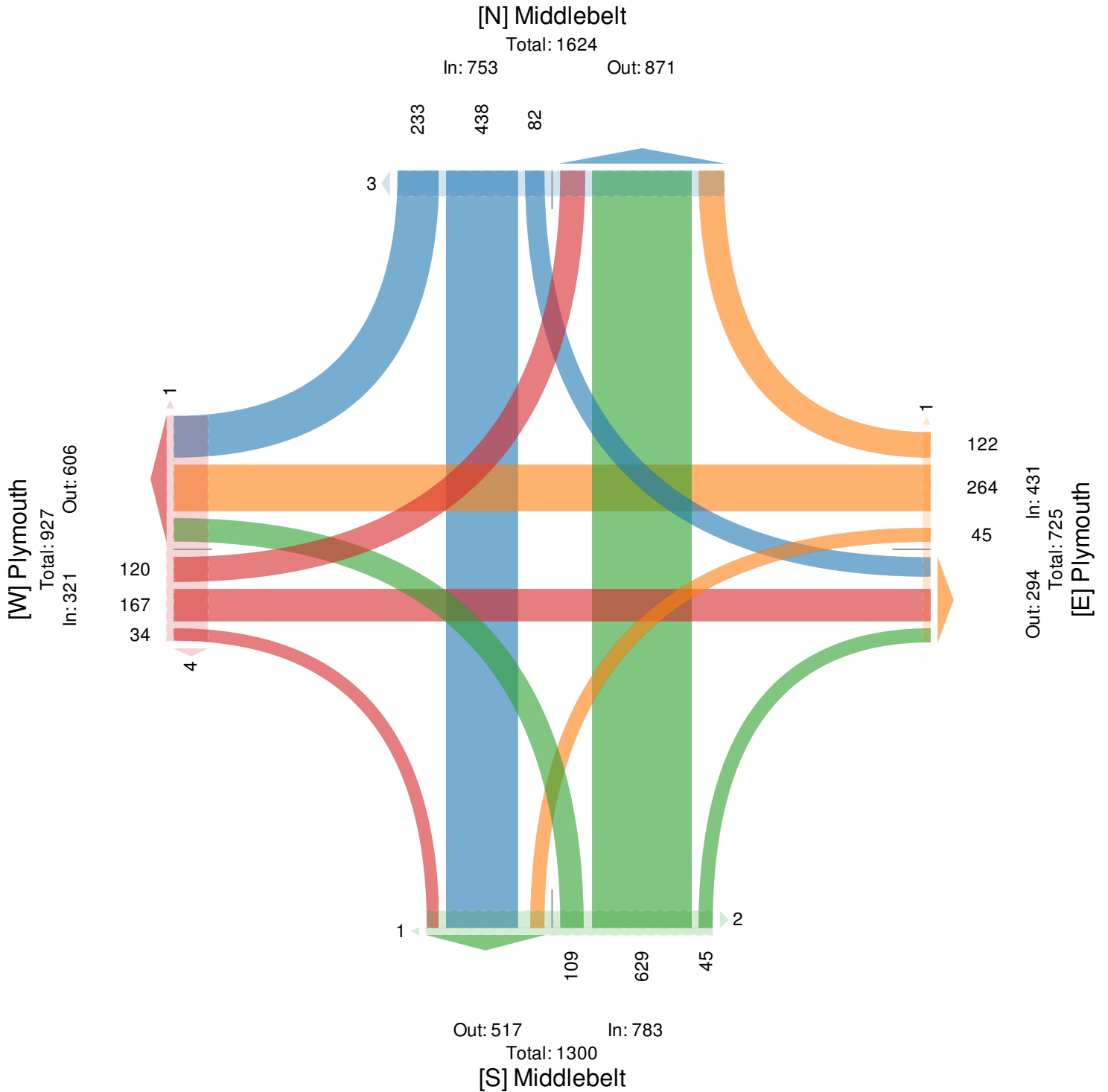
All Classes (Lights, Articulated Trucks, Motorized Vehicles,
Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 791008, Location: 42.369173, -83.333072



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Middlebelt Road and Plymouth Road (signalize... - TMC

Wed Oct 14, 2020

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Motorized Vehicles,
Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 791008, Location: 42.369173, -83.333072



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*	
2020-10-14 5:00PM	68	119	8	0	17	212	1		46	98	42	0	29	215	4	
5:15PM	76	125	24	0	9	234	0		44	104	20	0	35	203	2	
5:30PM	75	83	16	0	9	183	0		36	94	42	0	28	200	0	
5:45PM	79	134	19	0	22	254	0		59	82	28	0	15	184	2	
Total	298	461	67	0	57	883	1		185	378	132	0	107	802	8	
% Approach	33.7%	52.2%	7.6%	0%	6.5%	-	-		23.1%	47.1%	16.5%	0%	13.3%	-	-	
% Total	6.5%	10.1%	1.5%	0%	1.3%	19.4%	-		4.1%	8.3%	2.9%	0%	2.3%	17.6%	-	
PHF	0.943	0.860	0.698	-	0.648	0.869	-		0.784	0.909	0.786	-	0.764	0.933	-	
Lights	294	456	66	0	56	872	-		181	368	128	0	107	784	-	
% Lights	98.7%	98.9%	98.5%	0%	98.2%	98.8%	-		97.8%	97.4%	97.0%	0%	100%	97.8%	-	
Articulated Trucks	3	2	0	0	1	6	-		2	3	1	0	0	6	-	
% Articulated Trucks	1.0%	0.4%	0%	0%	1.8%	0.7%	-		1.1%	0.8%	0.8%	0%	0%	0.7%	-	
Motorized Vehicles	1	3	1	0	0	5	-		2	7	3	0	0	12	-	
% Motorized Vehicles	0.3%	0.7%	1.5%	0%	0%	0.6%	-		1.1%	1.9%	2.3%	0%	0%	1.5%	-	
Pedestrians	-	-	-	-	-	-	0		-	-	-	-	-	-	6	
% Pedestrians	-	-	-	-	-	-	0%		-	-	-	-	-	-	75.0%	
Bicycles on Crosswalk	-	-	-	-	-	-	1		-	-	-	-	-	-	2	
% Bicycles on Crosswalk	-	-	-	-	-	-	100%		-	-	-	-	-	-	25.0%	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Middlebelt Road and Plymouth Road (signalize... - TMC

Wed Oct 14, 2020

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Motorized Vehicles,
Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 791008, Location: 42.369173, -83.333072



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
2020-10-14 5:00PM	33	207	11	0	15	266	2		48	245	82	0	48	423	2		1116
5:15PM	28	209	16	0	12	265	1		59	262	74	0	66	461	1		1163
5:30PM	25	208	12	0	30	275	0		59	268	89	0	43	459	0		1117
5:45PM	32	191	13	0	27	263	2		69	247	94	0	48	458	0		1159
Total	118	815	52	0	84	1069	5		235	1022	339	0	205	1801	3		4555
% Approach	11.0%	76.2%	4.9%	0%	7.9%	-	-		13.0%	56.7%	18.8%	0%	11.4%	-	-		-
% Total	2.6%	17.9%	1.1%	0%	1.8%	23.5%	-		5.2%	22.4%	7.4%	0%	4.5%	39.5%	-		-
PHF	0.894	0.975	0.813	-	0.700	0.972	-		0.851	0.953	0.902	-	0.777	0.977	-		0.979
Lights	113	806	52	0	84	1055	-		227	1009	330	0	198	1764	-		4475
% Lights	95.8%	98.9%	100%	0%	100%	98.7%	-		96.6%	98.7%	97.3%	0%	96.6%	97.9%	-		98.2%
Articulated Trucks	1	0	0	0	0	1	-		5	5	3	0	3	16	-		29
% Articulated Trucks	0.8%	0%	0%	0%	0%	0.1%	-		2.1%	0.5%	0.9%	0%	1.5%	0.9%	-		0.6%
Motorized Vehicles	4	9	0	0	0	13	-		3	8	6	0	4	21	-		51
% Motorized Vehicles	3.4%	1.1%	0%	0%	0%	1.2%	-		1.3%	0.8%	1.8%	0%	2.0%	1.2%	-		1.1%
Pedestrians	-	-	-	-	-	-	5		-	-	-	-	-	-	1		
% Pedestrians	-	-	-	-	-	-	100%		-	-	-	-	-	-	33.3%		-
Bicycles on Crosswalk	-	-	-	-	-	-	0		-	-	-	-	-	-	2		
% Bicycles on Crosswalk	-	-	-	-	-	-	0%		-	-	-	-	-	-	66.7%		-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Middlebelt Road and Plymouth Road (signalize... - TMC

Wed Oct 14, 2020

PM Peak (5 PM - 6 PM) - Overall Peak Hour

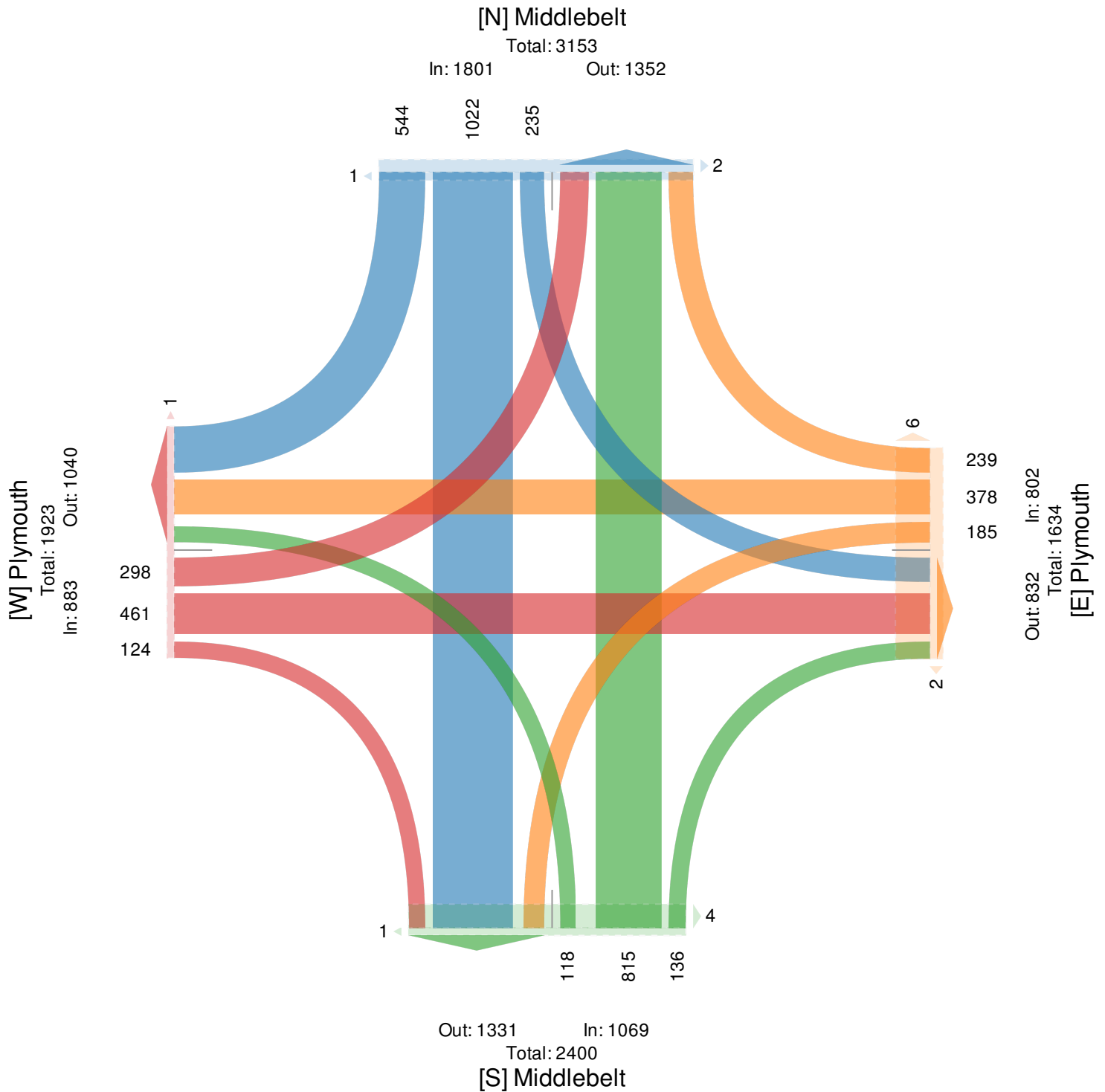
All Classes (Lights, Articulated Trucks, Motorized Vehicles,
Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 791008, Location: 42.369173, -83.333072



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Plymouth Road and West Driveway (unsignalize... - TMC

Wed Oct 14, 2020

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Motorized Vehicles)

All Movements

ID: 787428, Location: 42.369206, -83.331991



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Plymouth Eastbound					Plymouth Westbound					Access Northbound					Access Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2020-10-14 7:00AM	0	288	1	0	289	1	415	1	0	417	0	0	1	0	1	0	0	1	0	1	708
8:00AM	0	283	4	0	287	2	441	1	0	444	1	0	2	0	3	0	0	2	0	2	736
4:00PM	1	775	9	0	785	6	847	5	0	858	3	0	12	0	15	1	0	6	0	7	1665
5:00PM	2	810	22	0	834	3	818	3	0	824	4	0	16	0	20	1	0	2	0	3	1681
Total	3	2156	36	0	2195	12	2521	10	0	2543	8	0	31	0	39	2	0	11	0	13	4790
% Approach	0.1%	98.2%	1.6%	0%	-	0.5%	99.1%	0.4%	0%	-	20.5%	0%	79.5%	0%	-	15.4%	0%	84.6%	0%	-	-
% Total	0.1%	45.0%	0.8%	0%	45.8%	0.3%	52.6%	0.2%	0%	53.1%	0.2%	0%	0.6%	0%	0.8%	0%	0%	0.2%	0%	0.3%	-
Lights	3	2067	36	0	2106	12	2418	10	0	2440	8	0	30	0	38	2	0	11	0	13	4597
% Lights	100%	95.9%	100%	0%	95.9%	100%	95.9%	100%	0%	95.9%	100%	0%	96.8%	0%	97.4%	100%	0%	100%	0%	100%	96.0%
Articulated Trucks	0	41	0	0	41	0	47	0	0	47	0	0	1	0	1	0	0	0	0	0	89
% Articulated Trucks	0%	1.9%	0%	0%	1.9%	0%	1.9%	0%	0%	1.8%	0%	0%	3.2%	0%	2.6%	0%	0%	0%	0%	0%	1.9%
Motorized Vehicles	0	48	0	0	48	0	56	0	0	56	0	0	0	0	0	0	0	0	0	0	104
% Motorized Vehicles	0%	2.2%	0%	0%	2.2%	0%	2.2%	0%	0%	2.2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2.2%

*L: Left, R: Right, T: Thru, U: U-Turn

Plymouth Road and West Driveway (unsignalize... - TMC

Wed Oct 14, 2020

Full Length (7 AM-9 AM, 4 PM-6 PM)

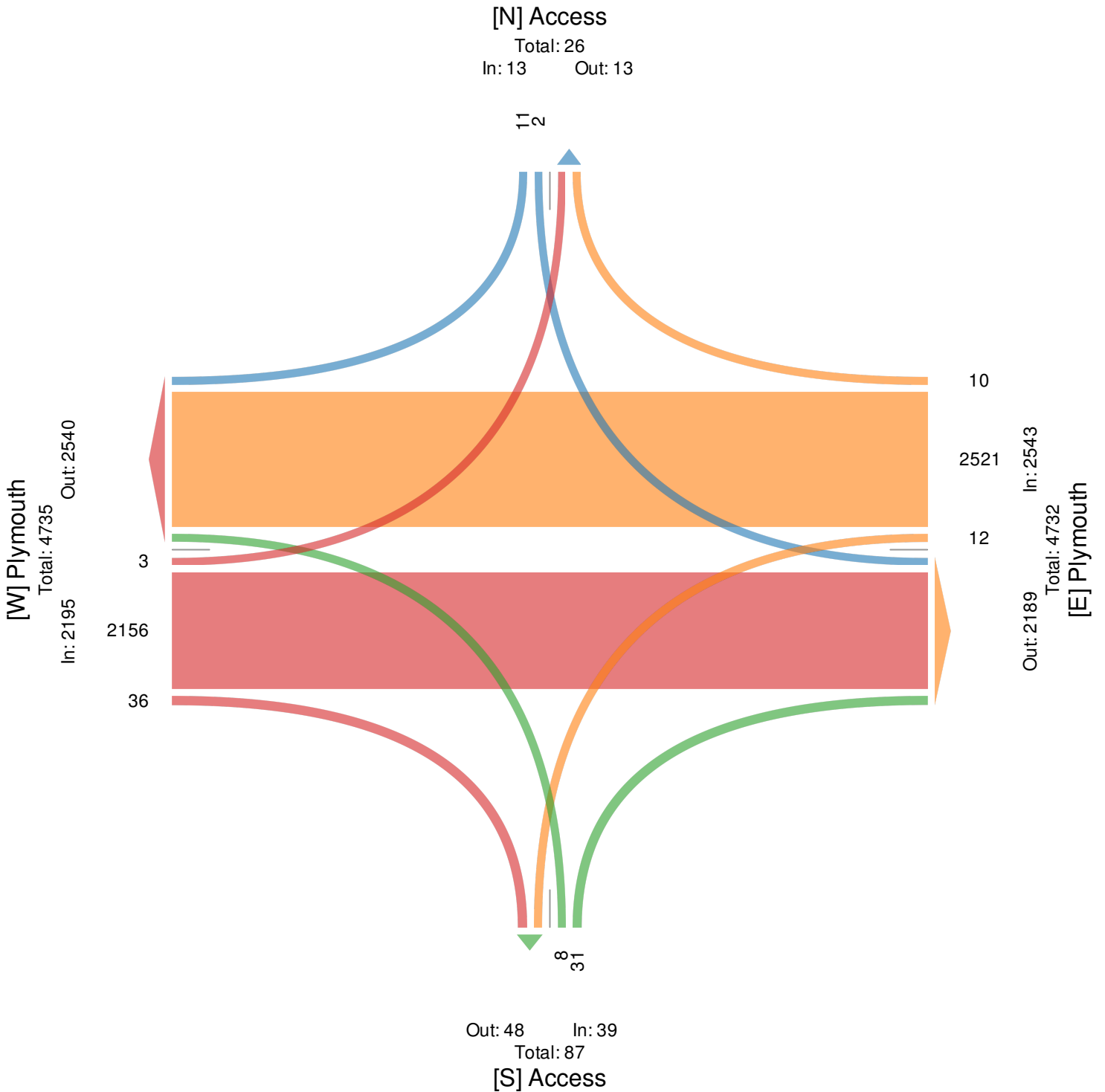
All Classes (Lights, Articulated Trucks, Motorized Vehicles)

All Movements

ID: 787428, Location: 42.369206, -83.331991



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Plymouth Road and West Driveway (unsignalize... - TMC

Wed Oct 14, 2020

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Articulated Trucks, Motorized Vehicles)

All Movements

ID: 787428, Location: 42.369206, -83.331991



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Plymouth Eastbound					Plymouth Westbound					Access Northbound					Access Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2020-10-14 7:15AM	0	92	0	0	92	0	78	0	0	78	0	0	0	0	0	0	0	0	0	0	170
7:30AM	0	66	1	0	67	1	111	0	0	112	0	0	1	0	1	0	0	1	0	1	181
7:45AM	0	78	0	0	78	0	126	0	0	126	0	0	0	0	0	0	0	0	0	0	204
8:00AM	0	73	2	0	75	1	119	0	0	120	0	0	1	0	1	0	0	0	0	0	196
Total	0	309	3	0	312	2	434	0	0	436	0	0	2	0	2	0	0	1	0	1	751
% Approach	0%	99.0%	1.0%	0%	-	0.5%	99.5%	0%	0%	-	0%	0%	100%	0%	-	0%	0%	100%	0%	-	-
% Total	0%	41.1%	0.4%	0%	41.5%	0.3%	57.8%	0%	0%	58.1%	0%	0%	0.3%	0%	0.3%	0%	0%	0.1%	0%	0.1%	-
PHF	-	0.840	0.375	-	0.848	0.500	0.861	-	-	0.865	-	-	0.500	-	0.500	-	-	0.250	-	0.250	0.920
Lights	0	276	3	0	279	2	403	0	0	405	0	0	2	0	2	0	0	1	0	1	687
% Lights	0%	89.3%	100%	0%	89.4%	100%	92.9%	0%	0%	92.9%	0%	0%	100%	0%	100%	0%	0%	100%	0%	100%	91.5%
Articulated Trucks	0	15	0	0	15	0	17	0	0	17	0	0	0	0	0	0	0	0	0	0	32
% Articulated Trucks	0%	4.9%	0%	0%	4.8%	0%	3.9%	0%	0%	3.9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4.3%
Motorized Vehicles	0	18	0	0	18	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	32
% Motorized Vehicles	0%	5.8%	0%	0%	5.8%	0%	3.2%	0%	0%	3.2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4.3%

* L: Left, R: Right, T: Thru, U: U-Turn

Plymouth Road and West Driveway (unsignalize... - TMC

Wed Oct 14, 2020

AM Peak (7:15 AM - 8:15 AM)

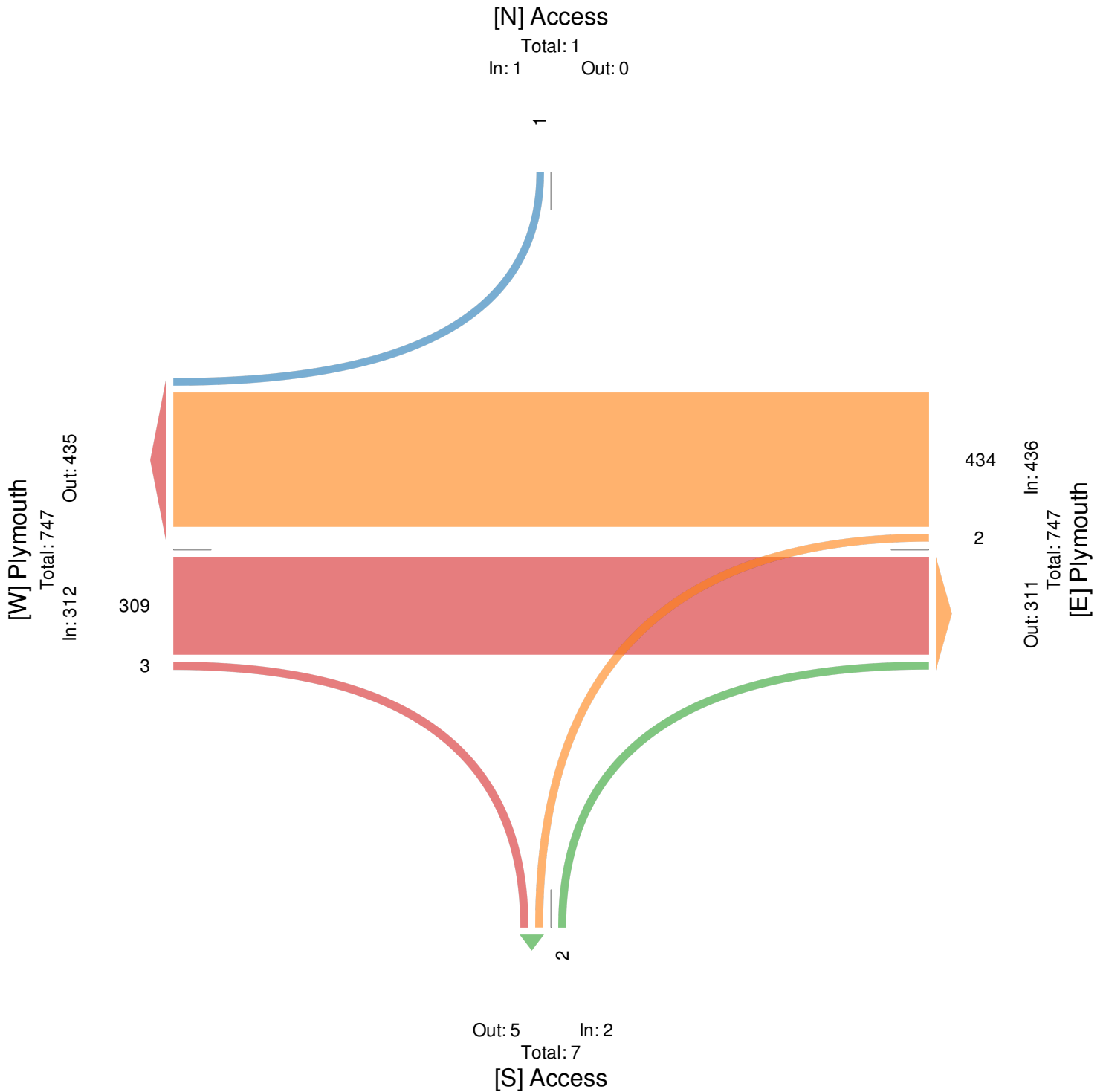
All Classes (Lights, Articulated Trucks, Motorized Vehicles)

All Movements

ID: 787428, Location: 42.369206, -83.331991



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Plymouth Road and West Driveway (unsignalize... - TMC

Wed Oct 14, 2020

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Motorized Vehicles)

All Movements

ID: 787428, Location: 42.369206, -83.331991



Provided by: Gewalt Hamilton Associates Inc.

625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Plymouth Eastbound					Plymouth Westbound					Access Northbound					Access Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2020-10-14 5:00PM	0	194	4	0	198	1	223	1	0	225	0	0	4	0	4	1	0	1	0	2	429
5:15PM	0	209	6	0	215	1	191	1	0	193	1	0	3	0	4	0	0	0	0	0	412
5:30PM	0	181	5	0	186	0	218	0	0	218	1	0	5	0	6	0	0	1	0	1	411
5:45PM	2	226	7	0	235	1	186	1	0	188	2	0	4	0	6	0	0	0	0	0	429
Total	2	810	22	0	834	3	818	3	0	824	4	0	16	0	20	1	0	2	0	3	1681
% Approach	0.2%	97.1%	2.6%	0%	-	0.4%	99.3%	0.4%	0%	-	20.0%	0%	80.0%	0%	-	33.3%	0%	66.7%	0%	-	-
% Total	0.1%	48.2%	1.3%	0%	49.6%	0.2%	48.7%	0.2%	0%	49.0%	0.2%	0%	1.0%	0%	1.2%	0.1%	0%	0.1%	0%	0.2%	-
PHF	0.250	0.896	0.786	-	0.887	0.750	0.917	0.750	-	0.916	0.500	-	0.800	-	0.833	0.250	-	0.500	-	0.375	0.980
Lights	2	802	22	0	826	3	803	3	0	809	4	0	16	0	20	1	0	2	0	3	1658
% Lights	100%	99.0%	100%	0%	99.0%	100%	98.2%	100%	0%	98.2%	100%	0%	100%	0%	100%	100%	0%	100%	0%	100%	98.6%
Articulated Trucks	0	4	0	0	4	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	10
% Articulated Trucks	0%	0.5%	0%	0%	0.5%	0%	0.7%	0%	0%	0.7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.6%
Motorized Vehicles	0	4	0	0	4	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	13
% Motorized Vehicles	0%	0.5%	0%	0%	0.5%	0%	1.1%	0%	0%	1.1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.8%

*L: Left, R: Right, T: Thru, U: U-Turn

Plymouth Road and West Driveway (unsignalize... - TMC

Wed Oct 14, 2020

PM Peak (5 PM - 6 PM) - Overall Peak Hour

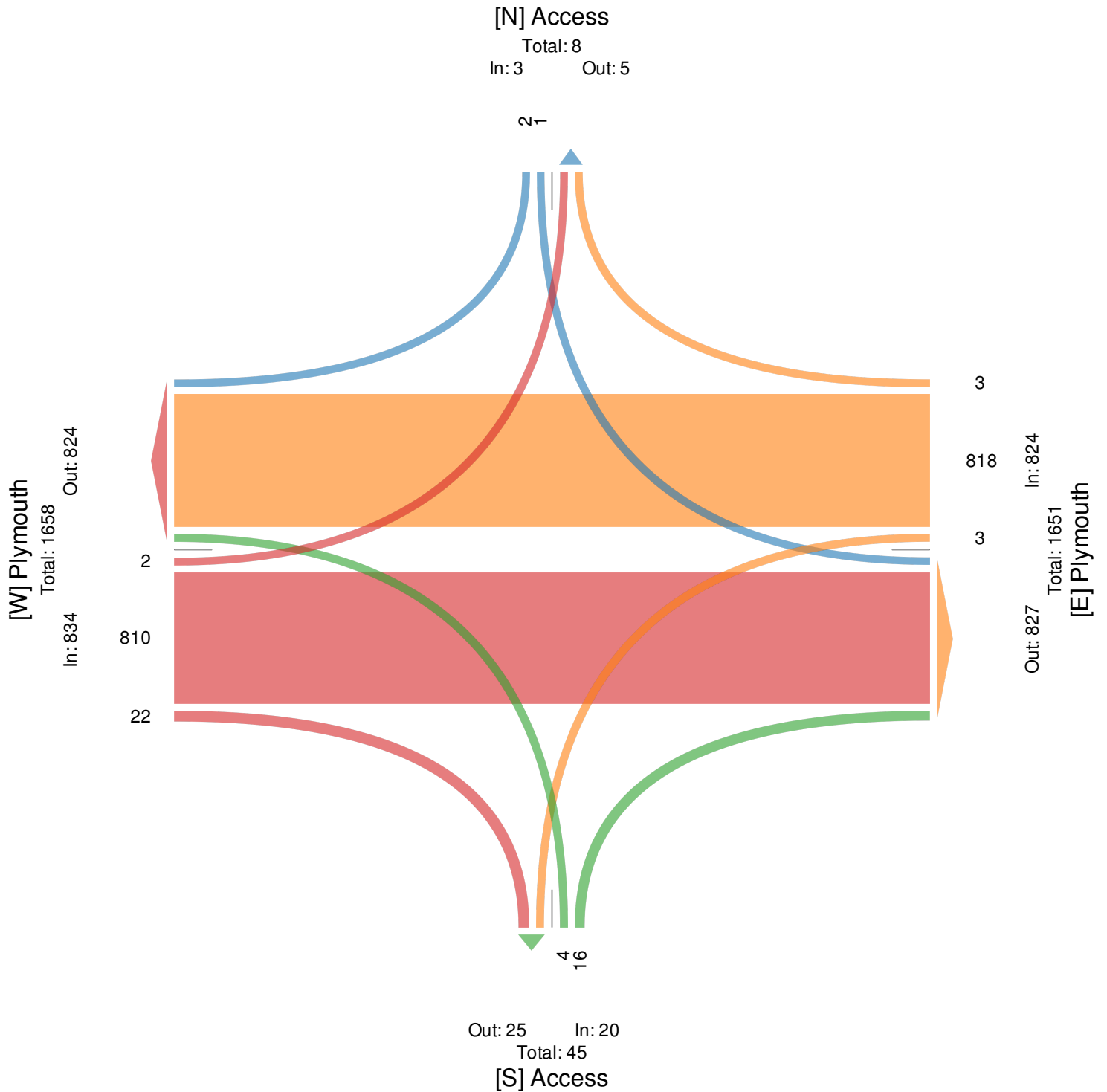
All Classes (Lights, Articulated Trucks, Motorized Vehicles)

All Movements

ID: 787428, Location: 42.369206, -83.331991



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Plymouth Road and East Driveway (unsignalize... - TMC

Wed Oct 14, 2020

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Motorized Vehicles)

All Movements

ID: 787430, Location: 42.369219, -83.331391



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Plymouth Eastbound					Plymouth Westbound					Access Northbound					Access Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2020-10-14																					
7:00AM	0	288	0	1	289	0	412	1	0	413	0	0	0	0	0	1	0	2	0	3	705
8:00AM	5	281	0	0	286	0	442	2	0	444	0	0	1	0	1	3	0	4	0	7	738
4:00PM	12	756	4	0	772	3	833	12	1	849	5	0	3	0	8	18	0	12	0	30	1659
5:00PM	10	808	4	1	823	5	811	11	0	827	1	0	1	0	2	15	0	9	0	24	1676
Total	27	2133	8	2	2170	8	2498	26	1	2533	6	0	5	0	11	37	0	27	0	64	4778
% Approach	1.2%	98.3%	0.4%	0.1%	-	0.3%	98.6%	1.0%	0%	-	54.5%	0%	45.5%	0%	-	57.8%	0%	42.2%	0%	-	-
% Total	0.6%	44.6%	0.2%	0%	45.4%	0.2%	52.3%	0.5%	0%	53.0%	0.1%	0%	0.1%	0%	0.2%	0.8%	0%	0.6%	0%	1.3%	-
Lights	26	2041	8	2	2077	7	2399	25	1	2432	6	0	3	0	9	37	0	24	0	61	4579
% Lights	96.3%	95.7%	100%	100%	95.7%	87.5%	96.0%	96.2%	100%	96.0%	100%	0%	60.0%	0%	81.8%	100%	0%	88.9%	0%	95.3%	95.8%
Articulated Trucks	0	44	0	0	44	0	43	1	0	44	0	0	0	0	0	0	0	2	0	2	90
% Articulated Trucks	0%	2.1%	0%	0%	2.0%	0%	1.7%	3.8%	0%	1.7%	0%	0%	0%	0%	0%	0%	0%	7.4%	0%	3.1%	1.9%
Motorized Vehicles	1	48	0	0	49	1	56	0	0	57	0	0	2	0	2	0	0	1	0	1	109
% Motorized Vehicles	3.7%	2.3%	0%	0%	2.3%	12.5%	2.2%	0%	0%	2.3%	0%	0%	40.0%	0%	18.2%	0%	0%	3.7%	0%	1.6%	2.3%

*L: Left, R: Right, T: Thru, U: U-Turn

Plymouth Road and East Driveway (unsignalize... - TMC

Wed Oct 14, 2020

Full Length (7 AM-9 AM, 4 PM-6 PM)

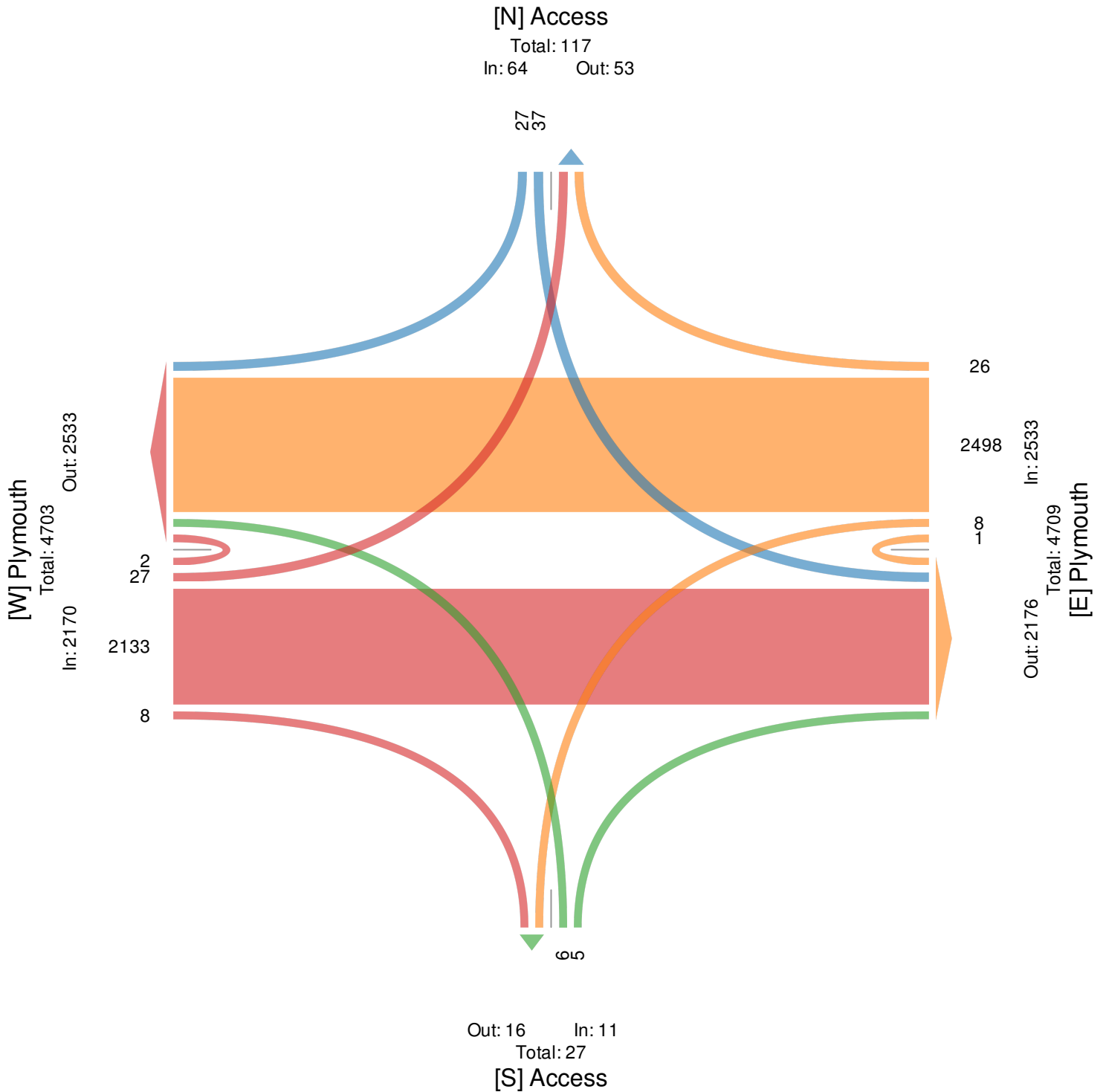
All Classes (Lights, Articulated Trucks, Motorized Vehicles)

All Movements

ID: 787430, Location: 42.369219, -83.331391



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Plymouth Road and East Driveway (unsignalize... - TMC

Wed Oct 14, 2020

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Articulated Trucks, Motorized Vehicles)

All Movements

ID: 787430, Location: 42.369219, -83.331391



Provided by: Gewalt Hamilton Associates Inc.

625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Plymouth Eastbound					Plymouth Westbound					Access Northbound					Access Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2020-10-14 7:15AM	0	90	0	0	90	0	77	0	0	77	0	0	0	0	0	0	0	1	0	1	168
7:30AM	0	65	0	1	66	0	110	0	0	110	0	0	0	0	0	0	0	1	0	1	177
7:45AM	0	80	0	0	80	0	127	0	0	127	0	0	0	0	0	0	0	0	0	0	207
8:00AM	0	73	0	0	73	0	119	1	0	120	0	0	1	0	1	0	0	1	0	1	195
Total	0	308	0	1	309	0	433	1	0	434	0	0	1	0	1	0	0	3	0	3	747
% Approach	0%	99.7%	0%	0.3%	-	0%	99.8%	0.2%	0%	-	0%	0%	100%	0%	-	0%	0%	100%	0%	-	-
% Total	0%	41.2%	0%	0.1%	41.4%	0%	58.0%	0.1%	0%	58.1%	0%	0%	0.1%	0%	0.1%	0%	0%	0.4%	0%	0.4%	-
PHF	-	0.856	-	0.250	0.858	-	0.852	0.250	-	0.854	-	-	0.250	-	0.250	-	-	0.750	-	0.750	0.902
Lights	0	277	0	1	278	0	405	1	0	406	0	0	1	0	1	0	0	1	0	1	686
% Lights	0%	89.9%	0%	100%	90.0%	0%	93.5%	100%	0%	93.5%	0%	0%	100%	0%	100%	0%	0%	33.3%	0%	33.3%	91.8%
Articulated Trucks	0	15	0	0	15	0	14	0	0	14	0	0	0	0	0	0	0	1	0	1	30
% Articulated Trucks	0%	4.9%	0%	0%	4.9%	0%	3.2%	0%	0%	3.2%	0%	0%	0%	0%	0%	0%	0%	33.3%	0%	33.3%	4.0%
Motorized Vehicles	0	16	0	0	16	0	14	0	0	14	0	0	0	0	0	0	0	1	0	1	31
% Motorized Vehicles	0%	5.2%	0%	0%	5.2%	0%	3.2%	0%	0%	3.2%	0%	0%	0%	0%	0%	0%	0%	33.3%	0%	33.3%	4.1%

* L: Left, R: Right, T: Thru, U: U-Turn

Plymouth Road and East Driveway (unsignalize... - TMC

Wed Oct 14, 2020

AM Peak (7:15 AM - 8:15 AM)

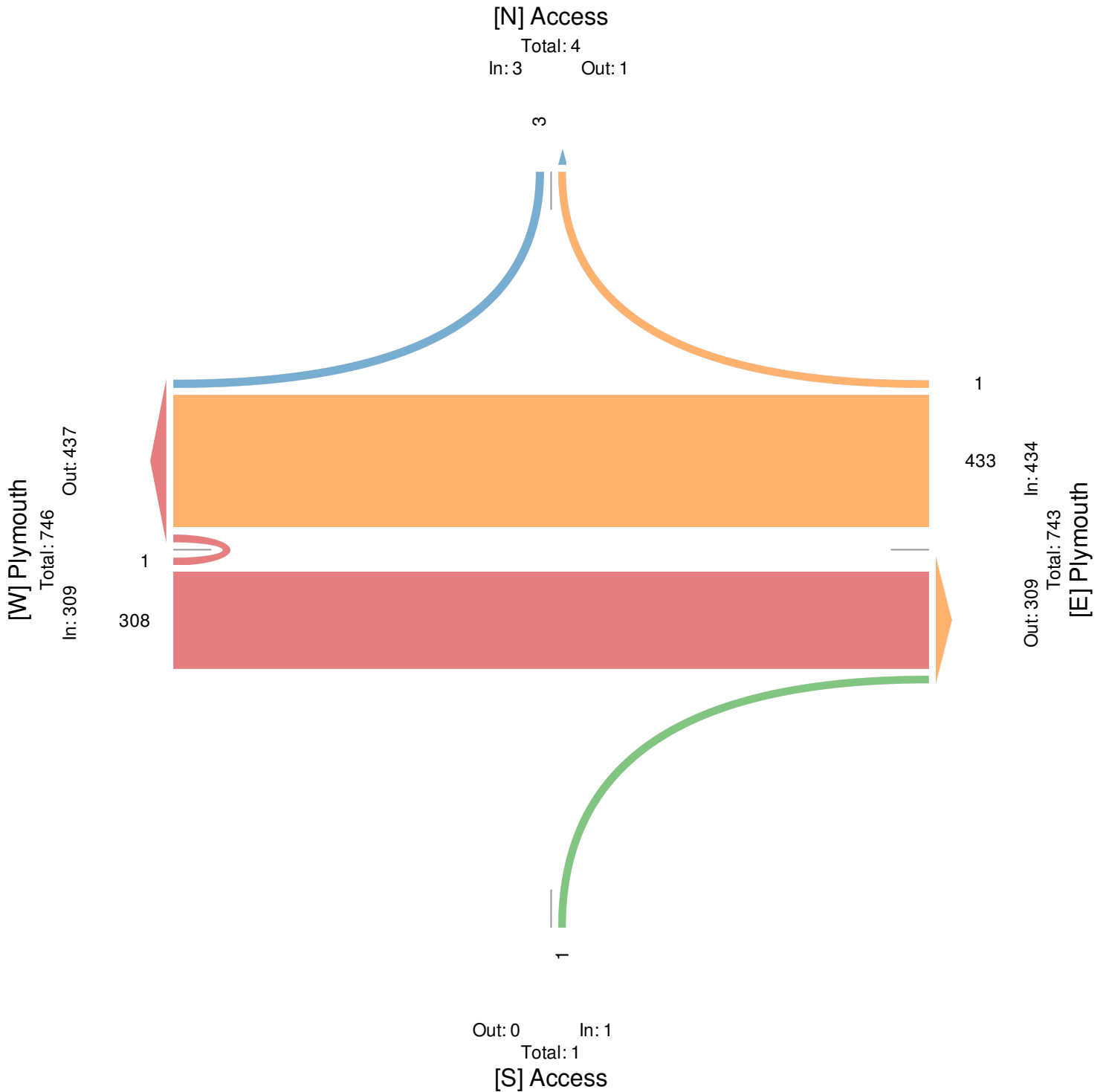
All Classes (Lights, Articulated Trucks, Motorized Vehicles)

All Movements

ID: 787430, Location: 42.369219, -83.331391



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Plymouth Road and East Driveway (unsignalize... - TMC

Wed Oct 14, 2020

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Motorized Vehicles)

All Movements

ID: 787430, Location: 42.369219, -83.331391



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Plymouth Eastbound					Plymouth Westbound					Access Northbound					Access Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2020-10-14 5:00PM	2	193	3	1	199	1	221	5	0	227	0	0	0	0	0	6	0	1	0	7	433
5:15PM	2	206	0	0	208	1	190	1	0	192	0	0	1	0	1	4	0	2	0	6	407
5:30PM	1	183	0	0	184	2	214	2	0	218	0	0	0	0	0	2	0	4	0	6	408
5:45PM	5	226	1	0	232	1	186	3	0	190	1	0	0	0	1	3	0	2	0	5	428
Total	10	808	4	1	823	5	811	11	0	827	1	0	1	0	2	15	0	9	0	24	1676
% Approach	1.2%	98.2%	0.5%	0.1%	-	0.6%	98.1%	1.3%	0%	-	50.0%	0%	50.0%	0%	-	62.5%	0%	37.5%	0%	-	-
% Total	0.6%	48.2%	0.2%	0.1%	49.1%	0.3%	48.4%	0.7%	0%	49.3%	0.1%	0%	0.1%	0%	0.1%	0.9%	0%	0.5%	0%	1.4%	-
PHF	0.500	0.894	0.333	0.250	0.887	0.625	0.917	0.550	-	0.911	0.250	-	0.250	-	0.500	0.625	-	0.563	-	0.857	0.968
Lights	10	797	4	1	812	4	796	10	0	810	1	0	1	0	2	15	0	8	0	23	1647
% Lights	100%	98.6%	100%	100%	98.7%	80.0%	98.2%	90.9%	0%	97.9%	100%	0%	100%	0%	100%	100%	0%	88.9%	0%	95.8%	98.3%
Articulated Trucks	0	7	0	0	7	0	5	1	0	6	0	0	0	0	0	0	0	1	0	1	14
% Articulated Trucks	0%	0.9%	0%	0%	0.9%	0%	0.6%	9.1%	0%	0.7%	0%	0%	0%	0%	0%	0%	0%	11.1%	0%	4.2%	0.8%
Motorized Vehicles	0	4	0	0	4	1	10	0	0	11	0	0	0	0	0	0	0	0	0	0	15
% Motorized Vehicles	0%	0.5%	0%	0%	0.5%	20.0%	1.2%	0%	0%	1.3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.9%

*L: Left, R: Right, T: Thru, U: U-Turn

Plymouth Road and East Driveway (unsignalize... - TMC

Wed Oct 14, 2020

PM Peak (5 PM - 6 PM) - Overall Peak Hour

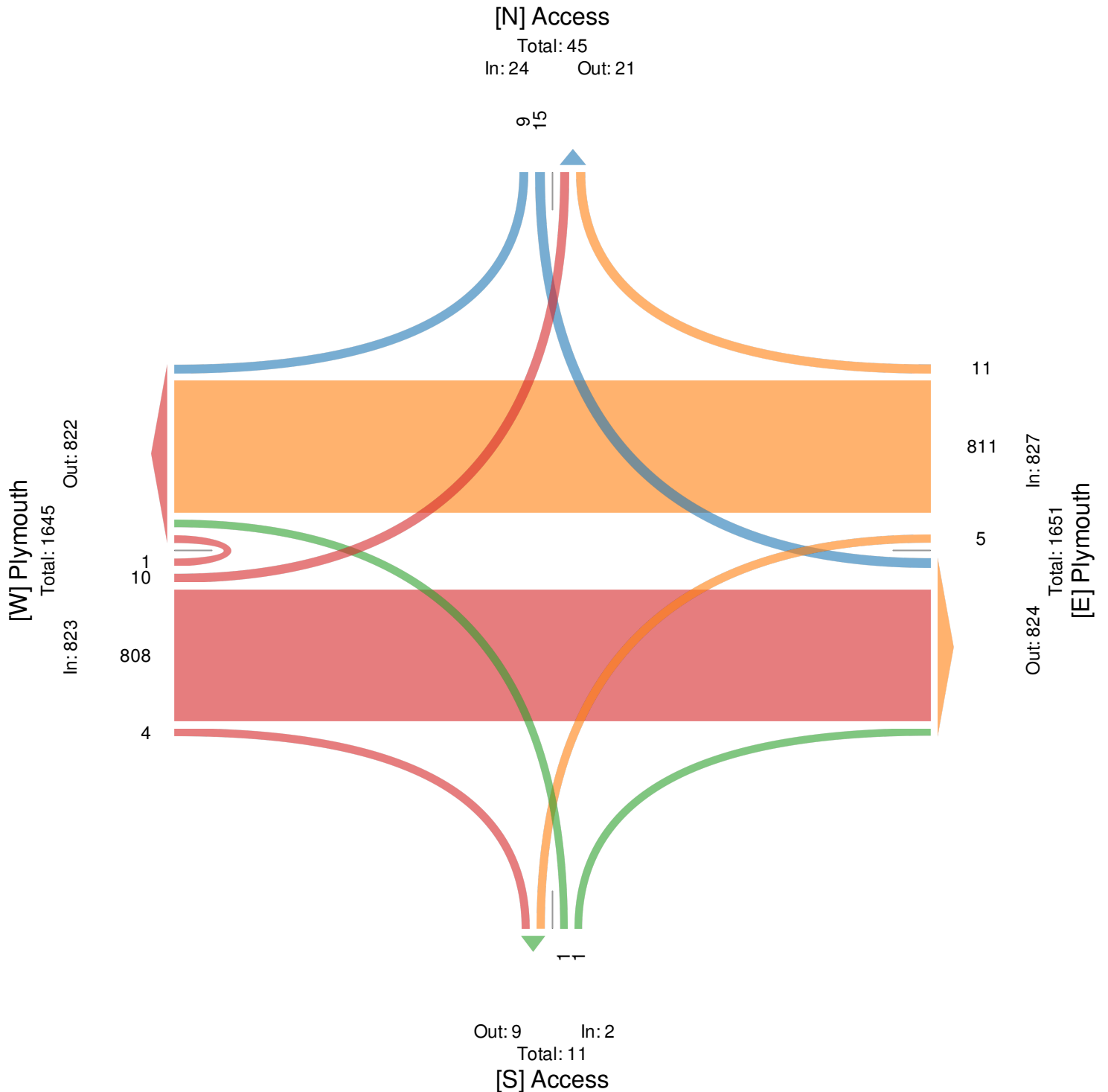
All Classes (Lights, Articulated Trucks, Motorized Vehicles)

All Movements

ID: 787430, Location: 42.369219, -83.331391



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBRR	WBRR	NBRR	SBRR
#1 - Middlebelt Road and Plymouth Road	AM Peak 10/14/20		PHF		0.95			0.84			0.91			0.89					
			% Heavy		8%			9%			2%			7%					
		2019	Existing	120	167	34	45	264	122	109	629	45	82	438	233	20	79	25	119
		2020	Existing Adj.	158	234	45	60	352	162	144	830	63	118	596	318	26	104	33	157
		2022	Background	160	236	45	61	355	164	145	838	64	119	602	321	26	105	33	159
			Bckgrd. Dev. A																
			Bckgrd. Dev. B																
			Bckgrd. Dev. C																
			Total Background	160	236	45	61	355	164	145	838	64	119	602	321	26	105	33	159
			Site Generated	9	12		11	27			32	17		12					
			Pass By																
			Total Site Gen	9	12	0	11	27	0	0	32	17	0	12	0	0	0	0	0
			Total Future	169	248	45	72	382	164	145	870	81	119	614	321	26	105	33	159

Count Date: 10/14/2020

Count Year: 2019

Existing Adj. Year: 2020

Existing Adjustment Rate: 32.0%

Growth Rate: 0.5%

Buildout Year: 2022

Bckgrd. Dev. A:

Bckgrd. Dev. B:

Bckgrd. Dev. C:

Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
#2 - Middlebelt Road and North Driveway	AM Peak 10/14/20		PHF		0.60			0.92			0.94			0.82	
			% Heavy		0%			2%			4%			6%	
		2019	Existing	1	0	1	0	0	0	0	855	0	0	786	2
		2020	Existing Adj.	1	0	1	0	0	0	0	1153	0	0	1038	3
		2022	Background	1	0	1	0	0	0	0	1165	0	0	1048	3
			Bckgrd. Dev. A												
			Bckgrd. Dev. B												
			Bckgrd. Dev. C												
			Total Background	1	0	1	0	0	0	0	1165	0	0	1048	3
			Site Generated				1		4		34	5	5	44	
			Pass By												
			Total Site Gen	0	0	0	1	0	4	0	34	5	5	44	0
			Total Future	1	0	1	1	0	4	0	1199	5	5	1092	3

Intersection	Time period	Year	Movement	WBL	WBR	NBT	NBR	SBL	SBT
#3 - Middlebelt Road and Middle Driveway	AM Peak 10/14/20		PHF	0.60		0.94		0.82	
			% Heavy	0%		4%		6%	
		2019	Existing	2	7	848	1	7	776
		2020	Existing Adj.	3	9	1144	1	9	1030
		2022	Background	3	9	1156	1	9	1040
			Bckgrd. Dev. A						
			Bckgrd. Dev. B						
			Bckgrd. Dev. C						
			Total Background	3	9	1156	1	9	1040
			Site Generated	5	17	22	18	22	23
			Pass By	5	8	-8	8	5	-5
			Total Site Gen	10	25	14	26	27	18
			Total Future	13	34	1170	27	36	1058

Intersection	Time period	Year	Movement	WBL	WBR	NBT	NBR	SBL	SBT
#4 - Middlebelt Road and South Driveway	AM Peak 10/14/20		PHF	0.92		0.95		0.82	
			% Heavy	2%		4%		6%	
		2019	Existing	0	0	855	4	1	782
		2020	Existing Adj.	0	0	1145	5	1	1032
		2022	Background	0	0	1157	5	1	1042
			Bckgrd. Dev. A						
			Bckgrd. Dev. B						
			Bckgrd. Dev. C						
			Total Background	0	0	1157	5	1	1042
			Site Generated	5	17	23	18	22	7
			Pass By	4	8	-8	8	4	-4
			Total Site Gen	9	25	15	26	26	3
			Total Future	9	25	1172	31	27	1045

Intersection	Time period	Year	Movement	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
#5 - Plymouth Road and West Driveway	AM Peak 10/14/20		PHF		0.85			0.87		0.60		0.60	
			% Heavy		11%			7%		0%		0%	
		2019	Existing	309	3	2	434	0	0	0	2	0	1
		2020	Existing Adj.	411	4	3	573	0	0	0	3	0	1
		2022	Background	415	4	3	579	0	0	0	3	0	1
			Bckgrd. Dev. A										
			Bckgrd. Dev. B										
			Bckgrd. Dev. C										
			Total Background	415	4	3	579	0	0	0	3	0	1
			Site Generated	29			19	13				19	
			Pass By				-5	5				5	
			Total Site Gen	29	0	0	14	18	0	0	0	24	
			Total Future	444	4	3	593	18	0	0	3	25	

Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
#6 - Plymouth Road and East Driveway	AM Peak 10/14/20		PHF		0.86			0.85			0.60			0.75	
			% Heavy		10%			7%			0%			67%	
		2019	Existing	0	308	0	0	433	1	0	0	1	0	0	3
		2020	Existing Adj.	0	414	0	0	572	1	0	0	1	0	0	4
		2022	Background	0	418	0	0	578	1	0	0	1	0	0	4
			Bckgrd. Dev. A												
			Bckgrd. Dev. B												
			Bckgrd. Dev. C												
			Total Background	0	418	0	0	578	1	0	0	1	0	0	4
			Site Generated	29			13	14				13		19	
			Pass By	5	-5		-6	6				5		6	
			Total Site Gen	34	-5	0	7	20	0	0	0	18	0	25	
			Total Future	34	413	0	0	585	21	0	0	1	18	0	29

Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBRR	WBRR	NBRR	SBRR
#1 - Middlebelt Road and Plymouth Road	PM Peak 10/14/20		PHF	0.87			0.93			0.95			0.95						
			% Heavy	1%			2%			1%			2%						
		2019	Existing	298	461	124	185	378	239	118	815	136	235	1022	544	57	107	84	205
		2020	Existing Adj.	319	493	133	203	415	263	126	874	146	263	1109	582	61	114	90	219
		2022	Background	322	496	134	205	419	266	127	883	147	266	1120	588	62	115	91	221
			Bckgrd. Dev. A																
			Bckgrd. Dev. B																
			Bckgrd. Dev. C																
			Total Background	322	498	134	205	419	266	127	883	147	266	1120	588	62	115	91	221
			Site Generated	8	11		15	24		20	3		15						
			Pass By																
			Total Site Gen	8	11	0	15	24	0	20	3	0	15	0	0	0	0	0	0
			Total Future	330	509	134	220	443	266	127	903	150	266	1135	588	62	115	91	221

Count Date: 10/14/2020
Count Year: 2019
Existing Adj. Year: 2020

Existing Adjustment Rate: 7.0%
Growth Rate: 0.5%
Buildout Year: 2022

Bckgrd. Dev. A:
Bckgrd. Dev. B:
Bckgrd. Dev. C:

Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
#2 - Middlebelt Road and North Driveway	PM Peak 10/14/20		PHF	0.60			0.60			0.95			0.95		
			% Heavy	0%			0%			1%			2%		
		2019	Existing	0	0	3	0	0	3	3	1367	3	3	1839	0
		2020	Existing Adj.	0	0	3	0	0	3	3	1468	3	3	1971	0
		2022	Background	0	0	3	0	0	3	3	1483	3	3	1991	0
			Bckgrd. Dev. A												
			Bckgrd. Dev. B												
			Bckgrd. Dev. C												
			Total Background	0	0	3	0	0	3	3	1483	3	3	1991	0
			Site Generated				1		3	28	3	4	36		
			Pass By												
			Total Site Gen	0	0	0	1	0	3	0	28	3	4	36	0
			Total Future	0	0	3	1	0	6	3	1511	6	7	2027	0

Intersection	Time period	Year	Movement	WBL	WBR	NBT	NBR	SBL	SBT
#3 - Middlebelt Road and Middle Driveway	PM Peak 10/14/20		PHF	0.64		0.95		0.95	
			% Heavy	0%		1%		2%	
		2019	Existing	3	20	1358	1	17	1828
		2020	Existing Adj.	3	21	1453	1	18	1956
		2022	Background	3	21	1468	1	18	1976
			Bckgrd. Dev. A						
			Bckgrd. Dev. B						
			Bckgrd. Dev. C						
			Total Background	3	21	1468	1	18	1976
			Site Generated	7	14	17	12	18	19
			Pass By	19	19	-19	19	19	-19
			Total Site Gen	26	33	-2	31	37	0
			Total Future	29	54	1466	32	55	1976

Intersection	Time period	Year	Movement	WBL	WBR	NBT	NBR	SBL	SBT
#4 - Middlebelt Road and South Driveway	PM Peak 10/14/20		PHF	0.60		0.95		0.95	
			% Heavy	25%		1%		2%	
		2019	Existing	0	4	1351	6	5	1814
		2020	Existing Adj.	0	4	1450	6	5	1954
		2022	Background	0	4	1465	6	5	1974
			Bckgrd. Dev. A						
			Bckgrd. Dev. B						
			Bckgrd. Dev. C						
			Total Background	0	4	1465	6	5	1974
			Site Generated	7	14	15	13	18	8
			Pass By	19	19	-19	19	19	-19
			Total Site Gen	26	33	-4	32	37	-11
			Total Future	26	37	1461	38	42	1963

Intersection	Time period	Year	Movement	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
#5 - Plymouth Road and West Driveway	PM Peak 10/14/20		PHF	0.89		0.92		0.83		0.60			
			% Heavy	1%		2%		0%		0%			
		2019	Existing	810	22	3	818	3	4	0	16	0	2
		2020	Existing Adj.	878	24	3	875	3	4	0	17	0	2
		2022	Background	887	24	3	884	3	4	0	17	0	2
			Bckgrd. Dev. A										
			Bckgrd. Dev. B										
			Bckgrd. Dev. C										
			Total Background	887	24	3	884	3	4	0	17	0	2
			Site Generated	14			19	9				20	
			Pass By				-14	14				14	
			Total Site Gen	14	0	0	5	23	0	0	0	34	
			Total Future	901	24	3	889	26	4	0	17	0	36

Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
#6 - Plymouth Road and East Driveway	PM Peak 10/14/20		PHF	0.89			0.91			0.60			0.86		
			% Heavy	1%			2%			0%			4%		
		2019	Existing	10	808	4	5	811	11	1	0	1	15	0	9
		2020	Existing Adj.	13	878	4	5	870	12	1	0	1	17	0	10
		2022	Background	13	887	4	5	879	12	1	0	1	17	0	10
			Bckgrd. Dev. A												
			Bckgrd. Dev. B												
			Bckgrd. Dev. C												
			Total Background	13	887	4	5	879	12	1	0	1	17	0	10
			Site Generated	14			9	9					19		19
			Pass By		-23	23		-15	15				23		15
			Total Site Gen	14	-23	23	0	-6	24	0	0	0	42	0	34
			Total Future	27	864	27	5	873	36	1	0	1	59	0	44

Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBRR	WBRR	NBRR	SBRR
#1 - Middlebelt Road and Plymouth Road	AM Peak 10/14/20		PHF		0.95			0.84			0.91			0.89					
			% Heavy		8%			9%			2%			7%					
		2019	Existing	120	167	34	45	264	122	109	629	45	82	438	233	20	79	25	119
		2020	Existing Adj.	158	234	45	60	352	162	144	830	63	118	596	318	26	104	33	157
		2022	Background	160	236	45	61	355	164	145	838	64	119	602	321	26	105	33	159
			Bckgrd. Dev. A																
			Bckgrd. Dev. B																
			Bckgrd. Dev. C																
			Total Background	160	236	45	61	355	164	145	838	64	119	602	321	26	105	33	159
			Site Generated	9	12		11	27			32	17		12					
			Pass By																
			Total Site Gen	9	12	0	11	27	0	0	32	17	0	12	0	0	0	0	0
			Total Future	169	248	45	72	382	164	145	870	81	119	614	321	26	105	33	159

Count Date: 10/14/2020

Count Year: 2019

Existing Adj. Year: 2020

Existing Adjustment Rate: 32.0%

Growth Rate: 0.5%

Buildout Year: 2022

Bckgrd. Dev. A:

Bckgrd. Dev. B:

Bckgrd. Dev. C:

Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
#2 - Middlebelt Road and North Driveway	AM Peak 10/14/20		PHF		0.60			0.92			0.94			0.82	
			% Heavy		0%			2%			4%			6%	
		2019	Existing	1	0	1	0	0	0	0	855	0	0	786	2
		2020	Existing Adj.	1	0	1	0	0	0	0	1153	0	0	1038	3
		2022	Background	1	0	1	0	0	0	0	1165	0	0	1048	3
			Bckgrd. Dev. A												
			Bckgrd. Dev. B												
			Bckgrd. Dev. C												
			Total Background	1	0	1	0	0	0	0	1165	0	0	1048	3
			Site Generated				1		4		34	5	5	44	
			Pass By												
			Total Site Gen	0	0	0	1	0	4	0	34	5	5	44	0
			Total Future	1	0	1	1	0	4	0	1199	5	5	1092	3

Intersection	Time period	Year	Movement	WBL	WBR	NBT	NBR	SBL	SBT
#3 - Middlebelt Road and Middle Driveway	AM Peak 10/14/20		PHF	0.60		0.94		0.82	
			% Heavy	0%		4%		6%	
		2019	Existing	2	7	848	1	7	776
		2020	Existing Adj.	3	9	1144	1	9	1030
		2022	Background	3	9	1156	1	9	1040
			Bckgrd. Dev. A						
			Bckgrd. Dev. B						
			Bckgrd. Dev. C						
			Total Background	3	9	1156	1	9	1040
			Site Generated	11	17	22	18	45	0
			Pass By	9	8	-8	8	9	-9
			Total Site Gen	20	25	14	26	54	-9
			Total Future	23	34	1170	27	63	1031

Intersection	Time period	Year	Movement	WBL	WBR	NBT	NBR	SBL	SBT
#4 - Middlebelt Road and South Driveway	AM Peak 10/14/20		PHF	0.92		0.95		0.82	
			% Heavy	2%		4%		6%	
		2019	Existing	0	0	855	4	1	782
		2020	Existing Adj.	0	0	1145	5	1	1032
		2022	Background	0	0	1157	5	1	1042
			Bckgrd. Dev. A						
			Bckgrd. Dev. B						
			Bckgrd. Dev. C						
			Total Background	0	0	1157	5	1	1042
			Site Generated		17	23	18	-1	12
			Pass By		8	-8	8		
			Total Site Gen	0	25	15	26	-1	12
			Total Future	0	25	1172	31	0	1054

Intersection	Time period	Year	Movement	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
#5 - Plymouth Road and West Driveway	AM Peak 10/14/20		PHF		0.85			0.87		0.60		0.60	
			% Heavy		11%			7%		0%		0%	
		2019	Existing	309	3	2	434	0	0	0	2	0	1
		2020	Existing Adj.	411	4	3	573	0	0	0	3	0	1
		2022	Background	415	4	3	579	0	0	0	3	0	1
			Bckgrd. Dev. A										
			Bckgrd. Dev. B										
			Bckgrd. Dev. C										
			Total Background	415	4	3	579	0	0	0	3	0	1
			Site Generated	29			19	13				19	
			Pass By				-5	5				5	
			Total Site Gen	29	0	0	14	18	0	0	0	24	
			Total Future	444	4	3	593	18	0	0	3	0	25

Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
#6 - Plymouth Road and East Driveway	AM Peak 10/14/20		PHF		0.86			0.85			0.60			0.75	
			% Heavy		10%			7%			0%			67%	
		2019	Existing	0	308	0	0	433	1	0	0	1	0	0	3
		2020	Existing Adj.	0	414	0	0	572	1	0	0	1	0	0	4
		2022	Background	0	418	0	0	578	1	0	0	1	0	0	4
			Bckgrd. Dev. A												
			Bckgrd. Dev. B												
			Bckgrd. Dev. C												
			Total Background	0	418	0	0	578	1	0	0	1	0	0	4
			Site Generated	29			13	14				13		19	
			Pass By	5	-5		-6	6				5		6	
			Total Site Gen	34	-5	0	0	7	20	0	0	0	18	0	25
			Total Future	34	413	0	0	585	21	0	0	1	18	0	29

Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBRR	WBRR	NBRR	SBRR
#1 - Middlebelt Road and Plymouth Road	PM Peak 10/14/20		PHF	0.87			0.93			0.95			0.95						
			% Heavy	1%			2%			1%			2%						
		2019	Existing	298	461	124	185	378	239	118	815	136	235	1022	544	57	107	84	205
		2020	Existing Adj.	319	493	133	203	415	263	126	874	146	263	1109	582	61	114	90	219
		2022	Background	322	496	134	205	419	266	127	883	147	266	1120	588	62	115	91	221
			Bckgrd. Dev. A																
			Bckgrd. Dev. B																
			Bckgrd. Dev. C																
			Total Background	322	498	134	205	419	266	127	883	147	266	1120	588	62	115	91	221
			Site Generated	8	11		15	24		20	3		15						
			Pass By																
			Total Site Gen	8	11	0	15	24	0	0	20	3	0	15	0	0	0	0	0
			Total Future	330	509	134	220	443	266	127	903	150	266	1135	588	62	115	91	221

Count Date: 10/14/2020
Count Year: 2019
Existing Adj. Year: 2020

Existing Adjustment Rate: 7.0%
Growth Rate: 0.5%
Buildout Year: 2022

Bckgrd. Dev. A:
Bckgrd. Dev. B:
Bckgrd. Dev. C:

Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
#2 - Middlebelt Road and North Driveway	PM Peak 10/14/20		PHF	0.60			0.60			0.95			0.95		
			% Heavy	0%			0%			1%			2%		
		2019	Existing	0	0	3	0	0	3	3	1367	3	3	1839	0
		2020	Existing Adj.	0	0	3	0	0	3	3	1468	3	3	1971	0
		2022	Background	0	0	3	0	0	3	3	1483	3	3	1991	0
			Bckgrd. Dev. A												
			Bckgrd. Dev. B												
			Bckgrd. Dev. C												
			Total Background	0	0	3	0	0	3	3	1483	3	3	1991	0
			Site Generated				1		3	28	3	4	36		
			Pass By												
			Total Site Gen	0	0	0	1	0	3	0	28	3	4	36	0
			Total Future	0	0	3	1	0	6	3	1511	6	7	2027	0

Intersection	Time period	Year	Movement	WBL	WBR	NBT	NBR	SBL	SBT
#3 - Middlebelt Road and Middle Driveway	PM Peak 10/14/20		PHF	0.64		0.95		0.95	
			% Heavy	0%		1%		2%	
		2019	Existing	3	20	1358	1	17	1828
		2020	Existing Adj.	3	21	1453	1	18	1956
		2022	Background	3	21	1468	1	18	1976
			Bckgrd. Dev. A						
			Bckgrd. Dev. B						
			Bckgrd. Dev. C						
			Total Background	3	21	1468	1	18	1976
			Site Generated	14	14	17	12	41	-4
			Pass By	38	19	-19	19	38	-38
			Total Site Gen	52	33	-2	31	79	-42
			Total Future	55	54	1466	32	97	1934

Intersection	Time period	Year	Movement	WBL	WBR	NBT	NBR	SBL	SBT
#4 - Middlebelt Road and South Driveway	PM Peak 10/14/20		PHF	0.60		0.95		0.95	
			% Heavy	25%		1%		2%	
		2019	Existing	0	4	1351	6	5	1814
		2020	Existing Adj.	0	4	1450	6	5	1954
		2022	Background	0	4	1465	6	5	1974
			Bckgrd. Dev. A						
			Bckgrd. Dev. B						
			Bckgrd. Dev. C						
			Total Background	0	4	1465	6	5	1974
			Site Generated	14	15	13	-5	15	
			Pass By		19	-19	19		
			Total Site Gen	0	33	-4	32	-5	15
			Total Future	0	37	1461	38	0	1989

Intersection	Time period	Year	Movement	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
#5 - Plymouth Road and West Driveway	PM Peak 10/14/20		PHF	0.89		0.92		0.83		0.60			
			% Heavy	1%		2%		0%		0%			
		2019	Existing	810	22	3	818	3	4	0	16	0	2
		2020	Existing Adj.	878	24	3	875	3	4	0	17	0	2
		2022	Background	887	24	3	884	3	4	0	17	0	2
			Bckgrd. Dev. A										
			Bckgrd. Dev. B										
			Bckgrd. Dev. C										
			Total Background	887	24	3	884	3	4	0	17	0	2
			Site Generated	14			19	9				20	
			Pass By				-14	14				14	
			Total Site Gen	14	0	0	5	23	0	0	0	34	
			Total Future	901	24	3	889	26	4	0	17	0	36

Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
#6 - Plymouth Road and East Driveway	PM Peak 10/14/20		PHF	0.89			0.91			0.60			0.86		
			% Heavy	1%			2%			0%			4%		
		2019	Existing	10	808	4	5	811	11	1	0	1	15	0	9
		2020	Existing Adj.	13	878	4	5	870	12	1	0	1	17	0	10
		2022	Background	13	887	4	5	879	12	1	0	1	17	0	10
			Bckgrd. Dev. A												
			Bckgrd. Dev. B												
			Bckgrd. Dev. C												
			Total Background	13	887	4	5	879	12	1	0	1	17	0	10
			Site Generated	14			9	9					19		19
			Pass By		-23	23		-15	15				23		15
			Total Site Gen	14	-23	23	0	-6	24	0	0	0	42	0	34
			Total Future	27	864	27	5	873	36	1	0	1	59	0	44

LOS OUTPUT REPORTS

HCM 6th Signalized Intersection Summary

1: Middlebelt Road & Plymouth Road

2020 Existing AM
10/21/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	234	45	60	352	162	144	830	63	118	596	318
Future Volume (veh/h)	158	234	45	60	352	162	144	830	63	118	596	318
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		0.98	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	1875	1875	1875	1860	1860	1860	1969	1969	1969	1891	1891	1891
Adj Flow Rate, veh/h	166	246	20	71	419	69	158	912	33	133	670	181
Peak Hour Factor	0.95	0.95	0.95	0.84	0.84	0.84	0.91	0.91	0.91	0.89	0.89	0.89
Percent Heavy Veh, %	8	8	8	9	9	9	2	2	2	7	7	7
Cap, veh/h	374	1195	532	461	1185	527	294	1221	535	241	1172	606
Arrive On Green	0.05	0.34	0.34	0.05	0.34	0.34	0.06	0.33	0.33	0.06	0.33	0.33
Sat Flow, veh/h	1786	3563	1585	1771	3533	1572	1875	3741	1640	1801	3593	1595
Grp Volume(v), veh/h	166	246	20	71	419	69	158	912	33	133	670	181
Grp Sat Flow(s),veh/h/ln	1786	1781	1585	1771	1767	1572	1875	1870	1640	1801	1796	1595
Q Serve(g_s), s	0.0	5.4	0.9	0.0	9.8	3.4	0.0	23.9	1.5	0.0	17.0	2.8
Cycle Q Clear(g_c), s	0.0	5.4	0.9	0.0	9.8	3.4	0.0	23.9	1.5	0.0	17.0	2.8
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	374	1195	532	461	1185	527	294	1221	535	241	1172	606
V/C Ratio(X)	0.44	0.21	0.04	0.15	0.35	0.13	0.54	0.75	0.06	0.55	0.57	0.30
Avail Cap(c_a), veh/h	374	1195	532	461	1185	527	294	1221	535	241	1172	606
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.4	26.1	24.6	25.7	27.6	25.4	41.7	33.0	25.5	45.5	30.7	23.8
Incr Delay (d2), s/veh	3.8	0.4	0.1	0.7	0.8	0.5	6.9	4.2	0.2	8.9	2.0	1.3
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	4.1	2.3	0.4	1.4	4.2	1.3	4.6	11.1	0.6	4.0	7.4	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.2	26.5	24.7	26.4	28.4	25.9	48.5	37.2	25.7	54.4	32.7	25.1
LnGrp LOS	D	C	C	C	C	C	D	D	C	D	C	C
Approach Vol, veh/h		432			559			1103			984	
Approach Delay, s/veh		30.5			27.8			38.5			34.2	
Approach LOS		C			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	42.0	12.0	43.0	13.0	42.0	12.0	43.0				
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	* 36	* 5.9	* 37	* 6.9	* 36	* 5.9	* 37				
Max Q Clear Time (g_c+I1), s	2.0	25.9	2.0	7.4	2.0	19.0	2.0	11.8				
Green Ext Time (p_c), s	0.1	4.3	0.0	1.6	0.2	4.6	0.1	2.9				

Intersection Summary

HCM 6th Ctrl Delay	34.1
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
2: Middlebelt Road & North Driveway

2020 Existing AM
10/21/2020

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↗	↕↕	↗	↗	↕↕↕	
Traffic Vol, veh/h	1	0	1	0	0	0	0	1153	0	0	1038	3
Future Vol, veh/h	1	0	1	0	0	0	0	1153	0	0	1038	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	100	-	40	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	92	92	92	94	94	94	82	82	82
Heavy Vehicles, %	0	0	0	2	2	2	4	4	4	6	6	6
Mvmt Flow	2	0	2	0	0	0	0	1227	0	0	1266	4
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1882	2495	635	1733	2497	614	1270	0	0	1227	0	0
Stage 1	1268	1268	-	1227	1227	-	-	-	-	-	-	-
Stage 2	614	1227	-	506	1270	-	-	-	-	-	-	-
Critical Hdwy	6.95	6.5	7.1	6.99	6.54	6.94	5.38	-	-	4.22	-	-
Critical Hdwy Stg 1	7.3	5.5	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.65	4	3.9	3.67	4.02	3.32	3.14	-	-	2.26	-	-
Pot Cap-1 Maneuver	58	29	365	72	29	435	284	-	-	542	-	-
Stage 1	134	242	-	185	249	-	-	-	-	-	-	-
Stage 2	437	253	-	487	237	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	58	29	365	72	29	435	284	-	-	542	-	-
Mov Cap-2 Maneuver	58	29	-	72	29	-	-	-	-	-	-	-
Stage 1	134	242	-	185	249	-	-	-	-	-	-	-
Stage 2	437	253	-	485	237	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	41.9		0		0		0					
HCM LOS	E		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)	284	-	-	58	365	-	542	-	-			
HCM Lane V/C Ratio	-	-	-	0.029	0.005	-	-	-	-			
HCM Control Delay (s)	0	-	-	68.9	14.9	0	0	-	-			
HCM Lane LOS	A	-	-	F	B	A	A	-	-			
HCM 95th %tile Q(veh)	0	-	-	0.1	0	-	0	-	-			

HCM 6th TWSC
3: Middlebelt Road & Middle Driveway

2020 Existing AM
10/21/2020

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	9	1144	1	9	1030
Future Vol, veh/h	3	9	1144	1	9	1030
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	94	94	82	82
Heavy Vehicles, %	0	0	4	4	6	6
Mvmt Flow	5	15	1217	1	11	1256
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1741	609	0	0	1218	0
Stage 1	1217	-	-	-	-	-
Stage 2	524	-	-	-	-	-
Critical Hdwy	6.25	6.9	-	-	4.22	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.65	3.3	-	-	2.26	-
Pot Cap-1 Maneuver	102	443	-	-	547	-
Stage 1	242	-	-	-	-	-
Stage 2	531	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	100	443	-	-	547	-
Mov Cap-2 Maneuver	188	-	-	-	-	-
Stage 1	242	-	-	-	-	-
Stage 2	520	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	16.6	0		0.1		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	331	547	-	
HCM Lane V/C Ratio	-	-	0.06	0.02	-	
HCM Control Delay (s)	-	-	16.6	11.7	-	
HCM Lane LOS	-	-	C	B	-	
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-	

4: Middlebelt Road & South Driveway Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	3.0	1.0	2.1

HCM 6th TWSC
5: West Driveway & Plymouth Road

2020 Existing AM
10/21/2020

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↱		↱	↑↑	↱		↱↲			↱	
Traffic Vol, veh/h	0	411	4	3	573	0	0	0	3	0	0	1
Future Vol, veh/h	0	411	4	3	573	0	0	0	3	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	25	-	1	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	87	87	87	60	60	60	60	60	60
Heavy Vehicles, %	11	11	11	7	7	7	0	0	0	0	0	0
Mvmt Flow	0	484	5	3	659	0	0	0	5	0	0	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	489	0	0	823	1152	245	-	1154	330
Stage 1	-	-	-	-	-	-	487	487	-	-	665	-
Stage 2	-	-	-	-	-	-	336	665	-	-	489	-
Critical Hdwy	-	-	-	4.24	-	-	7.5	6.5	6.9	-	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	-	5.5	-
Follow-up Hdwy	-	-	-	2.27	-	-	3.5	4	3.3	-	4	3.3
Pot Cap-1 Maneuver	0	-	-	1036	-	-	269	199	762	0	199	672
Stage 1	0	-	-	-	-	-	536	554	-	0	461	-
Stage 2	0	-	-	-	-	-	657	461	-	0	553	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	1036	-	-	268	198	762	-	198	672
Mov Cap-2 Maneuver	-	-	-	-	-	-	389	318	-	-	318	-
Stage 1	-	-	-	-	-	-	536	554	-	-	460	-
Stage 2	-	-	-	-	-	-	653	460	-	-	553	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			9.8			10.4		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1					
Capacity (veh/h)	762	-	-	1036	-	-	672					
HCM Lane V/C Ratio	0.007	-	-	0.003	-	-	0.002					
HCM Control Delay (s)	9.8	-	-	8.5	-	-	10.4					
HCM Lane LOS	A	-	-	A	-	-	B					
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0					

HCM 6th TWSC
6: East Driveway & Plymouth Road

2020 Existing AM
10/21/2020

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	414	0	0	572	1	0	0	1	0	0	4
Future Vol, veh/h	0	414	0	0	572	1	0	0	1	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	25	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	85	85	85	60	60	60	75	75	75
Heavy Vehicles, %	10	10	10	7	7	7	0	0	0	67	67	67
Mvmt Flow	0	481	0	0	673	1	0	0	2	0	0	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	674	0	0	481	0	0	818	1155	241	915	1155	337
Stage 1	-	-	-	-	-	-	481	481	-	674	674	-
Stage 2	-	-	-	-	-	-	337	674	-	241	481	-
Critical Hdwy	4.3	-	-	4.24	-	-	7.5	6.5	6.9	8.84	7.84	8.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	7.84	6.84	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	7.84	6.84	-
Follow-up Hdwy	2.3	-	-	2.27	-	-	3.5	4	3.3	4.17	4.67	3.97
Pot Cap-1 Maneuver	861	-	-	1043	-	-	271	199	766	148	120	502
Stage 1	-	-	-	-	-	-	540	557	-	287	321	-
Stage 2	-	-	-	-	-	-	656	457	-	585	415	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	861	-	-	1043	-	-	268	199	766	148	120	502
Mov Cap-2 Maneuver	-	-	-	-	-	-	268	199	-	148	120	-
Stage 1	-	-	-	-	-	-	540	557	-	287	321	-
Stage 2	-	-	-	-	-	-	649	457	-	584	415	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			9.7			12.2		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	766	861	-	-	1043	-	-	502				
HCM Lane V/C Ratio	0.002	-	-	-	-	-	-	0.011				
HCM Control Delay (s)	9.7	0	-	-	0	-	-	12.2				
HCM Lane LOS	A	A	-	-	A	-	-	B				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0				

Intersection: 1: Middlebelt Road & Plymouth Road

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	158	138	59	131	184	169	115	225	451	374	42
Average Queue (ft)	92	70	39	13	38	97	89	47	120	243	203	14
95th Queue (ft)	167	129	97	38	94	162	152	98	233	369	307	32
Link Distance (ft)		1096	1096			186	186	186		542	542	542
Upstream Blk Time (%)					0	0	0			0		
Queuing Penalty (veh)					0	0	0			0		
Storage Bay Dist (ft)	500			550	150				200			
Storage Blk Time (%)					0	1			1	14		
Queuing Penalty (veh)					0	1			5	20		

Intersection: 1: Middlebelt Road & Plymouth Road

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	224	256	233	177
Average Queue (ft)	95	174	148	72
95th Queue (ft)	185	242	220	135
Link Distance (ft)	205	205	205	205
Upstream Blk Time (%)	2	3	1	0
Queuing Penalty (veh)	4	9	4	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Middlebelt Road & North Driveway

Movement	EB	EB
Directions Served	LT	R
Maximum Queue (ft)	5	20
Average Queue (ft)	0	2
95th Queue (ft)	0	13
Link Distance (ft)	664	664
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Middlebelt Road & Middle Driveway

Movement	WB	SB	SB
Directions Served	LR	L	T
Maximum Queue (ft)	35	39	13
Average Queue (ft)	9	4	0
95th Queue (ft)	31	23	10
Link Distance (ft)	755		198
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		50	
Storage Blk Time (%)		0	0
Queuing Penalty (veh)		1	0

Intersection: 4: Middlebelt Road & South Driveway

Movement	NB	SB	SB	SB
Directions Served	T	LT	T	T
Maximum Queue (ft)	6	22	51	17
Average Queue (ft)	0	1	2	1
95th Queue (ft)	5	13	21	9
Link Distance (ft)	205	148	148	148
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: West Driveway & Plymouth Road

Movement	EB	WB	NB	SB
Directions Served	T	L	LTR	TR
Maximum Queue (ft)	4	16	31	10
Average Queue (ft)	0	0	3	1
95th Queue (ft)	3	6	16	8
Link Distance (ft)	186		362	152
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		25		
Storage Blk Time (%)		0		
Queuing Penalty (veh)		0		

Intersection: 6: East Driveway & Plymouth Road

Movement	EB	NB	SB
Directions Served	TR	LTR	LTR
Maximum Queue (ft)	6	16	53
Average Queue (ft)	0	1	7
95th Queue (ft)	5	9	33
Link Distance (ft)	51	365	200
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 44

HCM 6th Signalized Intersection Summary

1: Middlebelt Road & Plymouth Road

2020 Existing PM
10/21/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	319	493	133	203	415	263	126	874	146	263	1109	582
Future Volume (veh/h)	319	493	133	203	415	263	126	874	146	263	1109	582
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		0.98	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	1969	1969	1969	1984	1984	1984	1969	1969	1969
Adj Flow Rate, veh/h	367	567	83	218	446	160	133	920	59	277	1167	382
Peak Hour Factor	0.87	0.87	0.87	0.93	0.93	0.93	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	2	2	2	1	1	1	2	2	2
Cap, veh/h	368	1196	531	336	1187	520	236	1162	508	283	1153	609
Arrive On Green	0.06	0.32	0.32	0.06	0.32	0.32	0.09	0.31	0.31	0.09	0.31	0.31
Sat Flow, veh/h	1890	3770	1674	1875	3741	1638	1890	3770	1649	1875	3741	1638
Grp Volume(v), veh/h	367	567	83	218	446	160	133	920	59	277	1167	382
Grp Sat Flow(s),veh/h/ln	1890	1885	1674	1875	1870	1638	1890	1885	1649	1875	1870	1638
Q Serve(g_s), s	6.8	13.3	3.9	0.0	10.2	8.1	3.5	24.6	2.8	9.5	33.9	14.0
Cycle Q Clear(g_c), s	6.8	13.3	3.9	0.0	10.2	8.1	3.5	24.6	2.8	9.5	33.9	14.0
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	368	1196	531	336	1187	520	236	1162	508	283	1153	609
V/C Ratio(X)	1.00	0.47	0.16	0.65	0.38	0.31	0.56	0.79	0.12	0.98	1.01	0.63
Avail Cap(c_a), veh/h	368	1196	531	336	1187	520	236	1162	508	283	1153	609
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.0	30.2	27.0	40.7	29.1	28.4	46.3	34.8	27.3	47.1	38.0	28.3
Incr Delay (d2), s/veh	46.1	1.3	0.6	9.3	0.9	1.5	9.5	5.6	0.5	48.4	29.6	4.8
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	14.0	6.1	1.6	6.4	4.6	3.3	3.9	11.7	1.2	10.8	19.5	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	89.1	31.5	27.6	50.0	30.0	29.9	55.7	40.4	27.8	95.5	67.6	33.1
LnGrp LOS	F	C	C	D	C	C	E	D	C	F	F	C
Approach Vol, veh/h	1017			824			1112			1826		
Approach Delay, s/veh	52.0			35.3			41.5			64.6		
Approach LOS	D			D			D			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	40.0	13.0	41.0	16.0	40.0	13.0	41.0				
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	* 9.9	* 34	* 6.9	* 35	* 9.9	* 34	* 6.9	* 35				
Max Q Clear Time (g_c+I1), s	11.5	26.6	2.0	15.3	5.5	35.9	8.8	12.2				
Green Ext Time (p_c), s	0.0	3.5	0.3	3.7	0.1	0.0	0.0	3.3				

Intersection Summary

HCM 6th Ctrl Delay	51.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
2: Middlebelt Road & North Driveway

2020 Existing PM
10/21/2020

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕		↕	↕↕	↕	↕	↕↕↕	
Traffic Vol, veh/h	0	0	3	0	0	3	3	1468	3	3	1971	0
Future Vol, veh/h	0	0	3	0	0	3	3	1468	3	3	1971	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	100	-	40	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	60	60	60	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	1	1	1	2	2	2
Mvmt Flow	0	0	5	0	0	5	3	1545	3	3	2075	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2860	3635	1038	2387	3632	773	2075	0	0	1548	0	0
Stage 1	2081	2081	-	1551	1551	-	-	-	-	-	-	-
Stage 2	779	1554	-	836	2081	-	-	-	-	-	-	-
Critical Hdwy	6.95	6.5	7.1	6.95	6.5	6.9	5.32	-	-	4.14	-	-
Critical Hdwy Stg 1	7.3	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.65	4	3.9	3.65	4	3.3	3.11	-	-	2.22	-	-
Pot Cap-1 Maneuver	12	5	198	26	5	346	116	-	-	424	-	-
Stage 1	35	96	-	119	177	-	-	-	-	-	-	-
Stage 2	349	176	-	309	96	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	12	5	198	25	5	346	116	-	-	424	-	-
Mov Cap-2 Maneuver	12	5	-	25	5	-	-	-	-	-	-	-
Stage 1	34	95	-	116	172	-	-	-	-	-	-	-
Stage 2	335	171	-	299	95	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	23.7		15.6		0.1		0					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)	116	-	-	-	198	346	424	-	-			
HCM Lane V/C Ratio	0.027	-	-	-	0.025	0.014	0.007	-	-			
HCM Control Delay (s)	36.9	-	-	0	23.7	15.6	13.6	-	-			
HCM Lane LOS	E	-	-	A	C	C	B	-	-			
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0	0	-	-			

HCM 6th TWSC
3: Middlebelt Road & Middle Driveway

2020 Existing PM
10/21/2020

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	21	1453	1	18	1956
Future Vol, veh/h	3	21	1453	1	18	1956
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	64	64	95	95	95	95
Heavy Vehicles, %	0	0	1	1	2	2
Mvmt Flow	5	33	1529	1	19	2059
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	2391	765	0	0	1530	0
Stage 1	1529	-	-	-	-	-
Stage 2	862	-	-	-	-	-
Critical Hdwy	6.25	6.9	-	-	4.14	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.65	3.3	-	-	2.22	-
Pot Cap-1 Maneuver	41	350	-	-	431	-
Stage 1	165	-	-	-	-	-
Stage 2	352	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	39	350	-	-	431	-
Mov Cap-2 Maneuver	116	-	-	-	-	-
Stage 1	165	-	-	-	-	-
Stage 2	337	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	19.8	0		0.1		
HCM LOS	C					
Minor Lane/Major Mvmt		NBT	NBRWBLn1	SBL	SBT	
Capacity (veh/h)		-	-	280	431	-
HCM Lane V/C Ratio		-	-	0.134	0.044	-
HCM Control Delay (s)		-	-	19.8	13.7	-
HCM Lane LOS		-	-	C	B	-
HCM 95th %tile Q(veh)		-	-	0.5	0.1	-

4: Middlebelt Road & South Driveway Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	2.8	2.9	21.4	13.3

HCM 6th TWSC
5: West Driveway & Plymouth Road

2020 Existing PM
10/21/2020

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↱		↱	↑↑	↱		↱↱			↱	
Traffic Vol, veh/h	0	878	24	3	875	3	4	0	17	0	0	2
Future Vol, veh/h	0	878	24	3	875	3	4	0	17	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	25	-	1	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	92	92	92	83	83	83	60	60	60
Heavy Vehicles, %	1	1	1	2	2	2	0	0	0	0	0	0
Mvmt Flow	0	987	27	3	951	3	5	0	20	0	0	3
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	1014	0	0	1483	1961	507	-	1971	476
Stage 1	-	-	-	-	-	-	1001	1001	-	-	957	-
Stage 2	-	-	-	-	-	-	482	960	-	-	1014	-
Critical Hdwy	-	-	-	4.14	-	-	7.5	6.5	6.9	-	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	-	5.5	-
Follow-up Hdwy	-	-	-	2.22	-	-	3.5	4	3.3	-	4	3.3
Pot Cap-1 Maneuver	0	-	-	680	-	-	88	64	516	0	63	541
Stage 1	0	-	-	-	-	-	264	323	-	0	339	-
Stage 2	0	-	-	-	-	-	540	338	-	0	319	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	680	-	-	87	64	516	-	63	541
Mov Cap-2 Maneuver	-	-	-	-	-	-	195	180	-	-	178	-
Stage 1	-	-	-	-	-	-	264	323	-	-	338	-
Stage 2	-	-	-	-	-	-	534	337	-	-	319	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			14.8			11.7		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1					
Capacity (veh/h)	393	-	-	680	-	-	541					
HCM Lane V/C Ratio	0.064	-	-	0.005	-	-	0.006					
HCM Control Delay (s)	14.8	-	-	10.3	-	-	11.7					
HCM Lane LOS	B	-	-	B	-	-	B					
HCM 95th %tile Q(veh)	0.2	-	-	0	-	-	0					

HCM 6th TWSC
6: East Driveway & Plymouth Road

2020 Existing PM
10/21/2020

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	878	4	5	870	12	1	0	1	17	0	10
Future Vol, veh/h	13	878	4	5	870	12	1	0	1	17	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	25	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	91	91	91	60	60	60	86	86	86
Heavy Vehicles, %	1	1	1	2	2	2	0	0	0	4	4	4
Mvmt Flow	15	987	4	5	956	13	2	0	2	20	0	12
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	969	0	0	991	0	0	1507	1998	496	1497	1994	485
Stage 1	-	-	-	-	-	-	1019	1019	-	973	973	-
Stage 2	-	-	-	-	-	-	488	979	-	524	1021	-
Critical Hdwy	4.12	-	-	4.14	-	-	7.5	6.5	6.9	7.58	6.58	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.58	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.58	5.58	-
Follow-up Hdwy	2.21	-	-	2.22	-	-	3.5	4	3.3	3.54	4.04	3.34
Pot Cap-1 Maneuver	713	-	-	693	-	-	85	61	525	83	58	523
Stage 1	-	-	-	-	-	-	257	317	-	267	324	-
Stage 2	-	-	-	-	-	-	535	331	-	499	308	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	713	-	-	693	-	-	81	59	525	81	56	523
Mov Cap-2 Maneuver	-	-	-	-	-	-	81	59	-	81	56	-
Stage 1	-	-	-	-	-	-	252	310	-	261	322	-
Stage 2	-	-	-	-	-	-	519	329	-	487	302	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.1			31.3			46.2		
HCM LOS							D			E		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	140	713	-	-	693	-	-	118				
HCM Lane V/C Ratio	0.024	0.02	-	-	0.008	-	-	0.266				
HCM Control Delay (s)	31.3	10.2	-	-	10.2	-	-	46.2				
HCM Lane LOS	D	B	-	-	B	-	-	E				
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	1				

Intersection: 1: Middlebelt Road & Plymouth Road

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)	524	871	764	115	174	255	194	179	225	446	397	84
Average Queue (ft)	403	345	265	42	133	151	116	82	133	270	223	33
95th Queue (ft)	619	838	718	90	197	253	185	154	258	395	338	67
Link Distance (ft)		1096	1096			186	186	186		542	542	542
Upstream Blk Time (%)		0	0		2	11	0	0		0		
Queuing Penalty (veh)		0	0		0	32	1	1		0		
Storage Bay Dist (ft)	500			550	150				200			
Storage Blk Time (%)	25	0	0		21	4			0	20		
Queuing Penalty (veh)	62	1	0		45	7			1	26		

Intersection: 1: Middlebelt Road & Plymouth Road

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	283	274	304	263
Average Queue (ft)	231	249	257	153
95th Queue (ft)	308	285	284	263
Link Distance (ft)	205	205	205	205
Upstream Blk Time (%)	60	50	54	6
Queuing Penalty (veh)	295	246	262	31
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Middlebelt Road & North Driveway

Movement	EB	WB	NB	SB	SB	SB	SB
Directions Served	R	LTR	L	L	T	T	TR
Maximum Queue (ft)	26	22	22	62	462	443	342
Average Queue (ft)	4	3	3	2	234	200	114
95th Queue (ft)	20	14	16	29	585	544	425
Link Distance (ft)	664	751			482	482	482
Upstream Blk Time (%)					15	5	3
Queuing Penalty (veh)					0	0	0
Storage Bay Dist (ft)			100	100			
Storage Blk Time (%)					37		
Queuing Penalty (veh)					1		

Intersection: 3: Middlebelt Road & Middle Driveway

Movement	WB	NB	SB	SB	SB	SB
Directions Served	LR	T	L	T	T	T
Maximum Queue (ft)	82	4	74	284	273	152
Average Queue (ft)	26	0	17	192	148	45
95th Queue (ft)	93	3	59	357	326	201
Link Distance (ft)	755	148		198	198	198
Upstream Blk Time (%)				43	18	4
Queuing Penalty (veh)				283	117	27
Storage Bay Dist (ft)			50			
Storage Blk Time (%)			0	50		
Queuing Penalty (veh)			2	9		

Intersection: 4: Middlebelt Road & South Driveway

Movement	WB	NB	NB	SB	SB	SB	SB
Directions Served	LR	T	T	LT	T	T	T
Maximum Queue (ft)	56	34	44	222	231	230	138
Average Queue (ft)	7	1	2	119	156	165	20
95th Queue (ft)	33	27	29	268	264	267	99
Link Distance (ft)	750	205	205	148	148	148	148
Upstream Blk Time (%)		0	0	37	26	29	1
Queuing Penalty (veh)		0	1	180	129	143	4
Storage Bay Dist (ft)							
Storage Blk Time (%)			0				
Queuing Penalty (veh)			0				

Intersection: 5: West Driveway & Plymouth Road

Movement	EB	WB	WB	NB	SB
Directions Served	TR	L	T	LTR	TR
Maximum Queue (ft)	4	20	113	60	30
Average Queue (ft)	0	1	22	19	3
95th Queue (ft)	3	10	103	51	16
Link Distance (ft)	186		51	362	152
Upstream Blk Time (%)		0	7		
Queuing Penalty (veh)		0	34		
Storage Bay Dist (ft)		25			
Storage Blk Time (%)		0	8		
Queuing Penalty (veh)		1	0		

Intersection: 6: East Driveway & Plymouth Road

Movement	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	TR	L	T	TR	LTR	LTR
Maximum Queue (ft)	8	8	28	70	19	26	63
Average Queue (ft)	0	0	3	11	1	3	22
95th Queue (ft)	4	4	17	78	21	17	52
Link Distance (ft)		51		1932	1932	365	200
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	25		50				
Storage Blk Time (%)	0			3			
Queuing Penalty (veh)	0			0			

Network Summary

Network wide Queuing Penalty: 1941

HCM 6th Signalized Intersection Summary

1: Middlebelt Road & Plymouth Road

2020 Existing AM Imp
10/21/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	234	45	60	352	162	144	830	63	118	596	318
Future Volume (veh/h)	158	234	45	60	352	162	144	830	63	118	596	318
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		0.98	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	1875	1875	1875	1860	1860	1860	1969	1969	1969	1891	1891	1891
Adj Flow Rate, veh/h	166	246	20	71	419	69	158	912	33	133	670	181
Peak Hour Factor	0.95	0.95	0.95	0.84	0.84	0.84	0.91	0.91	0.91	0.89	0.89	0.89
Percent Heavy Veh, %	8	8	8	9	9	9	2	2	2	7	7	7
Cap, veh/h	371	673	456	436	668	452	379	1268	771	322	1218	748
Arrive On Green	0.13	0.19	0.19	0.13	0.19	0.19	0.10	0.34	0.34	0.10	0.34	0.34
Sat Flow, veh/h	1786	3563	1582	1771	3533	1568	1875	3741	1640	1801	3593	1595
Grp Volume(v), veh/h	166	246	20	71	419	69	158	912	33	133	670	181
Grp Sat Flow(s),veh/h/ln	1786	1781	1582	1771	1767	1568	1875	1870	1640	1801	1796	1595
Q Serve(g_s), s	0.2	6.0	0.0	0.0	10.9	0.0	0.0	21.3	0.0	0.0	15.2	0.0
Cycle Q Clear(g_c), s	0.2	6.0	0.0	0.0	10.9	0.0	0.0	21.3	0.0	0.0	15.2	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	371	673	456	436	668	452	379	1268	771	322	1218	748
V/C Ratio(X)	0.45	0.37	0.04	0.16	0.63	0.15	0.42	0.72	0.04	0.41	0.55	0.24
Avail Cap(c_a), veh/h	371	673	456	436	668	452	379	1268	771	322	1218	748
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.3	35.3	25.7	29.5	37.3	26.5	33.4	28.9	14.4	37.2	26.9	16.0
Incr Delay (d2), s/veh	3.9	1.5	0.2	0.8	4.4	0.7	3.4	3.5	0.1	3.9	1.8	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	3.9	2.7	0.4	1.4	5.0	1.3	3.8	9.7	0.4	3.2	6.5	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.1	36.9	25.9	30.3	41.7	27.2	36.7	32.4	14.5	41.1	28.6	16.7
LnGrp LOS	D	D	C	C	D	C	D	C	B	D	C	B
Approach Vol, veh/h	432			559			1103			984		
Approach Delay, s/veh	37.6			38.5			32.5			28.1		
Approach LOS	D			D			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	40.0	19.0	25.0	16.0	40.0	19.0	25.0				
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	* 9.9	* 34	* 13	* 19	* 9.9	* 34	* 13	* 19				
Max Q Clear Time (g_c+I1), s	2.0	23.3	2.0	8.0	2.0	17.2	2.2	12.9				
Green Ext Time (p_c), s	0.2	4.4	0.1	1.0	0.2	4.6	0.3	1.4				

Intersection Summary

HCM 6th Ctrl Delay	32.9
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
2: Middlebelt Road & North Driveway

2020 Existing AM Imp
10/21/2020

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕		↕	↕↕	↕	↕	↕↕↕	
Traffic Vol, veh/h	1	0	1	0	0	0	0	1153	0	0	1038	3
Future Vol, veh/h	1	0	1	0	0	0	0	1153	0	0	1038	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	100	-	40	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	92	92	92	94	94	94	82	82	82
Heavy Vehicles, %	0	0	0	2	2	2	4	4	4	6	6	6
Mvmt Flow	2	0	2	0	0	0	0	1227	0	0	1266	4
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1882	2495	635	1733	2497	614	1270	0	0	1227	0	0
Stage 1	1268	1268	-	1227	1227	-	-	-	-	-	-	-
Stage 2	614	1227	-	506	1270	-	-	-	-	-	-	-
Critical Hdwy	6.95	6.5	7.1	6.99	6.54	6.94	5.38	-	-	4.22	-	-
Critical Hdwy Stg 1	7.3	5.5	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.65	4	3.9	3.67	4.02	3.32	3.14	-	-	2.26	-	-
Pot Cap-1 Maneuver	58	29	365	72	29	435	284	-	-	542	-	-
Stage 1	134	242	-	185	249	-	-	-	-	-	-	-
Stage 2	437	253	-	487	237	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	58	29	365	72	29	435	284	-	-	542	-	-
Mov Cap-2 Maneuver	58	29	-	72	29	-	-	-	-	-	-	-
Stage 1	134	242	-	185	249	-	-	-	-	-	-	-
Stage 2	437	253	-	485	237	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	41.9		0		0		0					
HCM LOS	E		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)	284	-	-	58	365	-	542	-	-			
HCM Lane V/C Ratio	-	-	-	0.029	0.005	-	-	-	-			
HCM Control Delay (s)	0	-	-	68.9	14.9	0	0	-	-			
HCM Lane LOS	A	-	-	F	B	A	A	-	-			
HCM 95th %tile Q(veh)	0	-	-	0.1	0	-	0	-	-			

HCM 6th TWSC
3: Middlebelt Road & Middle Driveway

2020 Existing AM Imp
10/21/2020

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	9	1144	1	9	1030
Future Vol, veh/h	3	9	1144	1	9	1030
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	94	94	82	82
Heavy Vehicles, %	0	0	4	4	6	6
Mvmt Flow	5	15	1217	1	11	1256
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1741	609	0	0	1218	0
Stage 1	1217	-	-	-	-	-
Stage 2	524	-	-	-	-	-
Critical Hdwy	6.25	6.9	-	-	4.22	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.65	3.3	-	-	2.26	-
Pot Cap-1 Maneuver	102	443	-	-	547	-
Stage 1	242	-	-	-	-	-
Stage 2	531	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	100	443	-	-	547	-
Mov Cap-2 Maneuver	188	-	-	-	-	-
Stage 1	242	-	-	-	-	-
Stage 2	520	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	16.6	0		0.1		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	331	547	-	
HCM Lane V/C Ratio	-	-	0.06	0.02	-	
HCM Control Delay (s)	-	-	16.6	11.7	-	
HCM Lane LOS	-	-	C	B	-	
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-	

4: Middlebelt Road & South Driveway Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	2.9	0.9	2.0

HCM 6th TWSC
5: West Driveway & Plymouth Road

2020 Existing AM Imp
10/21/2020

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↱		↱	↑↑	↱		↱↲			↱	
Traffic Vol, veh/h	0	411	4	3	573	0	0	0	3	0	0	1
Future Vol, veh/h	0	411	4	3	573	0	0	0	3	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	25	-	1	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	87	87	87	60	60	60	60	60	60
Heavy Vehicles, %	11	11	11	7	7	7	0	0	0	0	0	0
Mvmt Flow	0	484	5	3	659	0	0	0	5	0	0	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	489	0	0	823	1152	245	-	1154	330
Stage 1	-	-	-	-	-	-	487	487	-	-	665	-
Stage 2	-	-	-	-	-	-	336	665	-	-	489	-
Critical Hdwy	-	-	-	4.24	-	-	7.5	6.5	6.9	-	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	-	5.5	-
Follow-up Hdwy	-	-	-	2.27	-	-	3.5	4	3.3	-	4	3.3
Pot Cap-1 Maneuver	0	-	-	1036	-	-	269	199	762	0	199	672
Stage 1	0	-	-	-	-	-	536	554	-	0	461	-
Stage 2	0	-	-	-	-	-	657	461	-	0	553	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	1036	-	-	268	198	762	-	198	672
Mov Cap-2 Maneuver	-	-	-	-	-	-	389	318	-	-	318	-
Stage 1	-	-	-	-	-	-	536	554	-	-	460	-
Stage 2	-	-	-	-	-	-	653	460	-	-	553	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			9.8			10.4		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1					
Capacity (veh/h)	762	-	-	1036	-	-	672					
HCM Lane V/C Ratio	0.007	-	-	0.003	-	-	0.002					
HCM Control Delay (s)	9.8	-	-	8.5	-	-	10.4					
HCM Lane LOS	A	-	-	A	-	-	B					
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0					

HCM 6th TWSC
6: East Driveway & Plymouth Road

2020 Existing AM Imp
10/21/2020

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	414	0	0	572	1	0	0	1	0	0	4
Future Vol, veh/h	0	414	0	0	572	1	0	0	1	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	25	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	85	85	85	60	60	60	75	75	75
Heavy Vehicles, %	10	10	10	7	7	7	0	0	0	67	67	67
Mvmt Flow	0	481	0	0	673	1	0	0	2	0	0	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	674	0	0	481	0	0	818	1155	241	915	1155	337
Stage 1	-	-	-	-	-	-	481	481	-	674	674	-
Stage 2	-	-	-	-	-	-	337	674	-	241	481	-
Critical Hdwy	4.3	-	-	4.24	-	-	7.5	6.5	6.9	8.84	7.84	8.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	7.84	6.84	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	7.84	6.84	-
Follow-up Hdwy	2.3	-	-	2.27	-	-	3.5	4	3.3	4.17	4.67	3.97
Pot Cap-1 Maneuver	861	-	-	1043	-	-	271	199	766	148	120	502
Stage 1	-	-	-	-	-	-	540	557	-	287	321	-
Stage 2	-	-	-	-	-	-	656	457	-	585	415	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	861	-	-	1043	-	-	268	199	766	148	120	502
Mov Cap-2 Maneuver	-	-	-	-	-	-	268	199	-	148	120	-
Stage 1	-	-	-	-	-	-	540	557	-	287	321	-
Stage 2	-	-	-	-	-	-	649	457	-	584	415	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			9.7			12.2		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	766	861	-	-	1043	-	-	502				
HCM Lane V/C Ratio	0.002	-	-	-	-	-	-	0.011				
HCM Control Delay (s)	9.7	0	-	-	0	-	-	12.2				
HCM Lane LOS	A	A	-	-	A	-	-	B				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0				

Intersection: 1: Middlebelt Road & Plymouth Road

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)	197	166	142	52	141	226	181	130	224	358	320	44
Average Queue (ft)	93	85	54	13	38	114	100	45	98	215	172	12
95th Queue (ft)	169	147	119	35	96	186	167	94	200	321	279	30
Link Distance (ft)		1096	1096			186	186	186		542	542	542
Upstream Blk Time (%)					0	1	0	0				
Queuing Penalty (veh)					0	2	1	0				
Storage Bay Dist (ft)	500			550	150				200			
Storage Blk Time (%)					0	3			0	9		
Queuing Penalty (veh)					0	2			0	13		

Intersection: 1: Middlebelt Road & Plymouth Road

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	160	259	223	147
Average Queue (ft)	74	157	133	60
95th Queue (ft)	133	232	214	123
Link Distance (ft)	205	205	205	205
Upstream Blk Time (%)		2	0	0
Queuing Penalty (veh)		5	1	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Middlebelt Road & North Driveway

Movement	EB	EB
Directions Served	LT	R
Maximum Queue (ft)	10	25
Average Queue (ft)	0	1
95th Queue (ft)	6	10
Link Distance (ft)	664	664
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Middlebelt Road & Middle Driveway

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	31	36
Average Queue (ft)	9	5
95th Queue (ft)	29	24
Link Distance (ft)	755	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		50
Storage Blk Time (%)		0
Queuing Penalty (veh)		0

Intersection: 4: Middlebelt Road & South Driveway

Movement	SB	SB	SB
Directions Served	LT	T	T
Maximum Queue (ft)	5	30	14
Average Queue (ft)	0	1	0
95th Queue (ft)	4	16	11
Link Distance (ft)	148	148	148
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: West Driveway & Plymouth Road

Movement	WB	WB	NB	SB
Directions Served	L	T	LTR	TR
Maximum Queue (ft)	8	26	31	15
Average Queue (ft)	0	1	2	1
95th Queue (ft)	5	14	15	10
Link Distance (ft)		51	362	152
Upstream Blk Time (%)		0		
Queuing Penalty (veh)		0		
Storage Bay Dist (ft)	25			
Storage Blk Time (%)	0	0		
Queuing Penalty (veh)	0	0		

Intersection: 6: East Driveway & Plymouth Road

Movement	EB	NB	SB
Directions Served	T	LTR	LTR
Maximum Queue (ft)	4	26	67
Average Queue (ft)	0	2	9
95th Queue (ft)	3	14	42
Link Distance (ft)	51	365	200
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 24

HCM 6th Signalized Intersection Summary

1: Middlebelt Road & Plymouth Road

2020 Existing PM Imp
10/21/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	319	493	133	203	415	263	126	874	146	263	1109	582
Future Volume (veh/h)	319	493	133	203	415	263	126	874	146	263	1109	582
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		0.97	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	1969	1969	1969	1984	1984	1984	1969	1969	1969
Adj Flow Rate, veh/h	367	567	83	218	446	160	133	920	59	277	1167	382
Peak Hour Factor	0.87	0.87	0.87	0.93	0.93	0.93	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	2	2	2	1	1	1	2	2	2
Cap, veh/h	402	713	499	295	520	408	291	1278	760	349	1268	837
Arrive On Green	0.17	0.19	0.19	0.12	0.14	0.14	0.11	0.34	0.34	0.11	0.34	0.34
Sat Flow, veh/h	1890	3770	1668	1875	3741	1626	1890	3770	1651	1875	3741	1639
Grp Volume(v), veh/h	367	567	83	218	446	160	133	920	59	277	1167	382
Grp Sat Flow(s),veh/h/ln	1890	1885	1668	1875	1870	1626	1890	1885	1651	1875	1870	1639
Q Serve(g_s), s	14.6	14.4	0.0	7.2	11.7	0.0	1.9	21.3	0.0	6.4	30.0	0.0
Cycle Q Clear(g_c), s	14.6	14.4	0.0	7.2	11.7	0.0	1.9	21.3	0.0	6.4	30.0	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	402	713	499	295	520	408	291	1278	760	349	1268	837
V/C Ratio(X)	0.91	0.80	0.17	0.74	0.86	0.39	0.46	0.72	0.08	0.79	0.92	0.46
Avail Cap(c_a), veh/h	402	713	499	295	520	408	291	1278	760	349	1268	837
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.9	38.7	25.9	40.8	42.1	31.3	39.7	28.9	15.2	39.2	31.8	15.7
Incr Delay (d2), s/veh	27.4	9.0	0.7	15.3	16.6	2.8	5.1	3.5	0.2	16.9	12.2	1.8
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	11.0	7.3	1.5	5.9	6.4	3.4	3.3	9.7	0.8	7.6	14.9	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.3	47.7	26.6	56.1	58.7	34.1	44.8	32.4	15.4	56.2	44.0	17.5
LnGrp LOS	E	D	C	E	E	C	D	C	B	E	D	B
Approach Vol, veh/h	1017			824			1112			1826		
Approach Delay, s/veh	52.7			53.2			33.0			40.3		
Approach LOS	D			D			C			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.0	40.0	18.0	25.0	17.0	40.0	23.0	20.0				
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	* 11	* 34	* 12	* 19	* 11	* 34	* 17	* 14				
Max Q Clear Time (g_c+I1), s	8.4	23.3	9.2	16.4	3.9	32.0	16.6	13.7				
Green Ext Time (p_c), s	0.2	4.5	0.2	1.0	0.2	1.5	0.0	0.1				

Intersection Summary

HCM 6th Ctrl Delay	43.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
2: Middlebelt Road & North Driveway

2020 Existing PM Imp
10/21/2020

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↗	↕↕	↗	↗	↕↕↕	
Traffic Vol, veh/h	0	0	3	0	0	3	3	1468	3	3	1971	0
Future Vol, veh/h	0	0	3	0	0	3	3	1468	3	3	1971	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	100	-	40	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	60	60	60	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	1	1	1	2	2	2
Mvmt Flow	0	0	5	0	0	5	3	1545	3	3	2075	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2860	3635	1038	2387	3632	773	2075	0	0	1548	0	0
Stage 1	2081	2081	-	1551	1551	-	-	-	-	-	-	-
Stage 2	779	1554	-	836	2081	-	-	-	-	-	-	-
Critical Hdwy	6.95	6.5	7.1	6.95	6.5	6.9	5.32	-	-	4.14	-	-
Critical Hdwy Stg 1	7.3	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.65	4	3.9	3.65	4	3.3	3.11	-	-	2.22	-	-
Pot Cap-1 Maneuver	12	5	198	26	5	346	116	-	-	424	-	-
Stage 1	35	96	-	119	177	-	-	-	-	-	-	-
Stage 2	349	176	-	309	96	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	12	5	198	25	5	346	116	-	-	424	-	-
Mov Cap-2 Maneuver	12	5	-	25	5	-	-	-	-	-	-	-
Stage 1	34	95	-	116	172	-	-	-	-	-	-	-
Stage 2	335	171	-	299	95	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	23.7		15.6		0.1		0					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)	116	-	-	-	-	198	346	424	-	-		
HCM Lane V/C Ratio	0.027	-	-	-	-	0.025	0.014	0.007	-	-		
HCM Control Delay (s)	36.9	-	-	0	23.7	15.6	13.6	-	-			
HCM Lane LOS	E	-	-	A	C	C	B	-	-			
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0	0	-	-			

HCM 6th TWSC
3: Middlebelt Road & Middle Driveway

2020 Existing PM Imp
10/21/2020

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↵↵		↵↵	↵	↵	↵↵↵
Traffic Vol, veh/h	3	21	1453	1	18	1956
Future Vol, veh/h	3	21	1453	1	18	1956
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	64	64	95	95	95	95
Heavy Vehicles, %	0	0	1	1	2	2
Mvmt Flow	5	33	1529	1	19	2059
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	2391	765	0	0	1530	0
Stage 1	1529	-	-	-	-	-
Stage 2	862	-	-	-	-	-
Critical Hdwy	6.25	6.9	-	-	4.14	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.65	3.3	-	-	2.22	-
Pot Cap-1 Maneuver	41	350	-	-	431	-
Stage 1	165	-	-	-	-	-
Stage 2	352	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	39	350	-	-	431	-
Mov Cap-2 Maneuver	116	-	-	-	-	-
Stage 1	165	-	-	-	-	-
Stage 2	337	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	19.8	0		0.1		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	280	431	-	
HCM Lane V/C Ratio	-	-	0.134	0.044	-	
HCM Control Delay (s)	-	-	19.8	13.7	-	
HCM Lane LOS	-	-	C	B	-	
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-	

4: Middlebelt Road & South Driveway Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.1	2.7	4.9	3.9

HCM 6th TWSC
5: West Driveway & Plymouth Road

2020 Existing PM Imp
10/21/2020

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↱		↱	↑↑	↱		↱↲			↱	
Traffic Vol, veh/h	0	878	24	3	875	3	4	0	17	0	0	2
Future Vol, veh/h	0	878	24	3	875	3	4	0	17	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	25	-	1	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	92	92	92	83	83	83	60	60	60
Heavy Vehicles, %	1	1	1	2	2	2	0	0	0	0	0	0
Mvmt Flow	0	987	27	3	951	3	5	0	20	0	0	3
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	1014	0	0	1483	1961	507	-	1971	476
Stage 1	-	-	-	-	-	-	1001	1001	-	-	957	-
Stage 2	-	-	-	-	-	-	482	960	-	-	1014	-
Critical Hdwy	-	-	-	4.14	-	-	7.5	6.5	6.9	-	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	-	5.5	-
Follow-up Hdwy	-	-	-	2.22	-	-	3.5	4	3.3	-	4	3.3
Pot Cap-1 Maneuver	0	-	-	680	-	-	88	64	516	0	63	541
Stage 1	0	-	-	-	-	-	264	323	-	0	339	-
Stage 2	0	-	-	-	-	-	540	338	-	0	319	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	680	-	-	87	64	516	-	63	541
Mov Cap-2 Maneuver	-	-	-	-	-	-	195	180	-	-	178	-
Stage 1	-	-	-	-	-	-	264	323	-	-	338	-
Stage 2	-	-	-	-	-	-	534	337	-	-	319	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			14.8			11.7		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1					
Capacity (veh/h)	393	-	-	680	-	-	541					
HCM Lane V/C Ratio	0.064	-	-	0.005	-	-	0.006					
HCM Control Delay (s)	14.8	-	-	10.3	-	-	11.7					
HCM Lane LOS	B	-	-	B	-	-	B					
HCM 95th %tile Q(veh)	0.2	-	-	0	-	-	0					

HCM 6th TWSC
6: East Driveway & Plymouth Road

2020 Existing PM Imp
10/21/2020

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	878	4	5	870	12	1	0	1	17	0	10
Future Vol, veh/h	13	878	4	5	870	12	1	0	1	17	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	25	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	91	91	91	60	60	60	86	86	86
Heavy Vehicles, %	1	1	1	2	2	2	0	0	0	4	4	4
Mvmt Flow	15	987	4	5	956	13	2	0	2	20	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	969	0	0	991	0	0	1507	1998	496	1497	1994	485
Stage 1	-	-	-	-	-	-	1019	1019	-	973	973	-
Stage 2	-	-	-	-	-	-	488	979	-	524	1021	-
Critical Hdwy	4.12	-	-	4.14	-	-	7.5	6.5	6.9	7.58	6.58	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.58	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.58	5.58	-
Follow-up Hdwy	2.21	-	-	2.22	-	-	3.5	4	3.3	3.54	4.04	3.34
Pot Cap-1 Maneuver	713	-	-	693	-	-	85	61	525	83	58	523
Stage 1	-	-	-	-	-	-	257	317	-	267	324	-
Stage 2	-	-	-	-	-	-	535	331	-	499	308	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	713	-	-	693	-	-	81	59	525	81	56	523
Mov Cap-2 Maneuver	-	-	-	-	-	-	81	59	-	81	56	-
Stage 1	-	-	-	-	-	-	252	310	-	261	322	-
Stage 2	-	-	-	-	-	-	519	329	-	487	302	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.1			31.3			46.2		
HCM LOS							D			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	140	713	-	-	693	-	-	118
HCM Lane V/C Ratio	0.024	0.02	-	-	0.008	-	-	0.266
HCM Control Delay (s)	31.3	10.2	-	-	10.2	-	-	46.2
HCM Lane LOS	D	B	-	-	B	-	-	E
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	1

Intersection: 1: Middlebelt Road & Plymouth Road

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)	373	294	283	93	175	257	227	201	225	353	319	98
Average Queue (ft)	214	158	133	38	129	160	137	88	105	224	185	32
95th Queue (ft)	373	322	259	79	195	254	218	164	213	319	281	70
Link Distance (ft)		1096	1096			186	186	186		542	542	542
Upstream Blk Time (%)					1	10	4	0				
Queuing Penalty (veh)					0	29	11	1				
Storage Bay Dist (ft)	500			550	150				200			
Storage Blk Time (%)	2	0	0		12	11			0	11		
Queuing Penalty (veh)	6	0	0		25	23			0	14		

Intersection: 1: Middlebelt Road & Plymouth Road

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	266	273	292	250
Average Queue (ft)	193	243	238	117
95th Queue (ft)	282	289	296	209
Link Distance (ft)	205	205	205	205
Upstream Blk Time (%)	21	28	23	1
Queuing Penalty (veh)	102	137	113	5
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Middlebelt Road & North Driveway

Movement	EB	WB	NB	SB
Directions Served	R	LTR	L	T
Maximum Queue (ft)	31	22	34	7
Average Queue (ft)	2	3	4	0
95th Queue (ft)	15	14	21	5
Link Distance (ft)	664	751		482
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			100	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Middlebelt Road & Middle Driveway

Movement	WB	NB	SB	SB	SB
Directions Served	LR	T	L	T	T
Maximum Queue (ft)	45	5	36	137	82
Average Queue (ft)	15	0	11	15	7
95th Queue (ft)	41	4	35	93	57
Link Distance (ft)	755	148		198	198
Upstream Blk Time (%)				0	0
Queuing Penalty (veh)				2	0
Storage Bay Dist (ft)			50		
Storage Blk Time (%)			0	2	
Queuing Penalty (veh)			1	0	

Intersection: 4: Middlebelt Road & South Driveway

Movement	WB	NB	SB	SB	SB	SB
Directions Served	LR	T	LT	T	T	T
Maximum Queue (ft)	58	4	161	208	178	38
Average Queue (ft)	6	0	33	70	54	1
95th Queue (ft)	32	3	125	182	159	18
Link Distance (ft)	750	205	148	148	148	148
Upstream Blk Time (%)			2	4	3	
Queuing Penalty (veh)			9	18	13	
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 5: West Driveway & Plymouth Road

Movement	WB	WB	WB	WB	NB	SB
Directions Served	L	T	T	R	LTR	TR
Maximum Queue (ft)	8	110	37	6	40	30
Average Queue (ft)	0	14	3	0	16	3
95th Queue (ft)	6	75	36	5	42	19
Link Distance (ft)		51	51		362	152
Upstream Blk Time (%)		4	0	0		
Queuing Penalty (veh)		20	2	0		
Storage Bay Dist (ft)	25			1		
Storage Blk Time (%)	0	5	0			
Queuing Penalty (veh)	1	0	0			

Intersection: 6: East Driveway & Plymouth Road

Movement	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	TR	L	T	TR	LTR	LTR
Maximum Queue (ft)	9	8	19	22	18	26	82
Average Queue (ft)	0	0	2	3	1	2	26
95th Queue (ft)	4	4	13	28	16	14	61
Link Distance (ft)		51		1932	1932	365	200
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	25		50				
Storage Blk Time (%)	0			0			
Queuing Penalty (veh)	0			0			

Network Summary

Network wide Queuing Penalty: 534

HCM 6th Signalized Intersection Summary

1: Middlebelt Road & Plymouth Road

2022 Background AM

10/21/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	236	45	61	355	164	145	838	64	119	602	321
Future Volume (veh/h)	160	236	45	61	355	164	145	838	64	119	602	321
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		0.98	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	1875	1875	1875	1860	1860	1860	1969	1969	1969	1891	1891	1891
Adj Flow Rate, veh/h	168	248	20	73	423	70	159	921	34	134	676	182
Peak Hour Factor	0.95	0.95	0.95	0.84	0.84	0.84	0.91	0.91	0.91	0.89	0.89	0.89
Percent Heavy Veh, %	8	8	8	9	9	9	2	2	2	7	7	7
Cap, veh/h	370	673	456	435	668	452	377	1268	771	320	1218	748
Arrive On Green	0.13	0.19	0.19	0.13	0.19	0.19	0.10	0.34	0.34	0.10	0.34	0.34
Sat Flow, veh/h	1786	3563	1582	1771	3533	1568	1875	3741	1640	1801	3593	1595
Grp Volume(v), veh/h	168	248	20	73	423	70	159	921	34	134	676	182
Grp Sat Flow(s),veh/h/ln	1786	1781	1582	1771	1767	1568	1875	1870	1640	1801	1796	1595
Q Serve(g_s), s	0.4	6.1	0.0	0.0	11.0	0.0	0.0	21.6	0.0	0.0	15.3	0.0
Cycle Q Clear(g_c), s	0.4	6.1	0.0	0.0	11.0	0.0	0.0	21.6	0.0	0.0	15.3	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	370	673	456	435	668	452	377	1268	771	320	1218	748
V/C Ratio(X)	0.45	0.37	0.04	0.17	0.63	0.15	0.42	0.73	0.04	0.42	0.56	0.24
Avail Cap(c_a), veh/h	370	673	456	435	668	452	377	1268	771	320	1218	748
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.4	35.3	25.7	29.6	37.4	26.5	33.6	29.0	14.4	37.4	26.9	16.0
Incr Delay (d2), s/veh	4.0	1.5	0.2	0.8	4.5	0.7	3.4	3.7	0.1	4.0	1.8	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	3.9	2.7	0.4	1.5	5.0	1.3	3.8	9.8	0.4	3.3	6.6	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.3	36.9	25.9	30.5	41.9	27.3	37.0	32.6	14.6	41.4	28.7	16.7
LnGrp LOS	D	D	C	C	D	C	D	C	B	D	C	B
Approach Vol, veh/h	436			566			1114			992		
Approach Delay, s/veh	37.7			38.6			32.7			28.2		
Approach LOS	D			D			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	40.0	19.0	25.0	16.0	40.0	19.0	25.0				
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	* 9.9	* 34	* 13	* 19	* 9.9	* 34	* 13	* 19				
Max Q Clear Time (g_c+I1), s	2.0	23.6	2.0	8.1	2.0	17.3	2.4	13.0				
Green Ext Time (p_c), s	0.2	4.4	0.1	1.1	0.2	4.6	0.3	1.4				

Intersection Summary

HCM 6th Ctrl Delay	33.1
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
2: Middlebelt Road & North Driveway

2022 Background AM

10/21/2020

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↗	↕↕	↗	↗↕↕↕		
Traffic Vol, veh/h	1	0	1	0	0	0	0	1165	0	0	1048	3
Future Vol, veh/h	1	0	1	0	0	0	0	1165	0	0	1048	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	100	-	40	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	92	92	92	94	94	94	82	82	82
Heavy Vehicles, %	0	0	0	2	2	2	4	4	4	6	6	6
Mvmt Flow	2	0	2	0	0	0	0	1239	0	0	1278	4
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1900	2519	641	1750	2521	620	1282	0	0	1239	0	0
Stage 1	1280	1280	-	1239	1239	-	-	-	-	-	-	-
Stage 2	620	1239	-	511	1282	-	-	-	-	-	-	-
Critical Hdwy	6.95	6.5	7.1	6.99	6.54	6.94	5.38	-	-	4.22	-	-
Critical Hdwy Stg 1	7.3	5.5	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.65	4	3.9	3.67	4.02	3.32	3.14	-	-	2.26	-	-
Pot Cap-1 Maneuver	57	28	362	70	28	431	280	-	-	536	-	-
Stage 1	131	239	-	182	246	-	-	-	-	-	-	-
Stage 2	434	250	-	483	234	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	57	28	362	70	28	431	280	-	-	536	-	-
Mov Cap-2 Maneuver	57	28	-	70	28	-	-	-	-	-	-	-
Stage 1	131	239	-	182	246	-	-	-	-	-	-	-
Stage 2	434	250	-	481	234	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	42.5		0		0		0					
HCM LOS	E		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)	280	-	-	57	362	-	536	-	-			
HCM Lane V/C Ratio	-	-	-	0.029	0.005	-	-	-	-			
HCM Control Delay (s)	0	-	-	70.1	15	0	0	-	-			
HCM Lane LOS	A	-	-	F	C	A	A	-	-			
HCM 95th %tile Q(veh)	0	-	-	0.1	0	-	0	-	-			

HCM 6th TWSC
3: Middlebelt Road & Middle Driveway

2022 Background AM
10/21/2020

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	9	1156	1	9	1040
Future Vol, veh/h	3	9	1156	1	9	1040
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	94	94	82	82
Heavy Vehicles, %	0	0	4	4	6	6
Mvmt Flow	5	15	1230	1	11	1268
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1759	615	0	0	1231	0
Stage 1	1230	-	-	-	-	-
Stage 2	529	-	-	-	-	-
Critical Hdwy	6.25	6.9	-	-	4.22	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.65	3.3	-	-	2.26	-
Pot Cap-1 Maneuver	100	439	-	-	540	-
Stage 1	238	-	-	-	-	-
Stage 2	528	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	98	439	-	-	540	-
Mov Cap-2 Maneuver	185	-	-	-	-	-
Stage 1	238	-	-	-	-	-
Stage 2	517	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	16.7	0		0.1		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	327	540	-	
HCM Lane V/C Ratio	-	-	0.061	0.02	-	
HCM Control Delay (s)	-	-	16.7	11.8	-	
HCM Lane LOS	-	-	C	B	-	
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-	

4: Middlebelt Road & South Driveway Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	2.9	0.9	2.0

HCM 6th TWSC
5: West Driveway & Plymouth Road

2022 Background AM

10/21/2020

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↱		↱	↑↑	↱		↱↲			↱	
Traffic Vol, veh/h	0	415	4	3	579	0	0	0	3	0	0	1
Future Vol, veh/h	0	415	4	3	579	0	0	0	3	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	25	-	1	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	87	87	87	60	60	60	60	60	60
Heavy Vehicles, %	11	11	11	7	7	7	0	0	0	0	0	0
Mvmt Flow	0	488	5	3	666	0	0	0	5	0	0	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	493	0	0	830	1163	247	-	1165	333
Stage 1	-	-	-	-	-	-	491	491	-	-	672	-
Stage 2	-	-	-	-	-	-	339	672	-	-	493	-
Critical Hdwy	-	-	-	4.24	-	-	7.5	6.5	6.9	-	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	-	5.5	-
Follow-up Hdwy	-	-	-	2.27	-	-	3.5	4	3.3	-	4	3.3
Pot Cap-1 Maneuver	0	-	-	1032	-	-	266	196	759	0	196	669
Stage 1	0	-	-	-	-	-	533	552	-	0	458	-
Stage 2	0	-	-	-	-	-	655	458	-	0	550	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	1032	-	-	265	195	759	-	195	669
Mov Cap-2 Maneuver	-	-	-	-	-	-	386	316	-	-	315	-
Stage 1	-	-	-	-	-	-	533	552	-	-	457	-
Stage 2	-	-	-	-	-	-	651	457	-	-	550	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			9.8			10.4		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1					
Capacity (veh/h)	759	-	-	1032	-	-	669					
HCM Lane V/C Ratio	0.007	-	-	0.003	-	-	0.002					
HCM Control Delay (s)	9.8	-	-	8.5	-	-	10.4					
HCM Lane LOS	A	-	-	A	-	-	B					
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0					

HCM 6th TWSC
6: East Driveway & Plymouth Road

2022 Background AM

10/21/2020

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	418	0	0	578	1	0	0	1	0	0	4
Future Vol, veh/h	0	418	0	0	578	1	0	0	1	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	25	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	85	85	85	60	60	60	75	75	75
Heavy Vehicles, %	10	10	10	7	7	7	0	0	0	67	67	67
Mvmt Flow	0	486	0	0	680	1	0	0	2	0	0	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	681	0	0	486	0	0	826	1167	243	924	1167	341
Stage 1	-	-	-	-	-	-	486	486	-	681	681	-
Stage 2	-	-	-	-	-	-	340	681	-	243	486	-
Critical Hdwy	4.3	-	-	4.24	-	-	7.5	6.5	6.9	8.84	7.84	8.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	7.84	6.84	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	7.84	6.84	-
Follow-up Hdwy	2.3	-	-	2.27	-	-	3.5	4	3.3	4.17	4.67	3.97
Pot Cap-1 Maneuver	856	-	-	1039	-	-	268	195	764	145	118	498
Stage 1	-	-	-	-	-	-	537	554	-	283	318	-
Stage 2	-	-	-	-	-	-	654	453	-	583	413	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	856	-	-	1039	-	-	265	195	764	145	118	498
Mov Cap-2 Maneuver	-	-	-	-	-	-	265	195	-	145	118	-
Stage 1	-	-	-	-	-	-	537	554	-	283	318	-
Stage 2	-	-	-	-	-	-	647	453	-	582	413	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			9.7			12.3		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	764	856	-	-	1039	-	-	498				
HCM Lane V/C Ratio	0.002	-	-	-	-	-	-	0.011				
HCM Control Delay (s)	9.7	0	-	-	0	-	-	12.3				
HCM Lane LOS	A	A	-	-	A	-	-	B				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0				

Intersection: 1: Middlebelt Road & Plymouth Road

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)	207	160	144	63	139	207	184	126	224	361	339	45
Average Queue (ft)	97	82	53	15	38	112	101	48	107	223	180	13
95th Queue (ft)	174	139	111	44	93	178	163	98	217	322	284	32
Link Distance (ft)		1096	1096			186	186	186		542	542	542
Upstream Blk Time (%)					0	1	0					
Queuing Penalty (veh)					0	1	0					
Storage Bay Dist (ft)	500			550	150				200			
Storage Blk Time (%)						2			0	11		
Queuing Penalty (veh)						1			1	15		

Intersection: 1: Middlebelt Road & Plymouth Road

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	186	251	225	166
Average Queue (ft)	81	155	129	66
95th Queue (ft)	155	232	206	125
Link Distance (ft)	205	205	205	205
Upstream Blk Time (%)	0	2	1	0
Queuing Penalty (veh)	1	5	2	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Middlebelt Road & North Driveway

Movement	EB	EB
Directions Served	LT	R
Maximum Queue (ft)	23	20
Average Queue (ft)	1	1
95th Queue (ft)	10	10
Link Distance (ft)	664	664
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Middlebelt Road & Middle Driveway

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	30	30
Average Queue (ft)	10	5
95th Queue (ft)	31	23
Link Distance (ft)	755	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		50
Storage Blk Time (%)		0
Queuing Penalty (veh)		0

Intersection: 4: Middlebelt Road & South Driveway

Movement	SB
Directions Served	T
Maximum Queue (ft)	23
Average Queue (ft)	1
95th Queue (ft)	13
Link Distance (ft)	148
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: West Driveway & Plymouth Road

Movement	WB	WB	NB	SB
Directions Served	L	T	LTR	TR
Maximum Queue (ft)	8	10	26	25
Average Queue (ft)	0	0	3	2
95th Queue (ft)	4	0	17	13
Link Distance (ft)		51	362	152
Upstream Blk Time (%)		0		
Queuing Penalty (veh)		0		
Storage Bay Dist (ft)	25			
Storage Blk Time (%)	0	0		
Queuing Penalty (veh)	0	0		

Intersection: 6: East Driveway & Plymouth Road

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	30	59
Average Queue (ft)	1	6
95th Queue (ft)	12	33
Link Distance (ft)	365	200
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 27

HCM 6th Signalized Intersection Summary

1: Middlebelt Road & Plymouth Road

2022 Background PM

10/21/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	322	498	134	205	419	266	127	883	147	266	1120	588
Future Volume (veh/h)	322	498	134	205	419	266	127	883	147	266	1120	588
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		0.97	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	1969	1969	1969	1984	1984	1984	1969	1969	1969
Adj Flow Rate, veh/h	370	572	83	220	451	162	134	929	59	280	1179	386
Peak Hour Factor	0.87	0.87	0.87	0.93	0.93	0.93	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	2	2	2	1	1	1	2	2	2
Cap, veh/h	401	713	499	295	520	408	290	1278	760	346	1268	837
Arrive On Green	0.17	0.19	0.19	0.12	0.14	0.14	0.11	0.34	0.34	0.11	0.34	0.34
Sat Flow, veh/h	1890	3770	1668	1875	3741	1626	1890	3770	1651	1875	3741	1639
Grp Volume(v), veh/h	370	572	83	220	451	162	134	929	59	280	1179	386
Grp Sat Flow(s),veh/h/ln	1890	1885	1668	1875	1870	1626	1890	1885	1651	1875	1870	1639
Q Serve(g_s), s	14.9	14.5	0.0	7.4	11.8	0.0	2.0	21.6	0.0	6.7	30.4	0.0
Cycle Q Clear(g_c), s	14.9	14.5	0.0	7.4	11.8	0.0	2.0	21.6	0.0	6.7	30.4	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	401	713	499	295	520	408	290	1278	760	346	1268	837
V/C Ratio(X)	0.92	0.80	0.17	0.75	0.87	0.40	0.46	0.73	0.08	0.81	0.93	0.46
Avail Cap(c_a), veh/h	401	713	499	295	520	408	290	1278	760	346	1268	837
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.0	38.8	25.9	40.8	42.1	31.3	39.8	29.0	15.2	39.5	31.9	15.7
Incr Delay (d2), s/veh	29.1	9.3	0.7	15.7	17.5	2.9	5.2	3.6	0.2	18.1	13.2	1.8
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	11.3	7.4	1.5	6.0	6.5	3.5	3.3	9.9	0.8	7.7	15.2	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.1	48.1	26.6	56.6	59.7	34.2	45.1	32.6	15.4	57.6	45.1	17.6
LnGrp LOS	E	D	C	E	E	C	D	C	B	E	D	B
Approach Vol, veh/h	1025			833			1122			1845		
Approach Delay, s/veh	53.6			53.9			33.2			41.3		
Approach LOS	D			D			C			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.0	40.0	18.0	25.0	17.0	40.0	23.0	20.0				
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	* 11	* 34	* 12	* 19	* 11	* 34	* 17	* 14				
Max Q Clear Time (g_c+I1), s	8.7	23.6	9.4	16.5	4.0	32.4	16.9	13.8				
Green Ext Time (p_c), s	0.2	4.5	0.1	0.9	0.2	1.2	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay 44.2

HCM 6th LOS D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
2: Middlebelt Road & North Driveway

2022 Background PM
10/21/2020

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↗	↕↕	↗	↗	↕↕↕	
Traffic Vol, veh/h	0	0	3	0	0	3	3	1483	3	3	1991	0
Future Vol, veh/h	0	0	3	0	0	3	3	1483	3	3	1991	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	100	-	40	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	60	60	60	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	1	1	1	2	2	2
Mvmt Flow	0	0	5	0	0	5	3	1561	3	3	2096	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2889	3672	1048	2411	3669	781	2096	0	0	1564	0	0
Stage 1	2102	2102	-	1567	1567	-	-	-	-	-	-	-
Stage 2	787	1570	-	844	2102	-	-	-	-	-	-	-
Critical Hdwy	6.95	6.5	7.1	6.95	6.5	6.9	5.32	-	-	4.14	-	-
Critical Hdwy Stg 1	7.3	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.65	4	3.9	3.65	4	3.3	3.11	-	-	2.22	-	-
Pot Cap-1 Maneuver	12	5	195	25	5	342	113	-	-	418	-	-
Stage 1	34	94	-	116	173	-	-	-	-	-	-	-
Stage 2	346	173	-	305	94	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	12	5	195	24	5	342	113	-	-	418	-	-
Mov Cap-2 Maneuver	12	5	-	24	5	-	-	-	-	-	-	-
Stage 1	33	93	-	113	168	-	-	-	-	-	-	-
Stage 2	332	168	-	295	93	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	23.9		15.7		0.1		0					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)	113	-	-	-	195	342	418	-	-			
HCM Lane V/C Ratio	0.028	-	-	-	0.026	0.015	0.008	-	-			
HCM Control Delay (s)	37.8	-	-	0	23.9	15.7	13.7	-	-			
HCM Lane LOS	E	-	-	A	C	C	B	-	-			
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0	0	-	-			

HCM 6th TWSC
3: Middlebelt Road & Middle Driveway

2022 Background PM

10/21/2020

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	21	1468	1	18	1976
Future Vol, veh/h	3	21	1468	1	18	1976
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	64	64	95	95	95	95
Heavy Vehicles, %	0	0	1	1	2	2
Mvmt Flow	5	33	1545	1	19	2080
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	2415	773	0	0	1546	0
Stage 1	1545	-	-	-	-	-
Stage 2	870	-	-	-	-	-
Critical Hdwy	6.25	6.9	-	-	4.14	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.65	3.3	-	-	2.22	-
Pot Cap-1 Maneuver	40	346	-	-	425	-
Stage 1	162	-	-	-	-	-
Stage 2	348	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	38	346	-	-	425	-
Mov Cap-2 Maneuver	114	-	-	-	-	-
Stage 1	162	-	-	-	-	-
Stage 2	332	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	20.1	0		0.1		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	276	425	-	
HCM Lane V/C Ratio	-	-	0.136	0.045	-	
HCM Control Delay (s)	-	-	20.1	13.9	-	
HCM Lane LOS	-	-	C	B	-	
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-	

4: Middlebelt Road & South Driveway Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	2.8	2.7	6.0	4.6

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↱		↱	↑↑	↱		↱↱			↱	
Traffic Vol, veh/h	0	887	24	3	884	3	4	0	17	0	0	2
Future Vol, veh/h	0	887	24	3	884	3	4	0	17	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	25	-	1	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	92	92	92	83	83	83	60	60	60
Heavy Vehicles, %	1	1	1	2	2	2	0	0	0	0	0	0
Mvmt Flow	0	997	27	3	961	3	5	0	20	0	0	3
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	1024	0	0	1498	1981	512	-	1991	481
Stage 1	-	-	-	-	-	-	1011	1011	-	-	967	-
Stage 2	-	-	-	-	-	-	487	970	-	-	1024	-
Critical Hdwy	-	-	-	4.14	-	-	7.5	6.5	6.9	-	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	-	5.5	-
Follow-up Hdwy	-	-	-	2.22	-	-	3.5	4	3.3	-	4	3.3
Pot Cap-1 Maneuver	0	-	-	674	-	-	86	62	512	0	61	537
Stage 1	0	-	-	-	-	-	260	320	-	0	335	-
Stage 2	0	-	-	-	-	-	536	334	-	0	315	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	674	-	-	85	62	512	-	61	537
Mov Cap-2 Maneuver	-	-	-	-	-	-	192	177	-	-	175	-
Stage 1	-	-	-	-	-	-	260	320	-	-	334	-
Stage 2	-	-	-	-	-	-	530	333	-	-	315	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			14.9			11.7		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1					
Capacity (veh/h)	389	-	-	674	-	-	537					
HCM Lane V/C Ratio	0.065	-	-	0.005	-	-	0.006					
HCM Control Delay (s)	14.9	-	-	10.4	-	-	11.7					
HCM Lane LOS	B	-	-	B	-	-	B					
HCM 95th %tile Q(veh)	0.2	-	-	0	-	-	0					

HCM 6th TWSC
6: East Driveway & Plymouth Road

2022 Background PM

10/21/2020

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	887	4	5	879	12	1	0	1	17	0	10
Future Vol, veh/h	13	887	4	5	879	12	1	0	1	17	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	25	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	91	91	91	60	60	60	86	86	86
Heavy Vehicles, %	1	1	1	2	2	2	0	0	0	4	4	4
Mvmt Flow	15	997	4	5	966	13	2	0	2	20	0	12
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	979	0	0	1001	0	0	1522	2018	501	1512	2014	490
Stage 1	-	-	-	-	-	-	1029	1029	-	983	983	-
Stage 2	-	-	-	-	-	-	493	989	-	529	1031	-
Critical Hdwy	4.12	-	-	4.14	-	-	7.5	6.5	6.9	7.58	6.58	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.58	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.58	5.58	-
Follow-up Hdwy	2.21	-	-	2.22	-	-	3.5	4	3.3	3.54	4.04	3.34
Pot Cap-1 Maneuver	707	-	-	687	-	-	83	59	521	81	57	519
Stage 1	-	-	-	-	-	-	254	314	-	263	321	-
Stage 2	-	-	-	-	-	-	532	327	-	496	304	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	707	-	-	687	-	-	79	57	521	79	55	519
Mov Cap-2 Maneuver	-	-	-	-	-	-	79	57	-	79	55	-
Stage 1	-	-	-	-	-	-	249	307	-	257	319	-
Stage 2	-	-	-	-	-	-	516	325	-	484	298	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.1			31.9			47.7		
HCM LOS							D			E		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	137	707	-	-	687	-	-	115				
HCM Lane V/C Ratio	0.024	0.021	-	-	0.008	-	-	0.273				
HCM Control Delay (s)	31.9	10.2	-	-	10.3	-	-	47.7				
HCM Lane LOS	D	B	-	-	B	-	-	E				
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	1				

Intersection: 1: Middlebelt Road & Plymouth Road

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)	390	296	226	124	175	250	218	188	224	383	321	105
Average Queue (ft)	199	150	132	40	127	159	132	86	107	230	189	34
95th Queue (ft)	361	247	203	90	194	257	209	163	211	334	286	77
Link Distance (ft)		1096	1096			186	186	186		542	542	542
Upstream Blk Time (%)					1	10	2	1				
Queuing Penalty (veh)					0	31	7	3				
Storage Bay Dist (ft)	500			550	150				200			
Storage Blk Time (%)	0				12	10			0	12		
Queuing Penalty (veh)	1				26	21			1	16		

Intersection: 1: Middlebelt Road & Plymouth Road

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	268	284	286	252
Average Queue (ft)	202	246	240	131
95th Queue (ft)	296	285	288	225
Link Distance (ft)	205	205	205	205
Upstream Blk Time (%)	28	29	24	1
Queuing Penalty (veh)	139	141	118	6
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Middlebelt Road & North Driveway

Movement	EB	WB	NB	NB	SB	SB
Directions Served	R	LTR	L	T	T	T
Maximum Queue (ft)	30	25	27	8	50	39
Average Queue (ft)	3	2	3	0	3	1
95th Queue (ft)	17	13	16	6	38	31
Link Distance (ft)	664	751		198	482	482
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			100			
Storage Blk Time (%)				0	0	
Queuing Penalty (veh)				0	0	

Intersection: 3: Middlebelt Road & Middle Driveway

Movement	WB	SB	SB	SB
Directions Served	LR	L	T	T
Maximum Queue (ft)	49	49	124	87
Average Queue (ft)	15	15	25	13
95th Queue (ft)	41	42	126	77
Link Distance (ft)	755		198	198
Upstream Blk Time (%)			1	0
Queuing Penalty (veh)			6	1
Storage Bay Dist (ft)		50		
Storage Blk Time (%)		0	4	
Queuing Penalty (veh)		3	1	

Intersection: 4: Middlebelt Road & South Driveway

Movement	WB	NB	NB	SB	SB	SB	SB
Directions Served	LR	T	T	LT	T	T	T
Maximum Queue (ft)	55	34	39	194	192	179	27
Average Queue (ft)	5	2	3	53	76	57	1
95th Queue (ft)	28	39	39	175	194	172	16
Link Distance (ft)	750	205	205	148	148	148	148
Upstream Blk Time (%)		0	0	7	4	3	
Queuing Penalty (veh)		0	0	33	21	14	
Storage Bay Dist (ft)							
Storage Blk Time (%)			0				
Queuing Penalty (veh)			0				

Intersection: 5: West Driveway & Plymouth Road

Movement	EB	EB	WB	WB	WB	NB	SB
Directions Served	T	TR	L	T	T	LTR	TR
Maximum Queue (ft)	8	8	19	112	25	61	34
Average Queue (ft)	0	0	1	17	1	21	5
95th Queue (ft)	6	5	9	85	14	64	23
Link Distance (ft)	186	186		51	51	362	152
Upstream Blk Time (%)				4	0		
Queuing Penalty (veh)				19	1		
Storage Bay Dist (ft)			25				
Storage Blk Time (%)			0	6	0		
Queuing Penalty (veh)			1	0	0		

Intersection: 6: East Driveway & Plymouth Road

Movement	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	TR	L	T	TR	LTR	LTR
Maximum Queue (ft)	10	4	23	38	19	38	56
Average Queue (ft)	0	0	2	5	1	4	20
95th Queue (ft)	4	3	12	42	15	20	49
Link Distance (ft)		51		1932	1932	365	200
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	25		50				
Storage Blk Time (%)	0			1			
Queuing Penalty (veh)	0			0			

Network Summary

Network wide Queuing Penalty: 609

HCM 6th Signalized Intersection Summary

1: Middlebelt Road & Plymouth Road

2022 Future AM
10/22/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	248	45	72	382	164	145	870	81	119	614	321
Future Volume (veh/h)	169	248	45	72	382	164	145	870	81	119	614	321
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		0.98	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	1875	1875	1875	1860	1860	1860	1969	1969	1969	1891	1891	1891
Adj Flow Rate, veh/h	178	261	20	86	455	70	159	956	53	134	690	182
Peak Hour Factor	0.95	0.95	0.95	0.84	0.84	0.84	0.91	0.91	0.91	0.89	0.89	0.89
Percent Heavy Veh, %	8	8	8	9	9	9	2	2	2	7	7	7
Cap, veh/h	360	673	456	430	668	452	373	1268	771	310	1218	748
Arrive On Green	0.13	0.19	0.19	0.13	0.19	0.19	0.10	0.34	0.34	0.10	0.34	0.34
Sat Flow, veh/h	1786	3563	1582	1771	3533	1568	1875	3741	1640	1801	3593	1595
Grp Volume(v), veh/h	178	261	20	86	455	70	159	956	53	134	690	182
Grp Sat Flow(s),veh/h/ln	1786	1781	1582	1771	1767	1568	1875	1870	1640	1801	1796	1595
Q Serve(g_s), s	1.6	6.4	0.0	0.0	12.0	0.0	0.0	22.7	0.0	0.0	15.7	0.0
Cycle Q Clear(g_c), s	1.6	6.4	0.0	0.0	12.0	0.0	0.0	22.7	0.0	0.0	15.7	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	360	673	456	430	668	452	373	1268	771	310	1218	748
V/C Ratio(X)	0.49	0.39	0.04	0.20	0.68	0.15	0.43	0.75	0.07	0.43	0.57	0.24
Avail Cap(c_a), veh/h	360	673	456	430	668	452	373	1268	771	310	1218	748
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.9	35.5	25.7	30.4	37.7	26.5	34.0	29.3	14.6	38.1	27.0	16.0
Incr Delay (d2), s/veh	4.8	1.7	0.2	1.0	5.5	0.7	3.5	4.2	0.2	4.3	1.9	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	4.2	2.9	0.4	1.8	5.5	1.3	3.8	10.4	0.7	3.3	6.7	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.7	37.2	25.9	31.4	43.3	27.3	37.5	33.5	14.8	42.4	29.0	16.7
LnGrp LOS	D	D	C	C	D	C	D	C	B	D	C	B
Approach Vol, veh/h	459			611			1168			1006		
Approach Delay, s/veh	38.4			39.8			33.2			28.5		
Approach LOS	D			D			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	40.0	19.0	25.0	16.0	40.0	19.0	25.0				
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	* 9.9	* 34	* 13	* 19	* 9.9	* 34	* 13	* 19				
Max Q Clear Time (g_c+I1), s	2.0	24.7	2.0	8.4	2.0	17.7	3.6	14.0				
Green Ext Time (p_c), s	0.2	4.3	0.1	1.1	0.2	4.6	0.3	1.3				

Intersection Summary

HCM 6th Ctrl Delay 33.7
HCM 6th LOS C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
2: Middlebelt Road & North Driveway

2022 Future AM
10/22/2020

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↗	↕↕	↗	↗	↕↕↕	
Traffic Vol, veh/h	1	0	1	1	0	4	0	1199	5	5	1092	3
Future Vol, veh/h	1	0	1	1	0	4	0	1199	5	5	1092	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	100	-	40	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	92	92	92	94	94	94	82	82	82
Heavy Vehicles, %	0	0	0	2	2	2	4	4	4	6	6	6
Mvmt Flow	2	0	2	1	0	4	0	1276	5	6	1332	4
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1984	2627	668	1821	2624	638	1336	0	0	1281	0	0
Stage 1	1346	1346	-	1276	1276	-	-	-	-	-	-	-
Stage 2	638	1281	-	545	1348	-	-	-	-	-	-	-
Critical Hdwy	6.95	6.5	7.1	6.99	6.54	6.94	5.38	-	-	4.22	-	-
Critical Hdwy Stg 1	7.3	5.5	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.65	4	3.9	3.67	4.02	3.32	3.14	-	-	2.26	-	-
Pot Cap-1 Maneuver	50	24	347	63	24	419	264	-	-	516	-	-
Stage 1	118	222	-	173	236	-	-	-	-	-	-	-
Stage 2	423	238	-	461	218	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	49	24	347	62	24	419	264	-	-	516	-	-
Mov Cap-2 Maneuver	49	24	-	62	24	-	-	-	-	-	-	-
Stage 1	118	219	-	173	236	-	-	-	-	-	-	-
Stage 2	419	238	-	453	215	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	48.2		24		0		0.1					
HCM LOS	E		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)	264	-	-	49	347	195	516	-	-			
HCM Lane V/C Ratio	-	-	-	0.034	0.005	0.028	0.012	-	-			
HCM Control Delay (s)	0	-	-	81	15.4	24	12.1	-	-			
HCM Lane LOS	A	-	-	F	C	C	B	-	-			
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0.1	0	-	-			

HCM 6th TWSC

3: Middlebelt Road & Middle Driveway

2022 Future AM
10/22/2020

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	34	1170	27	36	1058
Future Vol, veh/h	13	34	1170	27	36	1058
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	94	94	82	82
Heavy Vehicles, %	0	0	4	4	6	6
Mvmt Flow	22	57	1245	29	44	1290
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1849	623	0	0	1274	0
Stage 1	1245	-	-	-	-	-
Stage 2	604	-	-	-	-	-
Critical Hdwy	6.25	6.9	-	-	4.22	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.65	3.3	-	-	2.26	-
Pot Cap-1 Maneuver	88	434	-	-	520	-
Stage 1	234	-	-	-	-	-
Stage 2	482	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	81	434	-	-	520	-
Mov Cap-2 Maneuver	172	-	-	-	-	-
Stage 1	234	-	-	-	-	-
Stage 2	441	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	20.8	0		0.4		
HCM LOS	C					
Minor Lane/Major Mvmt		NBT	NBRWBLn1	SBL	SBT	
Capacity (veh/h)		-	-	305	520	-
HCM Lane V/C Ratio		-	-	0.257	0.084	-
HCM Control Delay (s)		-	-	20.8	12.6	-
HCM Lane LOS		-	-	C	B	-
HCM 95th %tile Q(veh)		-	-	1	0.3	-

4: Middlebelt Road & South Driveway Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	7.1	3.0	1.4	2.3

HCM 6th TWSC
5: West Driveway & Plymouth Road

2022 Future AM
10/22/2020

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↱		↱	↑↑	↱		↱↲			↱	
Traffic Vol, veh/h	0	444	4	3	593	18	0	0	3	0	0	25
Future Vol, veh/h	0	444	4	3	593	18	0	0	3	0	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	25	-	1	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	87	87	87	60	60	60	60	60	60
Heavy Vehicles, %	11	11	11	7	7	7	0	0	0	0	0	0
Mvmt Flow	0	522	5	3	682	21	0	0	5	0	0	42
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	527	0	0	872	1234	264	-	1215	341
Stage 1	-	-	-	-	-	-	525	525	-	-	688	-
Stage 2	-	-	-	-	-	-	347	709	-	-	527	-
Critical Hdwy	-	-	-	4.24	-	-	7.5	6.5	6.9	-	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	-	5.5	-
Follow-up Hdwy	-	-	-	2.27	-	-	3.5	4	3.3	-	4	3.3
Pot Cap-1 Maneuver	0	-	-	1002	-	-	248	178	741	0	183	661
Stage 1	0	-	-	-	-	-	509	533	-	0	450	-
Stage 2	0	-	-	-	-	-	648	440	-	0	532	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	1002	-	-	232	177	741	-	182	661
Mov Cap-2 Maneuver	-	-	-	-	-	-	357	299	-	-	304	-
Stage 1	-	-	-	-	-	-	509	533	-	-	449	-
Stage 2	-	-	-	-	-	-	605	439	-	-	532	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			9.9			10.8		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1					
Capacity (veh/h)	741	-	-	1002	-	-	661					
HCM Lane V/C Ratio	0.007	-	-	0.003	-	-	0.063					
HCM Control Delay (s)	9.9	-	-	8.6	-	-	10.8					
HCM Lane LOS	A	-	-	A	-	-	B					
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0.2					

HCM 6th TWSC
6: East Driveway & Plymouth Road

2022 Future AM
10/22/2020

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	34	413	0	0	585	21	0	0	1	18	0	29
Future Vol, veh/h	34	413	0	0	585	21	0	0	1	18	0	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	25	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	85	85	85	60	60	60	75	75	75
Heavy Vehicles, %	10	10	10	7	7	7	0	0	0	67	67	67
Mvmt Flow	40	480	0	0	688	25	0	0	2	24	0	39
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	713	0	0	480	0	0	904	1273	240	1021	1261	357
Stage 1	-	-	-	-	-	-	560	560	-	701	701	-
Stage 2	-	-	-	-	-	-	344	713	-	320	560	-
Critical Hdwy	4.3	-	-	4.24	-	-	7.5	6.5	6.9	8.84	7.84	8.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	7.84	6.84	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	7.84	6.84	-
Follow-up Hdwy	2.3	-	-	2.27	-	-	3.5	4	3.3	4.17	4.67	3.97
Pot Cap-1 Maneuver	832	-	-	1044	-	-	235	169	767	120	100	485
Stage 1	-	-	-	-	-	-	485	514	-	274	310	-
Stage 2	-	-	-	-	-	-	650	438	-	515	374	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	832	-	-	1044	-	-	208	161	767	115	95	485
Mov Cap-2 Maneuver	-	-	-	-	-	-	208	161	-	115	95	-
Stage 1	-	-	-	-	-	-	462	489	-	261	310	-
Stage 2	-	-	-	-	-	-	598	438	-	489	356	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0			9.7			28.2		
HCM LOS							A			D		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	767	832	-	-	1044	-	-	217				
HCM Lane V/C Ratio	0.002	0.048	-	-	-	-	-	0.289				
HCM Control Delay (s)	9.7	9.5	-	-	0	-	-	28.2				
HCM Lane LOS	A	A	-	-	A	-	-	D				
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	1.1				

Intersection: 1: Middlebelt Road & Plymouth Road

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)	201	179	153	65	150	210	198	116	224	394	358	48
Average Queue (ft)	94	92	58	15	48	117	112	46	102	223	188	15
95th Queue (ft)	171	150	118	42	108	183	177	92	207	337	298	36
Link Distance (ft)		1096	1096			186	186	186		542	542	542
Upstream Blk Time (%)						1	1					
Queuing Penalty (veh)						2	2					
Storage Bay Dist (ft)	500			550	150				200			
Storage Blk Time (%)					0	4			0	10		
Queuing Penalty (veh)					0	3			1	15		

Intersection: 1: Middlebelt Road & Plymouth Road

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	153	258	237	165
Average Queue (ft)	75	160	137	67
95th Queue (ft)	135	237	213	128
Link Distance (ft)	205	205	205	205
Upstream Blk Time (%)		2	1	0
Queuing Penalty (veh)		5	2	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Middlebelt Road & North Driveway

Movement	EB	EB	WB
Directions Served	LT	R	LTR
Maximum Queue (ft)	34	15	26
Average Queue (ft)	2	1	4
95th Queue (ft)	15	10	19
Link Distance (ft)	664	664	751
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Middlebelt Road & Middle Driveway

Movement	WB	NB	SB	SB
Directions Served	LR	T	L	T
Maximum Queue (ft)	67	8	56	13
Average Queue (ft)	26	0	17	0
95th Queue (ft)	54	5	47	10
Link Distance (ft)	755	148		198
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			50	
Storage Blk Time (%)			1	0
Queuing Penalty (veh)			5	0

Intersection: 4: Middlebelt Road & South Driveway

Movement	WB	NB	NB	SB	SB	SB
Directions Served	LR	T	R	LT	T	T
Maximum Queue (ft)	53	8	7	73	60	9
Average Queue (ft)	23	0	0	21	5	0
95th Queue (ft)	49	6	5	58	29	7
Link Distance (ft)	750	205		148	148	148
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			85			
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 5: West Driveway & Plymouth Road

Movement	WB	WB	WB	NB	SB
Directions Served	L	T	R	LTR	TR
Maximum Queue (ft)	12	3	22	31	51
Average Queue (ft)	1	0	2	3	17
95th Queue (ft)	8	2	13	18	45
Link Distance (ft)		51		362	152
Upstream Blk Time (%)			0		
Queuing Penalty (veh)			0		
Storage Bay Dist (ft)	25		1		
Storage Blk Time (%)	0		0		
Queuing Penalty (veh)	0		0		

Intersection: 6: East Driveway & Plymouth Road

Movement	EB	EB	WB	NB	SB
Directions Served	L	T	TR	LTR	LTR
Maximum Queue (ft)	37	15	10	26	123
Average Queue (ft)	3	1	0	1	47
95th Queue (ft)	17	9	6	11	98
Link Distance (ft)		51	1932	365	200
Upstream Blk Time (%)	0	0			0
Queuing Penalty (veh)	0	0			0
Storage Bay Dist (ft)	25				
Storage Blk Time (%)	0	0			
Queuing Penalty (veh)	1	0			

Network Summary

Network wide Queuing Penalty: 35

HCM 6th Signalized Intersection Summary

1: Middlebelt Road & Plymouth Road

2022 Future PM
10/22/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	330	509	134	220	443	266	127	903	150	266	1135	588
Future Volume (veh/h)	330	509	134	220	443	266	127	903	150	266	1135	588
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		0.97	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	1969	1969	1969	1984	1984	1984	1969	1969	1969
Adj Flow Rate, veh/h	379	585	83	237	476	162	134	951	62	280	1195	386
Peak Hour Factor	0.87	0.87	0.87	0.93	0.93	0.93	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	2	2	2	1	1	1	2	2	2
Cap, veh/h	395	713	499	295	520	408	287	1278	760	341	1268	837
Arrive On Green	0.17	0.19	0.19	0.12	0.14	0.14	0.11	0.34	0.34	0.11	0.34	0.34
Sat Flow, veh/h	1890	3770	1668	1875	3741	1626	1890	3770	1651	1875	3741	1639
Grp Volume(v), veh/h	379	585	83	237	476	162	134	951	62	280	1195	386
Grp Sat Flow(s),veh/h/ln	1890	1885	1668	1875	1870	1626	1890	1885	1651	1875	1870	1639
Q Serve(g_s), s	15.8	14.9	0.0	8.4	12.6	0.0	2.2	22.3	0.0	7.1	31.0	0.0
Cycle Q Clear(g_c), s	15.8	14.9	0.0	8.4	12.6	0.0	2.2	22.3	0.0	7.1	31.0	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	395	713	499	295	520	408	287	1278	760	341	1268	837
V/C Ratio(X)	0.96	0.82	0.17	0.80	0.92	0.40	0.47	0.74	0.08	0.82	0.94	0.46
Avail Cap(c_a), veh/h	395	713	499	295	520	408	287	1278	760	341	1268	837
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.5	38.9	25.9	41.2	42.5	31.3	39.9	29.2	15.3	39.8	32.1	15.7
Incr Delay (d2), s/veh	36.2	10.3	0.7	20.2	23.3	2.9	5.4	4.0	0.2	19.5	14.8	1.8
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	12.3	7.6	1.5	6.8	7.3	3.5	3.3	10.3	0.8	7.9	15.8	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.7	49.2	26.6	61.5	65.7	34.2	45.3	33.2	15.5	59.3	46.9	17.6
LnGrp LOS	E	D	C	E	E	C	D	C	B	E	D	B
Approach Vol, veh/h	1047			875			1147			1861		
Approach Delay, s/veh	57.0			58.7			33.6			42.7		
Approach LOS	E			E			C			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.0	40.0	18.0	25.0	17.0	40.0	23.0	20.0				
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	* 11	* 34	* 12	* 19	* 11	* 34	* 17	* 14				
Max Q Clear Time (g_c+I1), s	9.1	24.3	10.4	16.9	4.2	33.0	17.8	14.6				
Green Ext Time (p_c), s	0.2	4.4	0.1	0.8	0.2	0.7	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay 46.5
HCM 6th LOS D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
2: Middlebelt Road & North Driveway

2022 Future PM
10/22/2020

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↖	↕↕	↖	↖	↕↕↕	
Traffic Vol, veh/h	0	0	3	1	0	6	3	1511	6	7	2027	0
Future Vol, veh/h	0	0	3	1	0	6	3	1511	6	7	2027	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	100	-	40	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	60	60	60	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	1	1	1	2	2	2
Mvmt Flow	0	0	5	2	0	10	3	1591	6	7	2134	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2950	3751	1067	2465	3745	796	2134	0	0	1597	0	0
Stage 1	2148	2148	-	1597	1597	-	-	-	-	-	-	-
Stage 2	802	1603	-	868	2148	-	-	-	-	-	-	-
Critical Hdwy	6.95	6.5	7.1	6.95	6.5	6.9	5.32	-	-	4.14	-	-
Critical Hdwy Stg 1	7.3	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.65	4	3.9	3.65	4	3.3	3.11	-	-	2.22	-	-
Pot Cap-1 Maneuver	10	4	190	23	4	334	108	-	-	406	-	-
Stage 1	31	89	-	111	168	-	-	-	-	-	-	-
Stage 2	339	167	-	295	89	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	9	4	190	22	4	334	108	-	-	406	-	-
Mov Cap-2 Maneuver	9	4	-	22	4	-	-	-	-	-	-	-
Stage 1	30	87	-	108	163	-	-	-	-	-	-	-
Stage 2	320	162	-	282	87	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	24.5		41.6		0.1		0					
HCM LOS	C		E									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)	108	-	-	-	-	190	110	406	-	-		
HCM Lane V/C Ratio	0.029	-	-	-	-	0.026	0.106	0.018	-	-		
HCM Control Delay (s)	39.3	-	-	0	24.5	41.6	14	-	-			
HCM Lane LOS	E	-	-	A	C	E	B	-	-			
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0.3	0.1	-	-			

HCM 6th TWSC
3: Middlebelt Road & Middle Driveway

2022 Future PM
10/22/2020

Intersection						
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	29	54	1466	32	55	1976
Future Vol, veh/h	29	54	1466	32	55	1976
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	64	64	95	95	95	95
Heavy Vehicles, %	0	0	1	1	2	2
Mvmt Flow	45	84	1543	34	58	2080
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	2491	772	0	0	1577	0
Stage 1	1543	-	-	-	-	-
Stage 2	948	-	-	-	-	-
Critical Hdwy	6.25	6.9	-	-	4.14	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.65	3.3	-	-	2.22	-
Pot Cap-1 Maneuver	~ 36	347	-	-	414	-
Stage 1	162	-	-	-	-	-
Stage 2	316	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 31	347	-	-	414	-
Mov Cap-2 Maneuver	106	-	-	-	-	-
Stage 1	162	-	-	-	-	-
Stage 2	272	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	55.1	0		0.4		
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	193	414	-	
HCM Lane V/C Ratio	-	-	0.672	0.14	-	
HCM Control Delay (s)	-	-	55.1	15.1	-	
HCM Lane LOS	-	-	F	C	-	
HCM 95th %tile Q(veh)	-	-	4.1	0.5	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

4: Middlebelt Road & South Driveway Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	17.7	0.0	0.0	0.3
Total Del/Veh (s)	255.5	3.4	13.3	13.3

HCM 6th TWSC
5: West Driveway & Plymouth Road

2022 Future PM
10/22/2020

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↱		↱	↑↑	↱		↱↲			↱	
Traffic Vol, veh/h	0	901	24	3	889	26	4	0	17	0	0	36
Future Vol, veh/h	0	901	24	3	889	26	4	0	17	0	0	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	25	-	1	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	92	92	92	83	83	83	60	60	60
Heavy Vehicles, %	1	1	1	2	2	2	0	0	0	0	0	0
Mvmt Flow	0	1012	27	3	966	28	5	0	20	0	0	60
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	1039	0	0	1515	2026	520	-	2011	483
Stage 1	-	-	-	-	-	-	1026	1026	-	-	972	-
Stage 2	-	-	-	-	-	-	489	1000	-	-	1039	-
Critical Hdwy	-	-	-	4.14	-	-	7.5	6.5	6.9	-	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	-	5.5	-
Follow-up Hdwy	-	-	-	2.22	-	-	3.5	4	3.3	-	4	3.3
Pot Cap-1 Maneuver	0	-	-	665	-	-	84	58	506	0	60	535
Stage 1	0	-	-	-	-	-	255	315	-	0	333	-
Stage 2	0	-	-	-	-	-	534	324	-	0	310	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	665	-	-	74	58	506	-	60	535
Mov Cap-2 Maneuver	-	-	-	-	-	-	181	172	-	-	173	-
Stage 1	-	-	-	-	-	-	255	315	-	-	331	-
Stage 2	-	-	-	-	-	-	472	322	-	-	310	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			15.2			12.6		
HCM LOS							C			B		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1					
Capacity (veh/h)	377	-	-	665	-	-	535					
HCM Lane V/C Ratio	0.067	-	-	0.005	-	-	0.112					
HCM Control Delay (s)	15.2	-	-	10.4	-	-	12.6					
HCM Lane LOS	C	-	-	B	-	-	B					
HCM 95th %tile Q(veh)	0.2	-	-	0	-	-	0.4					

HCM 6th TWSC
6: East Driveway & Plymouth Road

2022 Future PM
10/22/2020

Intersection												
Int Delay, s/veh	9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	864	27	5	873	36	1	0	1	59	0	44
Future Vol, veh/h	27	864	27	5	873	36	1	0	1	59	0	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	25	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	91	91	91	60	60	60	86	86	86
Heavy Vehicles, %	1	1	1	2	2	2	0	0	0	4	4	4
Mvmt Flow	30	971	30	5	959	40	2	0	2	69	0	51

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	999	0	0	1001	0	0	1536	2055	501	1535	2050	500
Stage 1	-	-	-	-	-	-	1046	1046	-	989	989	-
Stage 2	-	-	-	-	-	-	490	1009	-	546	1061	-
Critical Hdwy	4.12	-	-	4.14	-	-	7.5	6.5	6.9	7.58	6.58	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.58	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.58	5.58	-
Follow-up Hdwy	2.21	-	-	2.22	-	-	3.5	4	3.3	3.54	4.04	3.34
Pot Cap-1 Maneuver	695	-	-	687	-	-	81	56	521	78	54	511
Stage 1	-	-	-	-	-	-	248	308	-	261	319	-
Stage 2	-	-	-	-	-	-	534	320	-	484	294	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	695	-	-	687	-	-	70	53	521	75	51	511
Mov Cap-2 Maneuver	-	-	-	-	-	-	70	53	-	75	51	-
Stage 1	-	-	-	-	-	-	237	295	-	250	317	-
Stage 2	-	-	-	-	-	-	477	318	-	462	281	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.1			35.1			157		
HCM LOS							E			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	123	695	-	-	687	-	-	118
HCM Lane V/C Ratio	0.027	0.044	-	-	0.008	-	-	1.015
HCM Control Delay (s)	35.1	10.4	-	-	10.3	-	-	157
HCM Lane LOS	E	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	6.8

Intersection: 1: Middlebelt Road & Plymouth Road

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)	401	302	296	110	175	258	226	187	225	380	354	100
Average Queue (ft)	217	150	133	42	150	193	150	86	112	237	198	32
95th Queue (ft)	382	273	228	87	207	288	223	157	226	346	308	70
Link Distance (ft)		1096	1096			186	186	186		542	542	542
Upstream Blk Time (%)					2	23	4	0				
Queuing Penalty (veh)					0	70	13	1				
Storage Bay Dist (ft)	500			550	150				200			
Storage Blk Time (%)	1		0		29	13			0	15		
Queuing Penalty (veh)	3		0		65	29			0	19		

Intersection: 1: Middlebelt Road & Plymouth Road

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	281	289	292	253
Average Queue (ft)	211	253	249	133
95th Queue (ft)	304	287	292	237
Link Distance (ft)	205	205	205	205
Upstream Blk Time (%)	33	44	42	2
Queuing Penalty (veh)	161	222	208	10
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Middlebelt Road & North Driveway

Movement	EB	WB	NB	SB	SB	SB	SB
Directions Served	R	LTR	L	L	T	T	TR
Maximum Queue (ft)	30	40	19	62	361	279	104
Average Queue (ft)	3	8	2	3	79	56	22
95th Queue (ft)	16	34	11	33	318	264	180
Link Distance (ft)	664	751			482	482	482
Upstream Blk Time (%)					2	1	1
Queuing Penalty (veh)					0	0	0
Storage Bay Dist (ft)			100	100			
Storage Blk Time (%)					9		
Queuing Penalty (veh)					1		

Intersection: 3: Middlebelt Road & Middle Driveway

Movement	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LR	T	T	R	L	T	T	T
Maximum Queue (ft)	311	34	46	11	74	271	242	83
Average Queue (ft)	113	1	3	1	33	113	88	14
95th Queue (ft)	307	26	37	7	74	304	258	110
Link Distance (ft)	755	148	148	148		198	198	198
Upstream Blk Time (%)		0	0			14	7	1
Queuing Penalty (veh)		0	1			95	50	10
Storage Bay Dist (ft)					50			
Storage Blk Time (%)					4	22		
Queuing Penalty (veh)					26	12		

Intersection: 4: Middlebelt Road & South Driveway

Movement	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LR	T	T	R	LT	T	T	T
Maximum Queue (ft)	383	203	205	29	206	215	217	114
Average Queue (ft)	165	18	17	1	94	129	124	11
95th Queue (ft)	503	109	106	17	216	257	259	62
Link Distance (ft)	750	205	205		148	148	148	148
Upstream Blk Time (%)	7	0	0		13	21	20	0
Queuing Penalty (veh)	0	3	3		65	104	100	1
Storage Bay Dist (ft)				85				
Storage Blk Time (%)			1					
Queuing Penalty (veh)			1					

Intersection: 5: West Driveway & Plymouth Road

Movement	EB	EB	WB	WB	WB	WB	NB	SB
Directions Served	T	TR	L	T	T	R	LTR	TR
Maximum Queue (ft)	10	9	25	143	25	28	73	108
Average Queue (ft)	0	0	2	37	1	2	25	36
95th Queue (ft)	6	7	13	130	11	13	81	101
Link Distance (ft)	186	186		51	51		362	152
Upstream Blk Time (%)			0	11	0	0		4
Queuing Penalty (veh)			0	51	1	0		0
Storage Bay Dist (ft)			25			1		
Storage Blk Time (%)			1	15	0	0		
Queuing Penalty (veh)			3	0	0	0		

Intersection: 6: East Driveway & Plymouth Road

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LTR
Maximum Queue (ft)	16	10	15	24	101	92	26	220
Average Queue (ft)	1	0	1	2	16	6	2	92
95th Queue (ft)	9	6	6	14	96	58	15	199
Link Distance (ft)		51	51		1932	1932	365	200
Upstream Blk Time (%)								10
Queuing Penalty (veh)								0
Storage Bay Dist (ft)	25			50				
Storage Blk Time (%)	0	0			3			
Queuing Penalty (veh)	1	0			0			

Network Summary

Network wide Queuing Penalty: 1329

HCM 6th Signalized Intersection Summary

1: Middlebelt Road & Plymouth Road

2022 Future AM Imp
10/22/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	248	45	72	382	164	145	870	81	119	614	321
Future Volume (veh/h)	169	248	45	72	382	164	145	870	81	119	614	321
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		0.98	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	1875	1875	1875	1860	1860	1860	1969	1969	1969	1891	1891	1891
Adj Flow Rate, veh/h	178	261	20	86	455	70	159	956	53	134	690	182
Peak Hour Factor	0.95	0.95	0.95	0.84	0.84	0.84	0.91	0.91	0.91	0.89	0.89	0.89
Percent Heavy Veh, %	8	8	8	9	9	9	2	2	2	7	7	7
Cap, veh/h	344	968	579	294	680	471	372	1362	686	332	1359	816
Arrive On Green	0.13	0.27	0.27	0.05	0.19	0.19	0.09	0.36	0.36	0.11	0.38	0.38
Sat Flow, veh/h	1786	3563	1584	1771	3533	1569	1875	3741	1641	1801	3593	1596
Grp Volume(v), veh/h	178	261	20	86	455	70	159	956	53	134	690	182
Grp Sat Flow(s),veh/h/ln	1786	1781	1584	1771	1767	1569	1875	1870	1641	1801	1796	1596
Q Serve(g_s), s	3.5	6.9	0.0	0.0	14.3	0.0	0.0	26.2	0.0	0.0	17.7	0.0
Cycle Q Clear(g_c), s	3.5	6.9	0.0	0.0	14.3	0.0	0.0	26.2	0.0	0.0	17.7	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	344	968	579	294	680	471	372	1362	686	332	1359	816
V/C Ratio(X)	0.52	0.27	0.03	0.29	0.67	0.15	0.43	0.70	0.08	0.40	0.51	0.22
Avail Cap(c_a), veh/h	344	968	579	294	680	471	372	1362	686	332	1359	816
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.7	34.3	24.5	43.1	44.9	30.8	38.1	32.6	21.0	42.7	28.7	16.2
Incr Delay (d2), s/veh	5.5	0.7	0.1	2.5	5.2	0.7	3.6	3.0	0.2	3.6	1.4	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	5.1	3.0	0.4	2.4	6.6	1.6	4.5	12.0	0.9	3.9	7.7	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.2	35.0	24.6	45.6	50.1	31.4	41.7	35.6	21.2	46.3	30.1	16.8
LnGrp LOS	D	D	C	D	D	C	D	D	C	D	C	B
Approach Vol, veh/h		459			611			1168			1006	
Approach Delay, s/veh		40.5			47.3			35.8			29.8	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.0	49.8	12.5	38.7	17.3	51.5	22.0	29.2				
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	* 13	* 44	* 6.4	* 33	* 11	* 45	* 16	* 23				
Max Q Clear Time (g_c+I1), s	2.0	28.2	2.0	8.9	2.0	19.7	5.5	16.3				
Green Ext Time (p_c), s	0.2	5.9	0.1	1.6	0.3	5.4	0.3	1.7				

Intersection Summary

HCM 6th Ctrl Delay	36.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
2: Middlebelt Road & North Driveway

2022 Future AM Imp
10/22/2020

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕		↕	↕↕	↕	↕	↕↕↕	
Traffic Vol, veh/h	1	0	1	1	0	4	0	1199	5	5	1092	3
Future Vol, veh/h	1	0	1	1	0	4	0	1199	5	5	1092	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	100	-	40	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	92	92	92	94	94	94	82	82	82
Heavy Vehicles, %	0	0	0	2	2	2	4	4	4	6	6	6
Mvmt Flow	2	0	2	1	0	4	0	1276	5	6	1332	4
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1984	2627	668	1821	2624	638	1336	0	0	1281	0	0
Stage 1	1346	1346	-	1276	1276	-	-	-	-	-	-	-
Stage 2	638	1281	-	545	1348	-	-	-	-	-	-	-
Critical Hdwy	6.95	6.5	7.1	6.99	6.54	6.94	5.38	-	-	4.22	-	-
Critical Hdwy Stg 1	7.3	5.5	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.65	4	3.9	3.67	4.02	3.32	3.14	-	-	2.26	-	-
Pot Cap-1 Maneuver	50	24	347	63	24	419	264	-	-	516	-	-
Stage 1	118	222	-	173	236	-	-	-	-	-	-	-
Stage 2	423	238	-	461	218	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	49	24	347	62	24	419	264	-	-	516	-	-
Mov Cap-2 Maneuver	49	24	-	62	24	-	-	-	-	-	-	-
Stage 1	118	219	-	173	236	-	-	-	-	-	-	-
Stage 2	419	238	-	453	215	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	48.2		24		0		0.1					
HCM LOS	E		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)	264	-	-	49	347	195	516	-	-			
HCM Lane V/C Ratio	-	-	-	0.034	0.005	0.028	0.012	-	-			
HCM Control Delay (s)	0	-	-	81	15.4	24	12.1	-	-			
HCM Lane LOS	A	-	-	F	C	C	B	-	-			
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0.1	0	-	-			

HCM 6th TWSC
3: Middlebelt Road & Middle Driveway

2022 Future AM Imp
10/22/2020

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	23	34	1170	27	63	1031
Future Vol, veh/h	23	34	1170	27	63	1031
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	0	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	94	94	82	82
Heavy Vehicles, %	0	0	4	4	6	6
Mvmt Flow	38	57	1245	29	77	1257
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1902	623	0	0	1274	0
Stage 1	1245	-	-	-	-	-
Stage 2	657	-	-	-	-	-
Critical Hdwy	6.25	6.9	-	-	4.22	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.65	3.3	-	-	2.26	-
Pot Cap-1 Maneuver	82	434	-	-	520	-
Stage 1	234	-	-	-	-	-
Stage 2	452	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	70	434	-	-	520	-
Mov Cap-2 Maneuver	162	-	-	-	-	-
Stage 1	234	-	-	-	-	-
Stage 2	385	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	22.4	0	0.8			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 162 434	520	-		
HCM Lane V/C Ratio	-	- 0.237 0.131 0.148		-		
HCM Control Delay (s)	-	- 34 14.5 13.1		-		
HCM Lane LOS	-	- D B B		-		
HCM 95th %tile Q(veh)	-	- 0.9 0.4 0.5		-		

4: Middlebelt Road & South Driveway Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	2.8	2.9	1.1	2.1

HCM 6th TWSC
5: West Driveway & Plymouth Road

2022 Future AM Imp
10/22/2020

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↱		↱	↑↑	↱		↱↲			↱	
Traffic Vol, veh/h	0	444	4	3	593	18	0	0	3	0	0	25
Future Vol, veh/h	0	444	4	3	593	18	0	0	3	0	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	25	-	1	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	87	87	87	60	60	60	60	60	60
Heavy Vehicles, %	11	11	11	7	7	7	0	0	0	0	0	0
Mvmt Flow	0	522	5	3	682	21	0	0	5	0	0	42
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	527	0	0	872	1234	264	-	1215	341
Stage 1	-	-	-	-	-	-	525	525	-	-	688	-
Stage 2	-	-	-	-	-	-	347	709	-	-	527	-
Critical Hdwy	-	-	-	4.24	-	-	7.5	6.5	6.9	-	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	-	5.5	-
Follow-up Hdwy	-	-	-	2.27	-	-	3.5	4	3.3	-	4	3.3
Pot Cap-1 Maneuver	0	-	-	1002	-	-	248	178	741	0	183	661
Stage 1	0	-	-	-	-	-	509	533	-	0	450	-
Stage 2	0	-	-	-	-	-	648	440	-	0	532	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	1002	-	-	232	177	741	-	182	661
Mov Cap-2 Maneuver	-	-	-	-	-	-	357	299	-	-	304	-
Stage 1	-	-	-	-	-	-	509	533	-	-	449	-
Stage 2	-	-	-	-	-	-	605	439	-	-	532	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			9.9			10.8		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1					
Capacity (veh/h)	741	-	-	1002	-	-	661					
HCM Lane V/C Ratio	0.007	-	-	0.003	-	-	0.063					
HCM Control Delay (s)	9.9	-	-	8.6	-	-	10.8					
HCM Lane LOS	A	-	-	A	-	-	B					
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0.2					

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	34	413	0	0	585	21	0	0	1	18	0	29
Future Vol, veh/h	34	413	0	0	585	21	0	0	1	18	0	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	25	-	-	50	-	-	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	85	85	85	60	60	60	75	75	75
Heavy Vehicles, %	10	10	10	7	7	7	0	0	0	67	67	67
Mvmt Flow	40	480	0	0	688	25	0	0	2	24	0	39
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	713	0	0	480	0	0	904	1273	240	1021	-	357
Stage 1	-	-	-	-	-	-	560	560	-	701	-	-
Stage 2	-	-	-	-	-	-	344	713	-	320	-	-
Critical Hdwy	4.3	-	-	4.24	-	-	7.5	6.5	6.9	8.84	-	8.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	7.84	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	7.84	-	-
Follow-up Hdwy	2.3	-	-	2.27	-	-	3.5	4	3.3	4.17	-	3.97
Pot Cap-1 Maneuver	832	-	-	1044	-	-	235	169	767	120	0	485
Stage 1	-	-	-	-	-	-	485	514	-	274	0	-
Stage 2	-	-	-	-	-	-	650	438	-	515	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	832	-	-	1044	-	-	208	161	767	115	-	485
Mov Cap-2 Maneuver	-	-	-	-	-	-	208	161	-	115	-	-
Stage 1	-	-	-	-	-	-	462	489	-	261	-	-
Stage 2	-	-	-	-	-	-	598	438	-	489	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0			9.7			25.1		
HCM LOS							A			D		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2			
Capacity (veh/h)	767	832	-	-	1044	-	-	115	485			
HCM Lane V/C Ratio	0.002	0.048	-	-	-	-	-	0.209	0.08			
HCM Control Delay (s)	9.7	9.5	-	-	0	-	-	44.4	13.1			
HCM Lane LOS	A	A	-	-	A	-	-	E	B			
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.7	0.3			

Intersection: 1: Middlebelt Road & Plymouth Road

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)	240	169	134	42	174	246	208	161	225	375	331	49
Average Queue (ft)	106	86	49	11	62	141	124	51	124	261	218	17
95th Queue (ft)	199	149	110	32	147	222	199	117	246	357	303	39
Link Distance (ft)		1096	1096			186	186	186		542	542	542
Upstream Blk Time (%)					0	3	2	0				
Queuing Penalty (veh)					0	6	4	0				
Storage Bay Dist (ft)	500			550	150				200			
Storage Blk Time (%)					1	7			0	15		
Queuing Penalty (veh)					2	5			0	21		

Intersection: 1: Middlebelt Road & Plymouth Road

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	192	278	248	175
Average Queue (ft)	88	177	151	65
95th Queue (ft)	165	257	221	131
Link Distance (ft)	205	205	205	205
Upstream Blk Time (%)	0	4	1	0
Queuing Penalty (veh)	1	11	4	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Middlebelt Road & North Driveway

Movement	EB	EB	WB	NB
Directions Served	LT	R	LTR	T
Maximum Queue (ft)	20	26	26	3
Average Queue (ft)	1	2	4	0
95th Queue (ft)	11	15	19	3
Link Distance (ft)	664	664	751	186
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Middlebelt Road & Middle Driveway

Movement	WB	WB	NB	SB	SB
Directions Served	L	R	R	L	T
Maximum Queue (ft)	54	53	4	67	67
Average Queue (ft)	16	19	0	25	3
95th Queue (ft)	43	43	3	56	31
Link Distance (ft)	755	755	148		186
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				50	
Storage Blk Time (%)				3	0
Queuing Penalty (veh)				12	0

Intersection: 4: Middlebelt Road & South Driveway

Movement	WB	SB	SB
Directions Served	LR	T	T
Maximum Queue (ft)	49	67	32
Average Queue (ft)	19	5	1
95th Queue (ft)	45	37	18
Link Distance (ft)	750	148	148
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: West Driveway & Plymouth Road

Movement	WB	WB	WB	WB	NB	SB
Directions Served	L	T	T	R	LTR	TR
Maximum Queue (ft)	17	42	15	20	31	58
Average Queue (ft)	1	1	1	1	3	16
95th Queue (ft)	9	14	10	11	19	45
Link Distance (ft)		46	46		362	152
Upstream Blk Time (%)		0	0	0		
Queuing Penalty (veh)		1	0	0		
Storage Bay Dist (ft)	25			1		
Storage Blk Time (%)	0	0	0			
Queuing Penalty (veh)	1	0	0			

Intersection: 6: East Driveway & Plymouth Road

Movement	EB	EB	NB	SB	SB
Directions Served	L	T	LTR	L	R
Maximum Queue (ft)	35	26	20	88	96
Average Queue (ft)	3	1	1	25	35
95th Queue (ft)	18	12	8	72	82
Link Distance (ft)		46	365	200	200
Upstream Blk Time (%)	0	0			
Queuing Penalty (veh)	0	0			
Storage Bay Dist (ft)	25				
Storage Blk Time (%)	0	0			
Queuing Penalty (veh)	1	0			

Network Summary

Network wide Queuing Penalty: 69

HCM 6th Signalized Intersection Summary

1: Middlebelt Road & Plymouth Road

2022 Future PM Imp
10/22/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	330	509	134	220	443	266	127	903	150	266	1135	588
Future Volume (veh/h)	330	509	134	220	443	266	127	903	150	266	1135	588
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		0.98	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	1969	1969	1969	1984	1984	1984	1969	1969	1969
Adj Flow Rate, veh/h	379	585	83	237	476	162	134	951	62	280	1195	386
Peak Hour Factor	0.87	0.87	0.87	0.93	0.93	0.93	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	2	2	2	1	1	1	2	2	2
Cap, veh/h	448	782	499	362	652	547	232	1065	717	369	1306	877
Arrive On Green	0.18	0.21	0.21	0.15	0.17	0.17	0.09	0.28	0.28	0.16	0.35	0.35
Sat Flow, veh/h	1890	3770	1670	1875	3741	1630	1890	3770	1648	1875	3741	1639
Grp Volume(v), veh/h	379	585	83	237	476	162	134	951	62	280	1195	386
Grp Sat Flow(s),veh/h/ln	1890	1885	1670	1875	1870	1630	1890	1885	1648	1875	1870	1639
Q Serve(g_s), s	16.4	17.5	0.0	8.8	14.4	0.0	4.2	29.0	0.0	12.2	36.7	0.0
Cycle Q Clear(g_c), s	16.4	17.5	0.0	8.8	14.4	0.0	4.2	29.0	0.0	12.2	36.7	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	448	782	499	362	652	547	232	1065	717	369	1306	877
V/C Ratio(X)	0.85	0.75	0.17	0.66	0.73	0.30	0.58	0.89	0.09	0.76	0.91	0.44
Avail Cap(c_a), veh/h	448	782	499	362	652	547	232	1065	717	369	1306	877
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.2	44.6	31.1	45.5	46.9	29.7	50.6	41.3	20.1	46.1	37.3	17.1
Incr Delay (d2), s/veh	17.7	6.5	0.7	8.9	7.1	1.4	10.1	11.4	0.2	13.7	11.4	1.6
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	12.2	8.7	1.8	7.0	7.2	3.6	4.3	14.8	1.1	8.8	18.2	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.9	51.1	31.8	54.4	54.0	31.1	60.7	52.7	20.4	59.8	48.8	18.7
LnGrp LOS	E	D	C	D	D	C	E	D	C	E	D	B
Approach Vol, veh/h	1047			875			1147			1861		
Approach Delay, s/veh	53.5			49.9			51.9			44.2		
Approach LOS	D			D			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.0	40.0	24.0	31.0	17.0	48.0	28.0	27.0				
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	* 19	* 34	* 18	* 25	* 11	* 42	* 22	* 21				
Max Q Clear Time (g_c+I1), s	14.2	31.0	10.8	19.5	6.2	38.7	18.4	16.4				
Green Ext Time (p_c), s	0.3	1.7	0.4	1.9	0.1	2.4	0.4	1.4				

Intersection Summary

HCM 6th Ctrl Delay 49.0
HCM 6th LOS D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
2: Middlebelt Road & North Driveway

2022 Future PM Imp
10/22/2020

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↗	↕↕	↗	↗↕↕↕		
Traffic Vol, veh/h	0	0	3	1	0	6	3	1511	6	7	2027	0
Future Vol, veh/h	0	0	3	1	0	6	3	1511	6	7	2027	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	50	-	40	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	60	60	60	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	1	1	1	2	2	2
Mvmt Flow	0	0	5	2	0	10	3	1591	6	7	2134	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2950	3751	1067	2465	3745	796	2134	0	0	1597	0	0
Stage 1	2148	2148	-	1597	1597	-	-	-	-	-	-	-
Stage 2	802	1603	-	868	2148	-	-	-	-	-	-	-
Critical Hdwy	6.95	6.5	7.1	6.95	6.5	6.9	5.32	-	-	4.14	-	-
Critical Hdwy Stg 1	7.3	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.65	4	3.9	3.65	4	3.3	3.11	-	-	2.22	-	-
Pot Cap-1 Maneuver	10	4	190	23	4	334	108	-	-	406	-	-
Stage 1	31	89	-	111	168	-	-	-	-	-	-	-
Stage 2	339	167	-	295	89	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	9	4	190	22	4	334	108	-	-	406	-	-
Mov Cap-2 Maneuver	9	4	-	22	4	-	-	-	-	-	-	-
Stage 1	30	87	-	108	163	-	-	-	-	-	-	-
Stage 2	320	162	-	282	87	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	24.5		41.6		0.1		0					
HCM LOS	C		E									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)	108	-	-	-	-	190	110	406	-	-		
HCM Lane V/C Ratio	0.029	-	-	-	-	0.026	0.106	0.018	-	-		
HCM Control Delay (s)	39.3	-	-	0	24.5	41.6	14	-	-			
HCM Lane LOS	E	-	-	A	C	E	B	-	-			
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0.3	0.1	-	-			

HCM 6th TWSC
3: Middlebelt Road & Middle Driveway

2022 Future PM Imp
10/22/2020

Intersection						
Int Delay, s/veh	4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	55	54	1466	32	97	1934
Future Vol, veh/h	55	54	1466	32	97	1934
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	0	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	64	64	95	95	95	95
Heavy Vehicles, %	0	0	1	1	2	2
Mvmt Flow	86	84	1543	34	102	2036
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	2561	772	0	0	1577	0
Stage 1	1543	-	-	-	-	-
Stage 2	1018	-	-	-	-	-
Critical Hdwy	6.25	6.9	-	-	4.14	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.65	3.3	-	-	2.22	-
Pot Cap-1 Maneuver	~ 32	347	-	-	414	-
Stage 1	162	-	-	-	-	-
Stage 2	290	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 24	347	-	-	414	-
Mov Cap-2 Maneuver	96	-	-	-	-	-
Stage 1	162	-	-	-	-	-
Stage 2	219	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	82	0		0.8		
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	96	347	414	-
HCM Lane V/C Ratio	-	-	0.895	0.243	0.247	-
HCM Control Delay (s)	-	-	144.1	18.7	16.5	-
HCM Lane LOS	-	-	F	C	C	-
HCM 95th %tile Q(veh)	-	-	5.1	0.9	1	-
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

4: Middlebelt Road & South Driveway Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.1	3.2	8.0	5.9

HCM 6th TWSC
5: West Driveway & Plymouth Road

2022 Future PM Imp
10/22/2020

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↱		↱	↑↑	↱		↱↲			↱	
Traffic Vol, veh/h	0	901	24	3	889	26	4	0	17	0	0	36
Future Vol, veh/h	0	901	24	3	889	26	4	0	17	0	0	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	25	-	1	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	92	92	92	83	83	83	60	60	60
Heavy Vehicles, %	1	1	1	2	2	2	0	0	0	0	0	0
Mvmt Flow	0	1012	27	3	966	28	5	0	20	0	0	60
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	1039	0	0	1515	2026	520	-	2011	483
Stage 1	-	-	-	-	-	-	1026	1026	-	-	972	-
Stage 2	-	-	-	-	-	-	489	1000	-	-	1039	-
Critical Hdwy	-	-	-	4.14	-	-	7.5	6.5	6.9	-	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	-	5.5	-
Follow-up Hdwy	-	-	-	2.22	-	-	3.5	4	3.3	-	4	3.3
Pot Cap-1 Maneuver	0	-	-	665	-	-	84	58	506	0	60	535
Stage 1	0	-	-	-	-	-	255	315	-	0	333	-
Stage 2	0	-	-	-	-	-	534	324	-	0	310	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	665	-	-	74	58	506	-	60	535
Mov Cap-2 Maneuver	-	-	-	-	-	-	181	172	-	-	173	-
Stage 1	-	-	-	-	-	-	255	315	-	-	331	-
Stage 2	-	-	-	-	-	-	472	322	-	-	310	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			15.2			12.6		
HCM LOS							C			B		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1					
Capacity (veh/h)	377	-	-	665	-	-	535					
HCM Lane V/C Ratio	0.067	-	-	0.005	-	-	0.112					
HCM Control Delay (s)	15.2	-	-	10.4	-	-	12.6					
HCM Lane LOS	C	-	-	B	-	-	B					
HCM 95th %tile Q(veh)	0.2	-	-	0	-	-	0.4					

HCM 6th TWSC
6: East Driveway & Plymouth Road

2022 Future PM Imp
10/22/2020

Intersection												
Int Delay, s/veh	6.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	864	27	5	873	36	1	0	1	59	0	44
Future Vol, veh/h	27	864	27	5	873	36	1	0	1	59	0	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	25	-	-	50	-	-	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	91	91	91	60	60	60	86	86	86
Heavy Vehicles, %	1	1	1	2	2	2	0	0	0	4	4	4
Mvmt Flow	30	971	30	5	959	40	2	0	2	69	0	51
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	999	0	0	1001	0	0	1536	2055	501	1535	-	500
Stage 1	-	-	-	-	-	-	1046	1046	-	989	-	-
Stage 2	-	-	-	-	-	-	490	1009	-	546	-	-
Critical Hdwy	4.12	-	-	4.14	-	-	7.5	6.5	6.9	7.58	-	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.58	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.58	-	-
Follow-up Hdwy	2.21	-	-	2.22	-	-	3.5	4	3.3	3.54	-	3.34
Pot Cap-1 Maneuver	695	-	-	687	-	-	81	56	521	78	0	511
Stage 1	-	-	-	-	-	-	248	308	-	261	0	-
Stage 2	-	-	-	-	-	-	534	320	-	484	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	695	-	-	687	-	-	70	53	521	75	-	511
Mov Cap-2 Maneuver	-	-	-	-	-	-	70	53	-	75	-	-
Stage 1	-	-	-	-	-	-	237	295	-	250	-	-
Stage 2	-	-	-	-	-	-	477	318	-	462	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.1			35.1			106.1		
HCM LOS							E			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2			
Capacity (veh/h)	123	695	-	-	687	-	-	75	511			
HCM Lane V/C Ratio	0.027	0.044	-	-	0.008	-	-	0.915	0.1			
HCM Control Delay (s)	35.1	10.4	-	-	10.3	-	-	175.7	12.8			
HCM Lane LOS	E	B	-	-	B	-	-	F	B			
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	4.7	0.3			

Intersection: 1: Middlebelt Road & Plymouth Road

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)	402	252	242	117	175	255	239	187	225	528	474	108
Average Queue (ft)	216	162	149	36	140	175	153	78	142	355	299	35
95th Queue (ft)	358	238	229	81	200	264	229	145	268	501	427	82
Link Distance (ft)		1096	1096			186	186	186		542	542	542
Upstream Blk Time (%)					1	9	4	0		1	0	
Queuing Penalty (veh)					0	30	12	1		0	0	
Storage Bay Dist (ft)	500			550	150				200			
Storage Blk Time (%)					13	13			2	35		
Queuing Penalty (veh)					30	30			9	44		

Intersection: 1: Middlebelt Road & Plymouth Road

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	267	289	300	264
Average Queue (ft)	163	258	256	132
95th Queue (ft)	266	290	297	234
Link Distance (ft)	211	211	211	211
Upstream Blk Time (%)	7	36	34	2
Queuing Penalty (veh)	37	181	168	11
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Middlebelt Road & North Driveway

Movement	EB	WB	NB	NB	SB	SB	SB
Directions Served	R	LTR	L	T	T	T	TR
Maximum Queue (ft)	31	29	27	12	174	110	41
Average Queue (ft)	3	6	3	0	33	22	1
95th Queue (ft)	18	23	15	7	186	142	32
Link Distance (ft)	664	751		186	482	482	482
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			50				
Storage Blk Time (%)			0	0	3		
Queuing Penalty (veh)			0	0	0		

Intersection: 3: Middlebelt Road & Middle Driveway

Movement	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T	T
Maximum Queue (ft)	156	74	44	42	7	124	234	195	42
Average Queue (ft)	48	28	3	3	0	57	68	50	1
95th Queue (ft)	123	57	37	37	6	112	230	189	25
Link Distance (ft)	755	755	142	142	142		186	186	186
Upstream Blk Time (%)			0	0			6	3	0
Queuing Penalty (veh)			1	1			42	23	0
Storage Bay Dist (ft)						100			
Storage Blk Time (%)						2	9		
Queuing Penalty (veh)						12	9		

Intersection: 4: Middlebelt Road & South Driveway

Movement	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	R	T	T	R	LT	T	T	T
Maximum Queue (ft)	74	23	32	22	160	212	211	106
Average Queue (ft)	30	1	1	1	53	121	108	10
95th Queue (ft)	68	16	19	18	165	238	228	55
Link Distance (ft)	750	211	211		142	142	142	142
Upstream Blk Time (%)					3	14	12	0
Queuing Penalty (veh)					17	70	61	0
Storage Bay Dist (ft)				85				
Storage Blk Time (%)			0					
Queuing Penalty (veh)			0					

Intersection: 5: West Driveway & Plymouth Road

Movement	EB	EB	WB	WB	WB	WB	NB	SB
Directions Served	T	TR	L	T	T	R	LTR	TR
Maximum Queue (ft)	5	12	20	124	28	28	42	73
Average Queue (ft)	0	0	1	14	2	1	17	26
95th Queue (ft)	4	7	9	70	15	10	45	58
Link Distance (ft)	186	186		46	46		362	152
Upstream Blk Time (%)				3	0	0		
Queuing Penalty (veh)				14	0	0		
Storage Bay Dist (ft)			25			1		
Storage Blk Time (%)			0	4	0	0		
Queuing Penalty (veh)			2	0	0	0		

Intersection: 6: East Driveway & Plymouth Road

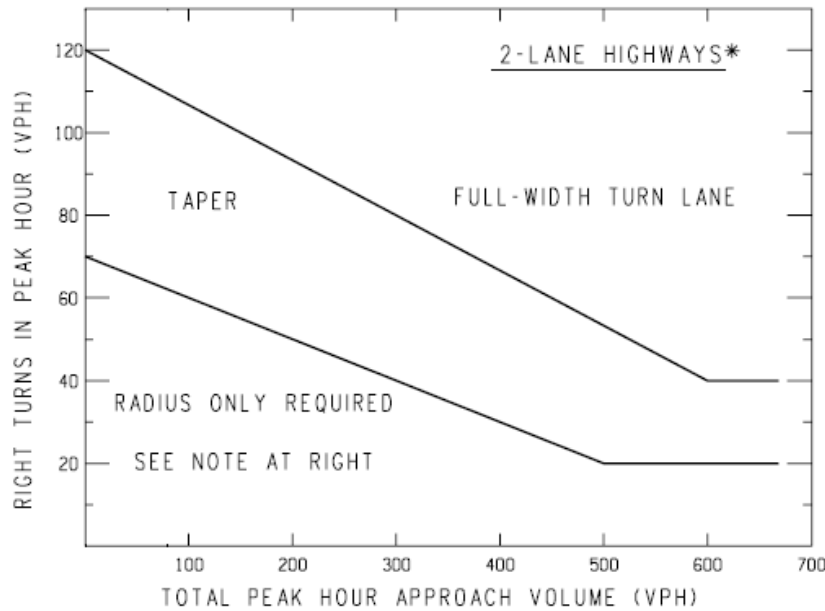
Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LTR	L	R
Maximum Queue (ft)	17	14	12	21	40	12	20	146	75
Average Queue (ft)	2	0	0	2	2	0	1	53	30
95th Queue (ft)	10	8	5	11	22	7	11	122	61
Link Distance (ft)		46	46		1927	1927	365	200	200
Upstream Blk Time (%)		0						1	
Queuing Penalty (veh)		0						0	
Storage Bay Dist (ft)	25			50					
Storage Blk Time (%)	0	0			0				
Queuing Penalty (veh)	2	0			0				

Network Summary

Network wide Queuing Penalty: 807

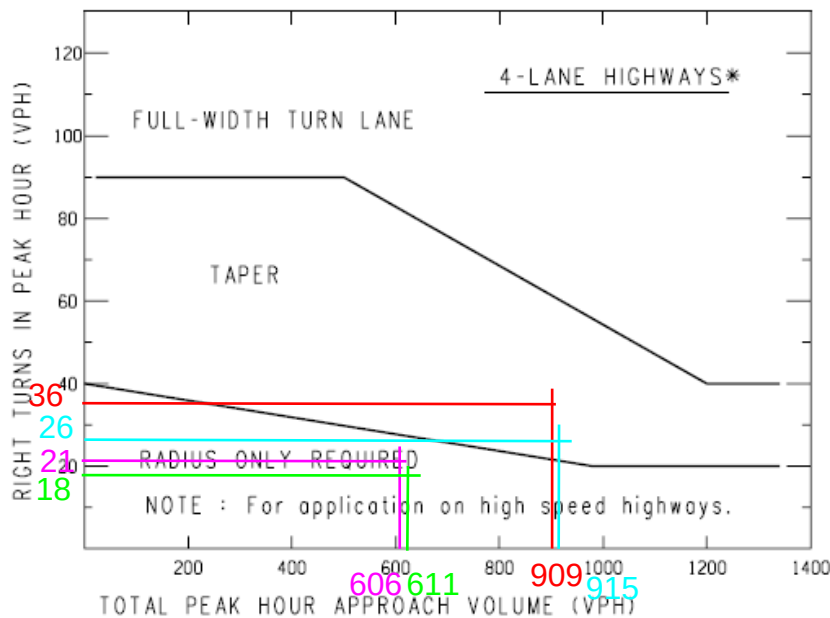
TURN LANE WARRANTS

AM Peak Hour West DW
 AM Peak Hour East DW
 PM Peak Hour West DW
 PM Peak Hour East DW



NOTE: For posted speeds at or under 45 mph, peak hour right turns greater than 40 vph, and total peak hour approach less than 300 vph, adjust right turn volumes.

Adjust peak hour
 Right turns = Peak hour
 Right turns – 20



*If a center left-turn lane exists (ie 3 or 5 lane roadway), subtract the number of left turns in approach volume from the total approach volume to get an adjusted total approach volume.

Sample Problem: The Design Speed is 55 mph. The Peak Hour Approach Volume is 300 vph. The Number of Right Turns in the Peak Hous is 100 vph. Determine if a right turn lane is recommended.

Solution: Figure indicates that the intersection of 300 vph and 100 vph is located above the upper trend line; thus, a right-turn lane may be recommended.

From: [Simmons, Jennifer](#)
To: [Planning](#)
Subject: FW: Online Form Submittal: City Council Inquiries
Date: Wednesday, December 16, 2020 4:09:55 PM

Good afternoon,

Below is an email that we received moments ago regarding concern over the development of a business due to traffic issues.

Thanks,

Jennifer Simmons

Clerk Typist
City of Livonia | Mayor's Office
(734) 466-2204
jsimmons@livonia.gov

From: noreply@civicplus.com <noreply@civicplus.com>
Sent: Wednesday, December 16, 2020 4:04 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	Matthew
Last Name	Knopsnider
Email Address	chopsnider@gmail.com
Phone Number	7347163887
Topic	City Council Meetings
Date of Issue	12/16/2020
Attachment (Optional)	<i>Field not completed.</i>

Comments

Hello City Council,

I am new to this process, so I'm not sure if this is the correct place to state my concern. I apologize if it isn't. With that being said, I read an article about a new Chick-fil-a being proposed for development at the northeast corner of Plymouth and Middlebelt roads. I live on Karen Street just south of that intersection and I am very concerned with my family's ability to use that intersection going forward if that restaurant is built. It is a very busy intersection as it stands with recurring difficulties being able to safely pull out onto Middlebelt from Elmira. I'm hoping that another discussion will be had regarding this issue because local residents were not notified this was being proposed. If given the opportunity, I would like to attend this discussion to voice my concerns. Thank you for your service to our community and I wish you all a happy holidays.

Sincerely,
Matt Knopsnider

Email not displaying correctly? [View it in your browser.](#)

From: [Simmons, Jennifer](#)
To: [Planning](#)
Cc: [CityCouncil](#)
Subject: FW: Online Form Submittal: Planning Inquires
Date: Monday, December 21, 2020 8:56:41 AM

Good morning,

The following message was sent Friday evening via the website.

Thanks,

Jennifer Simmons
Clerk Typist
City of Livonia | Mayor's Office
(734) 466-2204
jsimmons@livonia.gov

From: noreply@civicplus.com <noreply@civicplus.com>
Sent: Friday, December 18, 2020 7:15 PM
To: [support](mailto:support@livonia.gov) <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	Mary
------------	------

Last Name	Fedoronko
-----------	-----------

Email Address	mafedko@sbcglobal.net
---------------	--

Phone Number	734-502-6648
--------------	--------------

Describe your issue, concern, or question.	
--	--

My husband and I have lived here for 41 years. The traffic at Plymouth Rd. and Middlebelt Rd. has increasingly become horrendous just about any time of day. Just try to get out of subdivisions in SE corner.
The condition of Middlebelt is terrible between Plymouth Rd. and I-96. Now you're allowing a Chik-fil-a to be built at that corner. Why? Use the Kmart location on Seven Mile Rd. and Farmington

Rd. It is a large property. Traffic is not as congested in that area. I would ask you all to observe the traffic around a newly opened Chik-fil-a before approving it in our neighborhood. Please do some due diligence for your citizens.
Thank you!

Date of Concern	12/18/2020
Attachment (Optional)	<i>Field not completed.</i>

Email not displaying correctly? [View it in your browser.](#)

From: [Simmons, Jennifer](#)
To: [Planning](#)
Cc: [CityCouncil](#)
Subject: Against Chik-Fil-A
Date: Monday, December 21, 2020 9:20:40 AM

Good morning,

We received another email via the website (Facebook messenger) from Mr. James Easterly:

Recent articles that have been circulating suggest a Chick-fil-a is coming to Middlebelt and Plymouth rd. What needs to be done to stop this from happening? This is a HIGH RISK location for accidents if this kind of establishment is made. Locations like Culvers and Popeyes already produce a outrageous amount of traffic problems on non-major roads with long lines that extend outside the location's property. Will it take legal action to prevent this project from happening or can the community of Livonia prevent possible injuries to Livonia citizens? This location is already in terrible shape with how the roads are set up. Throwing in a wild card like Chick-fil-a will be catastrophic. What can I do?

Jennifer Simmons

Clerk Typist
City of Livonia | Mayor's Office
(734) 466-2204
jsimmons@livonia.gov

UNAPPROVED MINUTES

1

MINUTES OF THE 1,163rd PUBLIC HEARINGS AND REGULAR MEETING HELD BY THE CITY PLANNING COMMISSION OF THE CITY OF LIVONIA

On Tuesday, December 15, 2020, the City Planning Commission of the City of Livonia held its 1,163rd Public Hearings and Regular Meeting via Zoom Meeting Software.

Mr. Ian Wilshaw, Chairman, called the meeting to order at 7:02 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, Scott Miller, Planner IV, Debra Walter, Clerk-Typist II 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 2020-11-02-10

Shoppes of Livonia

Mr. Caramagno, Secretary, announced the first item on the agenda, Petition 2020-11-02-10 submitted by LS Equity L.L.C. requesting approval of all plans required by Sections 11.03(n)(3), 18.47 and 18.58 of the City of Livonia Zoning Ordinance No. 543, as amended, in connection with a proposal to re-develop the commercial shopping center (Shoppes of Livonia), including demolishing a portion of the existing building, constructing a full-

service restaurant with drive-thru facilities (Chick-fil-A), constructing an addition and renovating the exterior façade of the existing building, and constructing a multi-tenant retail building with drive-thru facilities, at 29250-29350 Plymouth Road, located on the north side of Plymouth Road between Haller Avenue and Middlebelt Road in the Southwest ¼ of Section 25.

Mr. Taormina: This is a request to redevelop the commercial site at the northeast corner of Middlebelt and Plymouth roads. The property in question totals 7.75 acres with roughly 480 feet of frontage on Middlebelt Road and 185 of frontage on Plymouth Road. The site contains a multi-tenant retail building with a gross floor area of roughly 85,000 square feet. The property is zoned C-2 (General Business). Located closer to the intersection at Middlebelt and Plymouth is a vacant commercial building that was constructed in 2003 as a Walgreens Pharmacy. That building is not a part of the site. Nor is the Firestone Compete Auto Care Center facility located immediately to the east of this site along Plymouth Road. Both properties were once a part of a larger single site that included the subject parcel but were split-off and sold separately. The subject property would be redeveloped in three phases. Phase I includes demolishing portions of the existing retail building and constructing a new Chick-Fil-A restaurant, which would be adjacent to Middlebelt Road. Phase II, as you can see on this diagram, involves the redevelopment of the area along Plymouth Road and the construction of a new multi-tenant retail building in an area that is currently used for parking. Lastly, Phase III involves expanding the existing retail building and undertaking façade and other parking lot improvements. We will talk about Phase I first. Demolition on the existing building would occur first to make room for the Chick-Fil-A restaurant. About 26,000 square feet of the existing 84,000+ square foot building would be removed. The new free-standing restaurant would be located between the downsized building and Middlebelt Road in the northwest corner of the property. The proposed Chick-Fil-A would have 124 interior seats along with 24 outdoor patio seats, for a total of 148 customer seats. The building would be one-story in height and have a gross floor area of 4,995 square feet. The outdoor seating area would be on the south side facing Plymouth Road. A major component of this is the drive-thru facility. There will be two drive-thru lanes that would commence at the southeast corner of the building and then proceed north where they would wrap around the back of the building and finish at the pick-up window on the west side.

The menu and ordering area are shown in the northeast corner just before the turn at the back of the building. The inside and outside lanes would each have the capacity for 19 and 21 vehicles, respectively. Both lanes will be 12 feet in width which complies with the ordinance. The adjacent drive aisle would serve as the by-pass route but for the outside lane only. Note that a drive aisle is immediately adjacent to this outside drive lane and would be available for circulation. If any of the cars in the outside lane wanted to prematurely exit the drive-thru, they would have the opportunity to do so. Overhead canopies are shown at two locations along the drive thru. One is at the menu and ordering area and the other one is at the pick-up window. These photographs provide an example of what the canopy would look like at the menu and ordering area. These next photographs indicate what the canopy would look like at the pick-up window. Striped crosswalks would be provided for safety and to effectively space the queued vehicles. There are five existing driveways that provide access to the site and all five would remain to serve the new development. Three of the driveways are on Middlebelt Road and two are on Plymouth. Two of the driveways are on the former Walgreens property: one on Middlebelt and one on Plymouth. Both provide access to the subject property via cross access agreements. Looking at the overall site plan, Middlebelt Road is on the left-hand side and here are the three existing driveways. The one at the north end is referred to as the north driveway. There is also a middle driveway and south driveway, which one of those driveways that is on the former Walgreens property. The hatched areas show the cross access that exists between the two properties. On Plymouth Road, there are two driveways. One is referred to as the east driveway and the other as the west driveway, also located on the Walgreens property subject to a cross access agreement. None of the driveways are signalized. As part of the development, the two main approaches, the middle driveway on Middlebelt Road and the east driveway on Plymouth Road, would each be widened. Looking at the exterior of the Chick-Fil-A restaurant, it would entirely consist of brick. The canopies are shown here, above the windows and entrance areas. The height of the building is about 20 feet, 4-1/2 inches. These are the renderings showing the north and south elevations of the building. This would be the side facing Plymouth Road and this one is the back of the building facing north. Underground detention is part of Phase I. It includes the construction of the basin that would be beneath the main parking lot in an area behind the main retail building. The main retail building is referred to as Retail 2. The smaller retail

building that is proposed adjacent to Plymouth Road is referred to as Retail 1 and is part of Phase II. This building is located at the south end of the parking lot between the Firestone and the former Walgreens store. This building would be one-story in height with a gross floor area of roughly 8,900 square feet. As you can see here, access would be provided via connections to the shopping center's existing driveways and parking aisles. The exterior of this building would contain different shades of brick. It is a full-brick building. The height varies from 20 feet to 26 feet. The west end cap is shown as a restaurant with a drive-up window facility. The site plan shows a single drive-thru lane along the north and west sides of the building with the capacity to accommodate roughly nine vehicles. Phase III involves a 5,378 square foot addition to the northeast corner of Retail 2, which is the existing building. That addition would measure 39-½ feet by 140 feet. With the expansion, Retail 2 would total of 63,434 square feet. The existing building is over 84,000 square feet in size. With the demolition along the west side of the property and then with the addition, it brings the total back up to about 63,400 square feet. Besides the expansion, the entire store front elevation would be renovated. The architecture and materials are intended to compliment the design of Retail 1. The exterior finish would contain brick with new parapet wall sections that would vary in height. As you can see here, they would project above the existing roofline. The changes to the other three elevations of the building would consist primarily of CMU. The top rendering shows the main storefront façade facing Plymouth Road. The next rendering is the west side of the building and includes the same brick finish on roughly half of the west elevation. The balance would be a decorative CMU. Next is the rear of the building facing the commercial to the north, and finally the west side facing the residential area and the Firestone property, both of which would also be finished with CMU. Required parking for the new development would be based on the total amount retail floor space. For a group commercial center with more than four establishments and where less than 15% of the gross floor area is devoted to restaurants, the parking is computed at a ratio of 1 parking space for every 150 square feet of usable floor area. When we combine the square footage of all three buildings, the Chick-fil-A, Retail 1 and Retail 2, there is a total of 77,330 square feet used for determining the parking. This results in a requirement of 413 parking spaces. The site plan presented to you this evening shows 397 parking spaces resulting in a deficiency of 16 spaces, which is roughly 3.8% of the total number of required spaces. A fully detailed landscape plan was

submitted with the application. This is a blow up of the area around the Chick-Fil-A restaurant and this is the area around Retail 1. All existing landscape islands would be replanted. Staff is recommending that the landscaping along Middlebelt Road also be replanted. Details are provided on all the trash enclosures on the site. Regarding site lighting, staff is recommending that all the poles not exceed a height of 20 feet to be consistent with the existing parking lot lighting. 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 November 17, 2020, 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 property is assigned the address range of #29250 thru #29350 Plymouth Road, with an address of #29250 Plymouth Road assigned for the overall parcel. The legal description included on the plans submitted by the owner appears to be correct, and should be used to describe the parcel. The proposed development is currently serviced by public water main and sanitary sewers. The submitted drawings indicate that new utility connections will be constructed to service the proposed building layout, but they do not indicate whether the new utilities will be private or public. Depending on the ownership of the proposed utilities, easements may need to be provided. The drawings do indicate that underground detention for the storm water is planned, but there are no calculations for the systems at this time. 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. It should be noted that although the City of Livonia will be reviewing the utility plans for the project, additional permits from Wayne County and MDOT will be required for work in the Middlebelt Road and Plymouth Road right-of-way's."* The letter is signed by David W. Lear, P.E., Assistant City Engineer. The next letter is from the Livonia Fire & Rescue Division, dated November 12, 2020, which reads as follows: *"This office has reviewed the site plan submitted in connection with a request to re-develop the commercial center (Shoppes of Livonia), including demolishing a portion of the existing building, the construction of a restaurant with drive-thru facilities in the vacated space, remodel the existing building's exterior, construct a building addition to the*

existing building and the construction of a stand-alone multi-tenant commercial building on property located at the above referenced address. We have no objections to this proposal.” The letter is signed by Greg Thomas, Fire Marshal. The next letter is from the Division of Police, dated November 11, 2020, which reads as follows: *“I have reviewed the plans in connection with the petition. I have the following objections to the proposal. I am concerned with the driveway just south of Chick-fil-A. I expect there will be a high traffic volume coming from the business and utilizing that driveway. There is a great possibility for traffic congestion and traffic crashes for vehicles attempting to exit and turn left onto southbound Middlebelt. My recommendation is to post a Right Turn Only sign at the exit.”* The letter is signed by Scott Sczepanski, Sergeant, Traffic Bureau. The next letter is from the Inspection Department, dated December 10, 2020, which reads as follows: *“Pursuant to your request, the above referenced Petition has been reviewed. 1. Signage shall be installed according to the ordinance. Any excess signage will require a variance from the Zoning Board of Appeals. 2. Parking spaces are required to be 10' x 20' and double striped. 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 November 12, 2020, which reads as follows: *“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.”* The letter is signed by Connie Kumpula, Chief Accountant. The next letter is from the Treasurer’s Department, dated November 12, 2020, 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 no taxes due, 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 have a quick question. The only deficiency on this plan is parking, correct? That is the only reason they would have to go to Zoning Board of Appeals?

Mr. Taormina: The signage for the Chick-Fil-A is clearly beyond what the ordinance allows. If you look at these renderings...and we don’t have details on the signs, but in this case, two signs would be allowed since this would be considered a corner lot. One facing Middlebelt and the other facing Plymouth Road. The plans

show signs on all four sides of the building, which would require a variance.

Mr. Wilshaw: Okay.

Ms. McCue: I apologize. May I ask a question, Mr. Chairman?

Mr. Wilshaw: Of course, Ms. McCue.

Ms. McCue: I was just wondering...not a ton of frontage on Plymouth Road, but will the PRDA be seeing this as well?

Mr. Taormina: We will bring it to the PRDA the next time the Board meets. This project does not involve much in the way of streetscape improvements, since these already exist on the subject property. Unless the PRDA wanted to see some modifications. We would intend to submit this to either the full Board or the Executive Committee sometime in the next month.

Ms. McCue: I agree there isn't a whole lot in that space, but consistency I guess is always what we want to take a look at.

Mr. Taormina: Thank you.

Ms. McCue: Thank you.

Mr. Wilshaw: Any other questions for our Planning staff? If not, our petitioner is here in the audience. If you could just use the raise hand button to indicate who you are. Mr. Jarbou and Mr. McPherson. I think there are a few representatives on this item. Very good, thank you. We will start with Mr. Jarbou. Good evening. You can unmute yourselves.

Frank Jarbou, 4198 Orchard Lake Road, Ste 250, Orchard Lake, MI 48323, I know that we are in different times now meeting via Zoom. Normally I like to be in front of the Planning Commission and discuss this great project that we do have. I just want to introduce everyone that we have on our team. We have Jenny that is our Project Manager, Mike McPherson from Atwell Hicks, which is the Site Engineer, we have Justin from Chick-Fil-A, and we have Michael from the traffic study that we did on the site. I know that last week when we went through the study session, we had a lot of concerns and some questions about traffic. We went back to Justin and Chick-Fil-A staff, which has done a phenomenal job I have to say with other store openings, and they plan to do the same thing here. They have developed a

plan to work on the traffic...adjust the traffic, and I think that was provided to the Planning Commission staff on how we have a plan in place already even though the store is probably another 18 months from opening up. We want to be transparent with that plan and we want to have the Planning Commission look at it and have the City look at it and see if we can adjust in any way. We have given Chick-Fil-A the authority to do this plan and to work inside our vast parking field that we do have in order to accomplish a successful opening. I do have to remind everybody that we know that Novi opened up during COVID conditions and there were no interior seating allowed. That created a little more influx on the drive-thru obviously. We all hope that it goes away and we are allowed to sit in restaurants again. Hopefully, when that does go away and by the time that happens and Northville will be opening soon, so we will have two stores in the area. Northville is supposed to open up next month. Hopefully, it will drive some of the honeymoon period over there and get that out of the way so when this opens up it is not as busy as the other one to begin with. We have another store hopefully opening up in Canton. We don't know the timeline on that. But hopefully getting there soon and deviate from this traffic as well. I know that after the meeting last week we talked to Mark and he said that the Planning Commission did have some concerns about the phasing process and how long this would take, ultimately for the whole project. Our full intention is to get this done as soon as possible. Meaning, Phase I with the Chick-Fil-A, Phase II with the out lot and Phase III with the rehabbing the existing building with all four facades on it. Timeline...I would say...with construction being a part of it and winter conditions...we would love to get this done between 18 months, which is a realistic timeline, and possibly two years. It depends on tenants and what we have going on, but we are hoping to have this thing completely wrapped up within that 18-month timeline. So, it's not as if we want to go in there and construct the Chick-Fil-A, and then sit with our arms crossed and wait for the next tenant. We are aggressively marketing this development. We have a lot of interest in that out lot. That out lot could potentially turn into a single-tenant use. We do have a credit union that is taking a look at it right now. We are coming in to get the retail approved, but in retail and everything else we do and everything you are seeing out there is constantly changing. When our group first purchased the property over a year and half ago, we put multiple plans in place and let the market dictate to us what we would ultimately see here. We had a couple different variations. Thankfully we have come to an agreement with Chick-Fil-A and hope you all welcome them

as we have. We think it is a good plan. I am here to answer any questions or concerns and whatever else you guys need.

Mr. Wilshaw: Thank you, Mr. Jarbou. With you tonight you have Mr. Lurk who is from Chick-Fil-A, correct?

Mr. Jarbou: Yes, sir.

Mr. Wilshaw: Good evening, Mr. Lurk.

Justin Lurk, Chick-Fil-A, 5200 Buffington, Atlanta, GA 30349. Thank you having me again. As Mr. Jarbou stated, I would love to be there in person, but this will have to do for now. As Mr. Jarbou stated, we regrouped as a team after our call last week. We came up with a proposed traffic plan. Typically, our grand opening team would put that together, but upon your request we certainly understand this was an item of importance. I think we are faced with a pretty unique situation here. I wish all of our sites were seven acres to where we could utilize the majority of that property for our openings. This will certainly be unique to this property. I certainly appreciate Mr. Jarbou and team for allowing us to do that. What you are seeing on the screen now is just a proposed draft of what a traffic plan could look like. I will try to walk you through that. So, let's start down on Plymouth Road. If you are heading westbound on Plymouth Road, all of the red arrows represent how you could potentially enter into the property or what we think the traffic plan would be to enter in to the property. We would try and drive the traffic in to the east Plymouth Road entrance. We would hope they would pass by the west entrance and accomplish that with some signage to not allow them to enter into the second curb cut off of Plymouth Road, but rather direct them north on Middlebelt Road and then entering in to one of the two entrances off of Middlebelt Road to queue into our drive-thru lane. As discussed last week, we would propose temporarily close off the middle access point off of Middlebelt Road as you are seeing there. Then if you are heading north on Middlebelt Road and you missed the first entrance and the middle one is closed off, you can go all the way to the north entrance and enter there. We would propose to route traffic all the way around the existing retail building. Then you can see we would propose to block off the drive aisle in front of the retail building just so people...to consolidate the flow of traffic and not have so many points of ingress/egress to get into the drive-thru and direct traffic into one main route to get into the drive-thru. As you pick up your food, the blue arrows would represent the path that you would

take leaving the drive thru. We would propose to direct all traffic to the south towards the vacant Walgreen's parcel. Then you have choices to go north or south off of Middlebelt Road, as you can see with the blue arrows there, or route around the vacant Walgreens parcel on that cross access and get down to Plymouth Road and either head westbound or eastbound on Plymouth Road. We feel this accomplishes the concern around traffic. We would provide this draft traffic plan to our grand opening team so when they do get on site, they got a running start on how to potentially direct traffic on site. I wanted to go through that. As was mentioned, that was the main item of importance that we talked about last week and we are certainly here to answer any and all questions that either the Commission or the public would have. Thank you.

Mr. Wilshaw: Thank you, Mr. Lurk. Mr. Jarbou, did you want to add an additional comment?

Mr. Jarbou: Yes. We have with us Mr. Labadie also. He is the traffic consultant that was hired to perform a traffic study, piggybacking off what Mr. Lurk said I would love for him to jump in and explain...I think he gave you guys a bullet point of that comprehensive traffic study that he did.

Mr. Wilshaw: Thank you. Welcome Mr. Labadie to our meeting tonight.

Michael Labadie, 27280 Haggerty Rd., Ste C-2, Farmington Hills, MI 48331. Haven't been there for a while. If you would like, I can go through the study. I don't know if any of you tried to struggle through it or not. I think the study in itself is one that we started where you have to get a scope of work for what...in this case, we had to go to MDOT, and we had to go to the city. Middlebelt is owned by the county, so we had to go to the county and asked them for a scope what they wanted to see in the study. We have reflected that in what we did. As far as the power point goes, the first slide that you are seeing are the existing conditions. The existing conditions are...how is it working today and what kind of things are challenges that...if there are any, and operationally there are a couple things that we found looking at that. I don't know if you can see it very well, but there is a kind of a challenge that is there. If you look at the aerial view and you look at the traffic queues on Middlebelt Road versus the traffic queues on Plymouth Road, it is kind of a typical thing that is going on out there. There is a lot more traffic that we nearly double the traffic on Middlebelt Road than there is on Plymouth Road. That is a little thing that shouldn't be

going on but is. Anyway, as we went through this you might wonder how we do traffic counts and do a traffic study now when hardly anybody at the time is out on the road. We had to get historical counts. We went out and counted the turning movements and then we upped the counts based on historical information. That was something that was accepted by MDOT and county. Can we scroll to the next...the way these traffic studies work, there is an analysis that is put together by the Federal Highway Administration and it comes up with something that is called Level of Service. Level of Service has grades, A through F. A being good and F not being so good. You can see the...those are seconds of delay. Those little categories in the boxes there, and they are a little bit different for signalized intersection versus an unsignalized intersection. Suffice it to say the Level of Service D is considered acceptable. There are an awful lot of intersections like driveways and unsignalized intersections that come out on to public high-volume roads that operating at a poor level of service. If you think about...say you are in one of the drives or establishments on Middlebelt and you try to pull out, you are there 20 seconds to a minute easily depending on the time of day. Can we go to the next slide? So, today you have Middlebelt Road and Plymouth Road intersection operating poorly, relatively speaking. You have the southbound approach operating at a Level of Service of E. In a lot of cases, that isn't a bad thing in an urban area with a lot of traffic on it, but overall, the intersection is operating at a C in the morning and D in the afternoon. That is a calculation of the four approaches to come up with a number or a letter for the intersection as a whole. The others are all stop signs and controlled driveway types and to have a 40 second delay in the morning at Middlebelt in the north driveway is...and there are no gaps in the Middlebelt traffic is probably what that is telling you. Down on the bottom, the same thing on Plymouth Road in the evening. In the evening these are...sometime in the morning between seven and nine and in the evening between four and six. So, we have some challenges getting out on to Plymouth Road in the evening with the Level of Service E. Can we go to the next slide? One of the things that we found as we looked at this intersection, and to be honest here, we don't have any explanation for this yet, but I can...I don't even want to speculate, but the intersection right now, if you have left turn phases, in other words you get a green arrow to turn left, on the opposite direction it is usually when that green arrow is on, the opposite direction right turns are able to be made without any conflicts either. In this intersection, what we are proposing is that this intersection could stand to have that, and it doesn't.

We are saying that that is something good to add. It reduces the delay and people get a green indication and can make a right turn and the opposite direction of the left turns. Another important thing that is not there but should be it seems is that push buttons are there for people crossing Plymouth Road but not crossing Middlebelt. Middlebelt is the one that needs more green time. Right now, Plymouth is getting more green time than it should and not only that, but it can't give any to Middlebelt because there is no pedestrian buttons. The idea of the pedestrian push button is that it gives some minimum green time, but it doesn't give all the green time that would be necessary for a pedestrian to walk all the way across the five or six lanes. So, if there were push buttons there the intersection would be able reallocate green time and give it to Middlebelt and those queues that you see in the aerial wouldn't be there, or certainly wouldn't be as long. We are...those two things are existing items that we are not sure why they are there because it wasn't that long ago the intersection was modernized. I am not real sure about that, but it needs to get dealt with. It is an MDOT and Wayne County coordination thing, I think. None the less, somebody is going to have to go back out there and do it. Next slide. Well, you already learned about that. Next slide. So, in the future, if you notice there are two tables here. One with improvements and one with no improvements. If you don't fix the challenges that I have pointed out at Middlebelt and Plymouth, you end up with some new challenges when you add our site development traffic to it and you grow the background traffic. As far as the other driveway approaches, the delays go up because there are again, especially coming out on to Middlebelt, it is going to get worse until we get it fixed...getting the signal fixed...with better traffic flow and more gaps to get out. That is where...this one shows that there is an awful lot of information that says we need to get that intersection timed better. Future improvements show that the Middlebelt and Plymouth intersection get better with those changes as we talked about. The middle driveway has some challenges in the PM peak hour and the Plymouth Road east driveway has some challenges during the PM peak hour. For the most part, the site can accommodate the traffic, but there is some changes that need to be made at the intersection. Can we go to the next slide? I kind of already explained some of this. To save some time, but not only does it add the green arrows and the pedestrian push buttons but we are talking about changing the cycling on the traffic signal as well. We are also recommending that there be one lane inbound and two lanes...so each approach would be three lanes instead of two coming out of the

site. Next slide. Any questions? I mean it is kind of a big report and I tried to gloss over it a little bit, but does anyone have any questions that I can help with?

Mr. Wilshaw: I agree, Mr. Labadie, it is difficult to go through an entire traffic report in a short time, but you did a good job. Do we have any questions for staff at this point? I see Mr. Taormina has his hand up.

Mr. Taormina: Mr. Labadie, could you please explain something? When you identify westbound traffic at the north driveway, what exactly are you referring to? I am guessing northbound and southbound are the vehicles turning out of the north driveway heading either north or south on Middlebelt. And maybe eastbound is the traffic turning from Middlebelt Road into the site, but what is westbound?

Mr. Labadie: There is a challenge...can you see...move your arrow up a bit. There is a driveway that is offset. You see that? It is on the west side of the road.

Mr. Taormina: Maybe if I go to the aerial photograph it will show it?

Mr. Labadie: You can't quite see it. Right there, yeah. Traffic actually uses that. We counted that as an adjacent street. It makes it a little difficult if they happen to go out of there because there is a lot more cars and there is an offset kind of conflict.

Mr. Taormina: Okay, so to just clarify, when you say westbound you are talking about traffic that would exit this north driveway and cross over Middlebelt Road and enter...

Mr. Labadie: No, they are just going westbound out of that approach.

Mr. Taormina: They are going westbound from here?

Mr. Labadie: Out of that approach, whether they turn left or right, I assume not too many go straight through.

Mr. Taormina: Okay, so westbound refers to vehicles exiting the site?

Mr. Labadie: Correct. It will have a right, a thru, and a left out of there.

Mr. Taormina: So, the Level of Service relates then to all the turning movements at Middlebelt at the north driveway.

- Mr. Labadie: Correct.
- Mr. Taormina: But, then northbound itself are referring specifically to through traffic on Middlebelt Road or turning vehicles?
- Mr. Labadie: Through traffic on Middlebelt.
- Mr. Taormina: Through traffic?
- Mr. Labadie: Middlebelt doesn't have to stop so it is free.
- Mr. Taormina: Thank you, that helps. It helps me to better understand the structure of the report.
- Mr. Labadie: I tried to make it easy, but it is what it is.
- Mr. Wilshaw: Any other questions from the Commissioners?
- Mr. Caramagno: I do agree it is hard to lay this out in a short period of time, but there was a lot of discussion about the changes that need to occur at the intersection. Wayne County and DOT. Whose responsibility is that and what would be the time frame in coordination with a Chick-Fil-A here?
- Mr. Labadie: That is a problem. There is no Chick-Fil-A out there and those queues and the poor operation that is happening today...who is responsible for that? It seems to me that Wayne County should have complained, and they may not be aware of it. I don't know. They should have complained to MDOT when they did this. It is an existing problem, and it is something that should be worked out because when you have a signalized intersection with an MDOT road...MDOT actually owns the signal, so the participation in the cost and design of the changes should have been coordinated through Wayne County. I don't really have a good explanation why it works the way it does.
- Mr. Caramagno: I understand that, but in putting a Chick-Fil-A on this corner and rehabbing the corner, which it needs, it further contributes to the problem. What gets MDOT on the ball here? Or Wayne County on the ball? Does the developer put a request in that he has a problem with the intersection that he shares? Or who gets this thing cooking?
- Mr. Labadie: Hopefully the city now knows about it, and the city gets a hold of Wayne County and the State and they point out that Mike Labadie came up with this problem in this study at this

intersection, can we meet about it. I think that is what you should do. It is a strange unique problem, but I think it is something that the city should run with because you know about it. Wayne County and MDOT do not know about it right now. Unless you want the developer to contact them, but it would have more clout to get done is the city did it.

Mr. Jarbou: We are more than willing to work with Mr. Taormina and also Wayne County and MDOT to try figure out how to get this thing resolved. Mr. Labadie said that this is an existing issue...Mike with making the corrections there it obviously existing the way it is it would help it tremendously, but with the refinement that you are proposing and having the Chick-Fil-A there, it could still work in your opinion I am assuming.

Mr. Labadie; Yes.

Mr. Jarbou: We have done this in other areas where we have gone into redevelop. We would be more than happy to work with whoever it is on the city staff, but we would need some support from them to carry more clout with Wayne County and MDOT, but we are more than willing to step up and get that done. Hopefully, with the timeframe that we do have which we have done in the past. Wayne County has been a bit difficult to get a hold of, but MDOT has been great to work with, but we are more than willing to interject and try to get that resolved.

Mr. Wilshaw; Perhaps our City Engineer can help facilitate that as our official in the city that is responsible for engineering and traffic engineering to that extent.

Mr. Jarbou: That would be a great thing if we could get him involved. Mr. Labadie, your engineer and us, we can show a good force and get this thing done.

Mr. Wilshaw; it is interesting that you pointed out that the right turn lane signal, the arrows, aren't there and that is a recommendation to improve those because I have noticed in the last several years many intersections as they have been upgraded, being this one and Farmington and others, have been removing those arrows. I don't know if that is a change in the Michigan Manual of Traffic Control Devices or why these right turn arrows are being removed, but it is something I have noticed at many intersections around the city.

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- Mr. Labadie: I don't know if they are for the same reason, I am not sure. It might just be...you would have to check it out as to why they are taking those out. This is a popular thing to do. It helps.
- Mr. Wilshaw: Yeah. There are a lot of people that will sit at the intersection and wait because they aren't sure if they can go or not.
- Mr. Labadie: Correct.
- Mr. Wilshaw: Interesting. I didn't know as a traffic engineer if you were aware of any changes of rules that would justify why they are taking these out.
- Mr. Labadie: Sometimes...I don't want to speak for...make it too generic, but sometimes they are up for the wrong reasons when they are making improvements. You don't see too many of them with this doghouse kind of configuration.
- Mr. Wilshaw: Thank you. Good Point. Any other questions for the petitioner?
- Mr. Bongero: Going back on Sam's point, so right now it needs to be adjusted the way it is right now. So, right now you are saying this intersection, whether Chick-Fil-A goes in or not, should have these timing adjustments and modifications done, correct/
- Mr. Labadie: Correct.
- Mr. Bongero: Okay, so with Chick-Fil-A there, we know it is going to increase the volume tremendously. At least through the honeymoon period it is going to be a lot of people trying to figure out the entire entrance and exit...so, if the city doesn't step in, to me this would have to be resolved before that Chick-Fil-A opens or we are going to have chaos. That would be my thought. Would you agree with that?
- Mr. Labadie: I don't know about chaos; I don't know about that. I do know it sure would make things a lot better if it was. Either with or without the Chick-Fil-A it would be a good thing to do. It is important. I don't know that...certainly if you put a Chick-Fil-A in without making the improvements we are going to have to look at retiming that signal to make it at least a little more optimal than it is now. Some of it...a couple of the things...although I am 99% sure it is not 100% right thing to do, but you could set it up so you just had the pedestrian crossings the opposite of what they have there now. That would help a lot to reassign green times for pedestrian crossings. As far as the arrows and that,

that could take a little bit longer, but there are some short-term things that you could do real quick that I don't think would take very much to do. I still think you are right. It would be great to have this done before Chick-Fil-A and the sites operate. It's not that hard to get it done, it's just a matter of getting everyone to agree to it and unfortunately there are three parties here.

Mr. Bongero: Thank you.

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

Ms. McCue: I think at one point you had mentioned that the middle entrance off of Middlebelt would be temporarily blocked. Am I correct? During the opening phase, did I hear right?

Mr. Lurk: That was a recommendation that we had.

Ms. McCue: Okay. How long, just hypothetically, because I agree with you, I think the honeymoon phase is going to be critical in there, but what was your thought process when you created this flow? How long would you think this would be closed or blocked off? Would it always be blocked off? During peak time?

Mr. Lurk: I think it would be blocked off...instead of just cones, because we have all seen that people don't adhere to cones, that you might need some more permanent barricades for a week or two starting off while everyone gets used to it. That would be my initial feel. I think that is up to...once we get open, we would certainly have to play that by ear.

Ms. McCue: Okay, the other thing is that the traffic bureau had indicated that they would like to have a right turn only indication at that exit as well. What is, I am not sure who that question is geared toward, but what are your thoughts for that? Trying to get out of that particular exit and turn left on to Middlebelt during peak times is going to be challenging.

Mr. Labadie: If we get the signal retimed and the modifications implemented that we talked about you won't have the queues that you have there now, so whether or not you are trying to relate to the existing condition, just know that the existing condition could be quite a bit improved. Again though, it is the operation of a stop sign controlled access on to a high-volume road is the function of gaps. There are fewer gaps on the higher volumes, so it is going to be more of a challenge getting in and out. Not to the

level though where we would agree that a right turn only needs to be there. We are going to have to get some kind of approval from Wayne County too because they control the permit. It would be probably a call by Wayne County, and they would probably allow it the way it is the way we are recommending it with three lanes. Two out and one in. If some sort of problem manifested itself, they may resort to a right turn only.

Ms. McCue: Okay.

Mr. Jarbou: Just to clarify, the gaps you speak of in your traffic study would indicate that at Middlebelt there would be a stop and at that point it would create the gap to allow someone to make a left turn lane and that is what you are talking about adjusting the timing on the particular light to allow that gap to happen.

Mr. Labadie: The intersection traffic would clear more regularly and completely. Right now, it doesn't do that. That's the point

Mr. Jarbou: If you were to time those more efficiently, even now, that would help our tremendously. With having the Chick-Fil-A there it would create the gap that is needed, and the honeymoon period is done someone could make a left turn successfully out of there, correct?

Mr. Labadie: Correct.

Mr. Jarbou: One more thing. With your experience and with what you have done here, I am sure that not all of us have had the experience that you have, how difficult of a process is it to work with Wayne County and MDOT to get these changes implemented and would we...if we are talking...with the blessing of the Planning Commission and having this be a fall opening, is that timeline appropriate to get these changes done?

Mr. Labadie: If we get moving, yeah. We are going to need the city on this, so it seems that the city would be committed to getting this to work better. It is not a problem if we can get help with the city.

Mr. Jarbou: I just wanted to clarify that.

Mr. Wilshaw: Ms. McCue, are you all set?

Ms. McCue: Yes, I am all set.

Mr. Wilshaw: Any other commissioners with questions for our petitioner?

- Mr. Long: I am just echoing Ms. McCue's concern about the left turn on to Middlebelt Road. I also see the suggested path of the exit on to Plymouth with a right and left turn option. I think you are going to have the same problems turning left. Again, not necessarily a question for anybody, but as this is all looked at it has to include thoughts about that as well.
- Mr. Wilshaw: That is a good point Mr. Long. In regard to gaps in the southbound traffic on Middlebelt, which seems to be the bigger concern that we have. The thing creating those gaps will be the traffic light probably up by Costco and Millennium Park because that is the next most northern light that would create those gaps for the southbound cars.
- Mr. Long: I know you are going to have that light at Middlebelt to stop the eastbound traffic...I mean, that intersection stacks up pretty good with westbound traffic. I know people can sometimes be polite and sometimes they can't be, but you know...I think that will be a challenge. I don't know how you solve that unless you do left turns out of the eastern most driveway, or at least try to direct people down that way.
- Mr. Wilshaw: Right.
- Mr. Long: Not really a question, more of a comment. Thank you.
- Mr. Wilshaw: Any other questions or comments?
- Mr. Ventura: I guess this is for Mr. Labadie. I am looking at your report. Trip generation for proposed development and I have never really read a traffic report before so I am going to say that I am interpreting this, but my question is, is that an estimate of added traffic that you think Chick-Fil-A is going to add to this area?
- Mr. Labadie: Are you looking at Table 1 in the report?
- Mr. Ventura: I am.
- Mr. Labadie: Okay, good. That is not just Chick-Fil-A. It is other parts of the development as well. The Chick-Fil-A numbers, the third list down talks about the type of land use and it talks about the size. It says am in, am out, and total. That will be the total number of inbound in the morning during that peak hour. 51 and then 54 out for a total of 105. The peak hour in the morning is sometime between seven and nine. In the afternoon, sometime between

four and six. The reason that those times are there, is because those are the times that traffic peaks on Middlebelt and Plymouth. Yes, that is the numbers that will be for just the Chick-Fil-A during those hours.

Mr. Ventura: If I read the footnote under the chart correctly, these are all based on a Chick-Fil-A down in South Bend, Indiana. Is that correct?

Mr. Labadie: Correct. They have...

Mr. Ventura: Why did you not use the store in Novi?

Mr. Labadie: Well, the store in Novi...nobody collected that data. These are studies that were done by other firms before the data was published. It is pretty much accepted practice to use the similar uses generating similar trips. That is not an uncommon thing. If I were to...if you were to look at the shopping center numbers for example. If you go into the IT trip generation manual, you will probably find out that there are hundreds of offices from all over the country, not just from around here. That is kind of how it is done.

Mr. Ventura: I will take your word for that. My only experience is with Novi and the volume that I think that Mr. Lurk used, is honeymoon period that they had out there. It has been literally hundreds of cars in the parking lot waiting to get into the line to get on site and once they are on site, based on my count when I drove through about a week ago, there were between 70 and 80 cars in line. I am imagining that during the honeymoon period here, we could see 200 or 300 cars waiting to get on this site.

Mr. Labadie: That is possible.

Mr. Ventura: I don't know where you put them.

Mr. Jarbou: Mr. Ventura, that is also because there are no restaurants open right now. You are very limited on food. That has something to do with it I would say. Also, I don't know if Novi is a good indication of what is maybe...they don't have the parking field that we do. I would be more than happy to pick you up and we can go to Allen Park and they have the parking field. We can talk it over with a chicken sandwich. I am just trying to compare apples to apples. It is unfortunate that COVID is...what is happening, but a tremendous amount of restaurants are closed and the...obviously, choices are very limited when you want to

go out now. I am not trying to deter and say that it won't bring traffic, it definitely will.

Mr. Labadie: Frank, there is another point for Mr. Ventura that we have to keep in mind here too. That there is not a lot of competition for the Novi site yet. The popularity is going to wane as you get more Chick-Fil-A's constructed. There are a few more coming online soon. That will influence the outcome of the traffic that is going to be too. That is why the traffic numbers that we put into the study from Indiana was because that is a steady state before COVID.

Mr. Ventura: I guess, first of all, Mr. Lurk said you don't put these restaurants close together. The closest he said you put them together is five miles. So, when I went to a source that provides me with demographic information, I discovered that the population within five miles of Novi is half of the population within five miles of this restaurant. I don't see Northville and Canton relieving pressure on Livonia. I think we are going to have tremendous response to this restaurant. It is all good for everybody, but I am not convinced that we have a plan that is going to accommodate the kind of the traffic that this thing is going to generate during the honeymoon period. I am not sure that we have a plan that is going to accommodate traffic on a continuous basis. I was talking about this in my office and one of the people that works with me sent me a FOX news article that talked about Chick-Fil-A in Ohio being sued by the adjacent businesses because the Chick-Fil-A traffic was using their parking lot and blocking entrance to their businesses. We have a McDonald's immediately to the north of this. We have a huge shopping center southwest of it and shopping south of it. We have all kinds of neighbors around here and the last thing we want to do is choke off the circulation in this area to the extent that it damages their businesses and creates an ongoing problem. I guess that is a thought. I agree with Ms. McCue and other commissioners making a left turn out of this site, either to Middlebelt or Plymouth Road, is going to be not impossible. I understand, Mr. Labadie, that you are doing a lot of projections here, which is what you do for a living and I respect that, but in your presentation, you made reference to Wayne County and MDOT many many times and urged that we need their help to resolve this, which I certainly am not arguing with, but I am uncomfortable approving this without having some response from them to say yeah. Your traffic study makes sense, and we agree with this and let's get this done, or no we don't agree with this and we have some other plans that need to be

accommodated and some other solutions that we you to consider. At this point, you are asking us to approve this on faith. Having seen what has happened in Novi, I have to tell you that I am not a believer at this point. I apologize for that, but that is just exactly the way that I feel. I have to be honest with you. One other point was that at our study meeting we talked about how we regulate traffic in the roadways. Out in Novi they have private security people because the ring road around the shopping center is a private road. They are not (inaudible) to Mr. Taormina and others able to private security people and not be able to regulate traffic and on the state and county roads you need police officers. I believe Mr. Jarbou, or somebody said that we will hire police officers. Who determines when they are needed? Who pays for them? I understand that this restaurant is going to be owned by an individual. I don't see him at this meeting, and I don't hear him making a promise to us that yeah, he is going to spend the money to hire these police officers, or to pay the city back for the expense that it incurs when we have a couple hundred cars trying to get into this site and people trying to turn left and turn right and go all over the place and try to figure this out. After the restaurant is there for a couple years, I am sure it will get figured out, but we don't want to do a lot of damage in the period of time that we are waiting for everybody to figure out how to navigate this site and to enjoy a Chick-Fil-A sandwich. Personally, I feel like we are a little bit ahead of the curve here because I don't feel that we have the honeymoon period traffic, that I feel certain is going to be generated, based on the surrounding population and the lack of adjacent restaurants figured out. I have a bunch of other notes, but I have taken up enough time and I think I have made it plain how I feel. I would be much happier and feel much more confident in approving this if we had more answers that somebody was saying that yeah this has been approved by MDOT and it has been approved by the county and here is how this is all going to work and with some degree of certainty that everybody kind of bought in to. Thank you.

Mr. Wilshaw: Thank you, Mr. Ventura. What I am hearing from you is, and I think it is a very good point, is you would definitely feel more comfortable if you had folks like the City Engineer and MDOT and Wayne County kind of signing off on this in advance and saying yes, we have looked at this and we know what the plan is. We are going to do this; we are going to do that. We know that this is not going to crater the entire traffic flow in the area, correct?

- Mr. Ventura: Mr. Chairman, you stated it better than I did. Thank you.
- Mr. Wilshaw: That is what I heard. You said it very eloquently and it is an excellent point, so thank you. We have Mr. Taormina next and we will see if anyone else wants to speak.
- Mr. Taormina: Thank you. To Frank and maybe Justin, I have questions regarding this graphic and the grand opening period, which refers to comments that Mr. Ventura made relative to the impact of adjacent commercial properties. I am looking at this plan and wondering how it might impact the expected occupancy of the building in the southwest corner, the former Walgreens. I understand that you may have cross access agreements in place to utilize these driveways, but am wondering, and this is something to explore as we move forward through this process, whether the incoming drive-thru traffic could be rerouted further to the north through the parking lot, to the extent that the site will be under construction have extra capacity. It would have far less impact on the corner property, realizing that it could be occupied or under construction by then, and there would not be much traffic demand for the other retail uses, except maybe the Office Depot. You would also have the flexibility of adding a second westbound lane somewhere in the middle of the parking lot that could then turn north to the driveway. I throw that out as a suggestion, because I really see a lot of potential conflicts here, especially if the corner property is under development or occupied by the time the Chick-Fil-A is open.
- Mr. Jarbou: We have no problem with that. No problem at all. We can definitely get that done. Justin, can you speak to and help Mr. Ventura understand that when new stores do open up and how far they are away, how much it impacts the...if Northville opens up next month and where Novi is right now and hopefully, we are in a COVID free, not COVID free but restaurants are back open with sit down seating, what do you feel that is going to pull away from a Chick-Fil-A in Livonia?
- Mr. Lurk: So, there were quite a few comments brought up and I do agree with you Frank. We looked at putting that drive or temporary drive a little bit further north to try and get that merge point as far away from the Chick-Fil-A building and we chose the south, but again this is a draft, and this could be a fluid plan. The good news here is it is over seven acres. I can't think of another Chick-Fil-A in our portfolio where we had seven acres to work with. I think that should give us a little more peace of mind. Some of the other locations that we are talking about are an

acre, less than an acre or an acre and a half, right? So, I think that is one advantage to this location. With that and the fact that there is multiple ingress and egress points that gives customers choices...helps here as well. To go off of facts and figures and again to reference the west side of the state when we opened up in Grand Rapids, we opened up Grand Rapids South as our first location and saw similar demand that you are seeing in Novi right now under COVID, pre-COVID conditions. Then we opened up our second location in Wyoming, Michigan, which was about six or seven miles away and the staff there was concerned as well, but at that opening they only saw the honeymoon phase filling out of our site just that first weekend. We have a letter of support from a city official over there to another city stating the same thing. I think you are overestimating the honeymoon period. We only saw that during the opening weekend. I think that is a good example of what we could be faced with here. I wanted to bring that up again as well. One point was you're not hearing from our local owner/operator. That is for a reason. They haven't been selected yet. The way our model works is that corporately we find the sites and we work with developers like Mr. Jarbou. We go through the city process because this is a sole source of income. This is their only source of income. We bring the franchise owner/operator on right before the store would open. They have to terminate any previous employment, so they are without a check for a while. We can't ask them to be doing that for a year. Sometimes it is a year or 18 months is we go through a city process with construction and development. The local franchisee owner/operator would be working with the city and again we would typically hire private security to help with traffic, but a lot of municipalities will just put cops out there to be proactive. They don't always charge us back, but when they do, we are happy to oblige and help out because that is a service they are providing. I wanted to answer those questions as well. Does that help?

Mr. Wilshaw: It does. Thank you, Mr. Lurk. Let me see if there is anyone else on the commission...we have spent a fair amount of time on this already, and I don't want to let anyone get missed. Is there anyone else on the commission wishing to address this development with the Chick-Fil-A, traffic, or any of the other buildings on this site?

Ms. Smiley: I am having a lot of technical difficulties and I lost you for a little bit there, but did they do a traffic survey on Haggerty? Was there any traffic survey prepared for that?

- Mr. Lurk: Yes, there was a traffic study done on Northville. I think that is what you are referring to, the Haggerty Road location in Northville. Yes ma'am. There was a traffic study done there and there were no improvements recommended based on that traffic study, but there was a previous pending improvement from Target. They added the traffic signal at one of our entrances. Again, that was an improvement that Target had put up there. So, if you go there now you will see a traffic signal to get into the Kohl's development that is across from the Target development as well.
- Ms. Smiley: Okay.
- Mr. Lurk: There was not a signal there when we first started looking.
- Ms. Smiley: There are now currently a lot of signals on Haggerty Road. That Haggerty and Seven Mile Road area. I know there was some building going on there and they are supposed to synchronize all the lights because there are so many and there is another building going up on Seven Mile or another development right on Seven Mile just by the I-275 exit, so I just wondered if there was any...there were no recommendations is what you are saying?
- Mr. Lurk: That is correct.
- Ms. Smiley: Okay, thank you.
- Mr. Wilshaw: Thank you, Ms. Smiley. Any other questions from any of the commissioners?
- Mr. Bongero: For Mr. Jarbou. Phase I sequence...just so I am trying to get a handle on what you would accomplish with Phase I would be come in, tear up the west end of that existing strip mall, rebuild that end, and do partial façade coming around the front and side, build the Chick-Fil-A, do the underground detention front and back, right, and then resurface the whole parking lot? Is that what you plan is? Like all the way up the drive up off of Plymouth Road all the way over to Middlebelt. That is all going to be done in Phase I?
- Mr. Jarbou: So, we can definitely work in those parameters. What we normally do is on a situation like this is, like you said, we come in there, demo the building, reconstruct that west wall, and wrap around the front to where the Office Depot is and hopefully by

then we would have a tenant for that last bay over there and do that as well and then all four sides would be done. There would be new pavement around the entire site and even if we didn't have tenants for maybe Phase II. At that point, we would still build that out and make it an at ready condition so we wouldn't have to go back in there with heavy equipment so that...make the pads at ready condition. Maybe leave it dirt but leave the parking field intact and create more parking and just also redo the landscape beds and redo the lighting with brand new LED lighting. We want to get as much done as possible. It costs more money to continue to come back and do Phase I, Phase II, Phase III. I would love to just come in and just do all of it at once.

Mr. Bongero: That is what my thought was too. I mean if you're going to do all that it is going to be pretty much restored and it is going to look pretty good until you do any of the other phases. It will pretty much be ready to go, right? I mean everything is going to be new...

Mr. Jarbou: Any additional work would be interior fit outs for each individual tenants. To just come back here and just do this long-drawn-out process over a three-year period doesn't make sense or economic sense. It doesn't make sense to the community. It's always under construction. We want to get as much as possibly done...again, I would love to do it all at once. That is what our goal is, to get it all done at once. Even if we were to leave the interior bays on the inside vacant, we do build these a little bit...the storefronts are interchangeable, so if we did get a tenant in and wanted a door in a certain place, we can do that. It costs a little bit more money, but it is easier to do that than to do full blown construction on a site like this.

Mr. Bongero: Okay. That answers my question.

Mr. Wilshaw: Thank you, Mr. Bongero. Any other questions from any of the commissioners? If not, let me check with our audience. First, before I go to the audience, there are some other folks, Mr. Jarbou, on your team that are in our audience. Is there anyone else on your team that is wishing to speak regarding what we have heard so far? If so, you can always click raise hand so we can recognize you and let you speak. If not, I do want to go to the audience and give them a chance to speak for or against this petition since this is a public hearing. Is there anyone in the audience who would like to speak for or against this item? If so, you can click raise hand. I don't see anybody raising their hand,

so I will go back to the commission and see if anyone else on the commission wishing to ask any questions or make any comments. I don't see anyone, so then I will take one last shot to the petitioner, Mr. Jarbou. Is there anything else you would like to say before we close the public hearing and make our decision?

Mr. Jarbou: Yes. I would just like to add that this is maybe looked at as heavy traffic, intensive development. I think if you look at the overall plan and what we are planning on here is enhancing a very dilapidated development that sat vacant for a very long time. As I indicated in the first meeting, this was an out of state owner I bugged for years to sell it to me so that we could go in there and redevelop it. This is what our specialty is. We go into sites like this that have been absentee owners that don't care about it and revitalize it. We have done numerous developments around town. Mr. Taormina, if you want to reach out to Plymouth or Canton, I am sure the Planning Commission or the planning guys out there would give you a thumbs up on what we have done. We hold true to what we do. We follow-thru. We work hand in hand with the city to make sure that our plan works for them and for everyone in the community. I want to add too that Justin has done a tremendous job in a lot of store openings. I can't tell you how many store openings he had done. He has done quite a bit. With him and his team, they are very committed when it comes to a situation like this and the ability to develop a site like this and work with the municipality and work with the local operator and try to execute correctly. I think that we have an advantage on our site that aren't always there for Chick-Fil-A. If you look at the Seven and Haggerty location, it probably sits on an acre and a half. Again, we are sitting on seven acres, which we are basically vacant, and we can accommodate and stack and help with the traffic flow. When we look at Novi over there, you are looking at one point of ingress and egress, where we have five multiple points of ingress and egress. We have identified the signals that can be changed and help. I really feel that Wayne County and MDOT, with the city's help, we can get definitely get them to agree that this is a better format of what Mr. Labadie recommends. We can definitely get that done in the timeframe for this Chick-Fil-A to open, if it is approved. I just hope that everyone recognizes the amount of effort and work that we have put into this. A lot of thought. We didn't just slap a plan together and say hey can we get this approved? No. We put a lot of time and effort in understanding and working with Mark. He has been tremendous to work with and the feedback that we have gotten

from you guys. I think we...within a week Justin got us back a plan of opening when normally they don't even have those plans in place except maybe a couple months prior to opening. We wanted to make sure that you had all the information and data that you do have. We have spent a lot of time and money and effort to consult with Mr. Labadie to understand and what needs to be done with those lights. Can the site accommodate a Chick-Fil-A? He addressed that it can by making those adjustments to the lights. As developers, we are fully committed to getting that done and working with the city and county and MDOT to work on that. I would appreciate and hope that we get this plan approved and can move forward. Again, we are not absentee owners, and we are not out of state. Our offices are just down the street. Mr. Taormina and I will become good friends, whether he likes it or not and understand how to get this thing done and get it executed. Thank you for your time.

Mr. Wilshaw: Thank you, Mr. Jarbou. I'll just let you know that Mr. Taormina is a very easy to make friends with. You're in good shape there. If there are no other comments, I am going to close the public hearing at this time and a motion would be in order.

Mr. Ventura: I just want to compliment Mr. Jarbou and Mr. Lurk and Mr. Labadie on their presentation today and ensure them, at least personally, that I am in favor of the Chick-Fil-A being here and I want to compliment them on their preparation and presentation tonight. Certainly Mr. Jarbou makes a great case, but that said I am still not comfortable with the traffic solutions and the many open questions that surround what MDOT and Wayne County may or may not do.

Tabling motion made by Ventura.
The motion failed due to lack of support.

Mr. Wilshaw: Another motion would be in order.

Mr. Caramagno: In looking at the approving resolution, #9 and #10, and speak to having traffic agreement with the county and with MDOT prior to opening. Can that language be stiffened up in any way that deems proper to accomplish what Pete wanted to do and what we need to do to make sure this thing is right?

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

Mr. Taormina: Well, one thought that comes to mind is between the time this item finds its way to City Council that every effort be made to

accomplish exactly what Mr. Ventura suggested. That is, to get some level of comfort from the other governmental agencies, Wayne County and MDOT, regarding the proposed traffic improvements. Maybe Mr. Caramagno could read aloud each of the conditions.

Mr. Caramagno: I can do that. Number 9 - that not less than six (6) weeks prior to the scheduled opening of the Chick-fil-A restaurant, the Petitioner shall submit to the Department of Public Safety Traffic Bureau for its review and approval details of how traffic will be managed, both on- and off-site, during the times when the stacking capacity of the drive-thru lanes is exceeded or when undue traffic congestion is occurring on the adjacent public thoroughfares. And number 10 – that all traffic improvements, including additions or modifications to the traffic signals, approach geometrics, or traffic lanes, as deemed necessary by either Wayne County or the Michigan Department of Transportation (MDOT) to mitigate the traffic impacts of the project, shall be completed prior to the opening of the restaurant. I think that is what some of us find necessary. Is it binding enough to say that yeah, we need something from the MDOT and the county in writing or an agreement prior to this thing opening, even after all your work is done?

Mr. Taormina: My comment is really related to number ten. We can add or modify the language as the commission sees fit. The other thing I would maybe change is the term “traffic impacts of this project” by just stating “traffic impacts”. After listening to the traffic consultant talk about the improvements needed for the existing conditions and other improvements recommended to mitigate the project impacts, we should make sure all the improvements are undertaken. That cost really must be borne by the developer. I don’t know what that would be...clearly the approach modifications are something the developer has in the plans. The other improvements, the signal timing and the pedestrian signals, I am guessing are not significant cost, but they are something that needs to be coordinated between the City, the County, and the State.

Mr. Caramagno: So, does that come back to be within the timeframe of this project? Or does anybody know that?

Mr. Taormina: They would certainly have to be completed before the restaurant opens. Was that your question, Mr. Caramagno?

Mr. Caramagno: Yeah. Is it realistic that those things can be done, and if we are talking about the fall for this to open...with COVID and who knows what 2021 is going to hold?

Mr. Taormina: Yes. These are not very capital intense projects, and I will let Mr. Labadie respond further to this, but we are not adding or replacing signals. While there may be some additional cost and time for modifying and upgrading the signals, I do not think these items are out of the realm of possibilities and could all be completed prior to the opening of the restaurant. Mr. Labadie?

Mr. Labadie: You are right about that. I don't know if it is insignificant. I don't want to write the check, but I am going to guess that you have to add some signal heads and hopefully all of the spans work out. The push buttons have to have their little pedestals and have them be in the right places. I don't know. It is probably less than \$50,000 but I am not 100% sure. We didn't really sit down to figure that out. I could have, but I didn't do that. It is also not just a matter of having to put in something that is going to take a long lead time to...for example, the signal poles. It is roughly 18 months to get a steel signal pole. This can be done and designed. The question is to get it approved and someone committed to doing it. That is the question. It can get done in the time this is going to open up. That is for sure.

Mr. Wilshaw: I think that is the main thing we are hearing from our commissioners. That we realize that this is going to cause a traffic impact. We want to try and minimize that traffic impact in the area as much as possible so that we don't want to get into the situation where the development moves forward and there is a traffic nightmare and then we are trying to wedge in fixes for that after the fact. We want to see those come online before.

Mr. Labadie: I understand. The folks from Chick-Fil-A want the same thing. I would guess thought that...I shouldn't guess. I don't know why the intersection is the way it is. It seems as though it shouldn't be. There is nothing really...it doesn't make sense to me, but a lot of things sometimes don't. Working with MDOT and the city and the county, I don't think it is going to be a big problem. We can get it done.

Mr. Jarbou: In one breath I told you that we are committed to the city and we are here to work with you and in the next breath I am going to tell you that if there is a cost to bear on this, we are more than willing to take that on. We can definitely. We will take on the project of getting this approved. I think we can get approved

prior to Chick-Fil-A opening if you want to make that part of your conditions. If there is a cost to bear with that, we want to make this improvement to the city and we will do that and we will bear that cost.

Mr. Wilshaw: Those are usually words to Wayne County's ears.

Mr. Jarbou: I am sure it is.

Mr. Bongero: I have a question.

Mr. Jarbou: Plus, I have a chicken sandwich to buy for Mr. Ventura.

Mr. Wilshaw: Go ahead Mr. Bongero.

Mr. Bongero: Mr. Labadie, would you propose these changes to the county and to MDOT and then their traffic experts either agree or disagree. You kind of go back around and somehow you guys agree to what is going to fix this. Who enforces it? Mark, is that the Building Department that enforces it before it opens? Who is out there watching it be adjusted and then stood up and that's it? It's perfect, let's go. Do you know what I am saying?

Mr. Taormina: That would be coordinated between the different agencies and city departments to make sure that the project was completed as agreed upon. The Inspection Department ultimately would take direction from either Planning or Engineering and maybe even MDOT to make sure everything is working out appropriately before issuing the occupancy permit.

Mr. Bongero: Thank you.

Mr. Wilshaw: Thank you, Mr. Bongero. So, we are back looking for a motion.

Mr. Ventura: Mr. Chairman, just a point of clarification before we move forward. Mr. Taormina, item ten in the approving resolution,...so this thing gets approved and they get a building permit, and they build the building, who or what entity makes sure that all of the traffic recommendations, as they are worked out between MDOT the county, are done prior to the issuance of Certificate of Occupancy?

Mr. Taormina: I am going to suggest that it be the role of our Engineering Department and MDOT and Wayne County. I am not sure about where the coordination and responsibilities lie. Maybe Mr. Labadie knows. I believe most of that is Wayne County.

Mr. Labadie: I can help you with this a little bit. The changes to the signal are going to be...let's just say that the developer is going to get taken up on his offer and they are going to do it. They would mean that he would pay for the design of the changes and he would come up with the plans. He would hire a contractor and there would be a permit from MDOT to make those changes. It would be really good if that coordinates with the opening of the restaurant. It will be close I would hope, especially because the developer will be able to control the schedule. I don't think that is going to be a big issue. But it is going to be a permit from MDOT. There will be some back and forth on plan review about what you are going to do. Frank can hire a contractor that is approved by MDOT and he is off and running. The MDOT permit will be inspected by MDOT or maybe MDOT would ask Wayne County to do it, but I doubt it. Did that help or make it worse?

Mr. Wilshaw: We appreciate the honesty.

Mr. Ventura: I would like to go back to Mark one more time. So, are you comfortable as number 10 is written that it requires that this work be done prior to the issuance of the Certificate of Occupancy?

Mr. Taormina: Yes. I am happy with that.

Mr. Ventura: Thank you.

Mr. Wilshaw: It is kind of the question I thought I was hearing. Basically, who is the final arbiter of who says yes all of these conditions have been met and you can now open. It seems like it is the Building Inspection Departments. Okay, again let's look for a motion.

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

#12-60-2020 RESOLVED, That pursuant to a Public Hearing having been held by the City Planning Commission on December 15, 2020, on Petition 2020-11-02-10 submitted by LS Equity L.L.C. requesting approval of all plans required by Sections 11.03(n)(3), 18.47 and 18.58 of the City of Livonia Zoning Ordinance No. 543, as amended, in connection with a proposal to re-develop the commercial shopping center (Shoppes of Livonia), including demolishing a portion of the existing building, constructing a full-service restaurant with drive-thru facilities

(Chick-fil-A), constructing an addition and renovating the exterior façade of the existing building, and constructing a multi-tenant retail building with drive-thru facilities, at 29250-29350 Plymouth Road, located on the north side of Plymouth Road between Haller Avenue and Middlebelt Road in the Southwest ¼ of Section 25, the Planning Commission does hereby recommend to the City Council that Petition 2020-11-02-10 be approved subject to the following conditions:

1. That the Overall Site Plan identified as Sheet No. C01, dated November 5, 2020, as revised, prepared by Atwell, is hereby approved, and shall be adhered to.
2. That the Landscape Plan identified as Sheet No. C04, dated November 5, 2020, as revised, prepared by Atwell, is hereby approved, and shall be adhered to, except that a plan for replacing the trees and other plant materials along the site's frontage on Middlebelt Road shall be incorporated as part of Phase 1 of the development and submitted to the Planning Department for review and approval, and shall be completed prior to occupancy of the Chick-fil-A restaurant.
3. That all disturbed lawn areas shall be sodded in lieu of hydroseeding.
4. 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.
5. That the Exterior Elevations for the Chick-fil-A restaurant, as received by the Planning Commission and date stamped November 9, 2020, are hereby approved, and shall be adhered to.
6. That the Retail 1 – Elevations Plan identified as Drawing No. SD03, prepared by NORR, as received by the Planning Commission and date stamped November 9, 2020, is hereby approved, and shall be adhered to.
7. That the Retail 2 – Elevations Plan identified as Drawing No. SD04, prepared by NORR, as received by the Planning Commission and date stamped November 9, 2020, is hereby approved, and shall be adhered to.

8. 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.
9. That no less than six (6) weeks prior to the scheduled opening of the Chick-fil-A restaurant, the Petitioner shall submit to the Department of Public Safety Traffic Bureau for its review and approval details of how traffic will be managed, both on- and off-site, during the times when the stacking capacity of the drive-thru lanes is exceeded or when undue traffic congestion is occurring on the adjacent public thoroughfares.
10. That all traffic improvements, including additions or modifications to the traffic signals, approach geometrics, or traffic lanes, as deemed necessary by either Wayne County or the Michigan Department of Transportation (MDOT) to mitigate the traffic impacts of the project, shall be completed prior to the issuance of Certificate of Occupancy.
11. That the three walls of the trash dumpster areas shall be constructed out of building materials that shall complement that of the buildings. The enclosure gates shall be of solid panel steel construction or durable, long-lasting solid panel fiberglass.
12. That the proposed construction shall meet the Wayne County Stormwater Ordinance, including detention requirements, and the Petitioner shall secure all required permits, including soil erosion and sedimentation control.
13. 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.
14. That this approval is subject to the petitioner being granted a variance from the Zoning Board of Appeals for deficient parking and any conditions related thereto.
15. That any future drive-thru restaurant in Retail 1 shall require waiver use approval.

16. 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.
17. 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.
18. 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
19. Pursuant to Section 19.10 of Ordinance #543, the Zoning Ordinance of the City of Livonia, this approval is valid for a period of one (1) 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 19.05 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.



REPORT TO THE LIVONIA CITY COUNCIL

Law

December 18, 2020

MEETING DATE

January 13, 2021

PREPARED BY

Brenda Smyser, Program Supervisor, Law

AGENDA ITEM

ACCEPTANCE OF GRANT OF EASEMENT: Department of Law, re: secured without monetary consideration from 18th Street Development, for a public utility easement in connection with a water main constructed at 39000 Seven Mile Road in the SE 1/4 of Section 6. Parcel ID 46-023-99-0001-004.

BACKGROUND

Grant of Easement received from Botsford General Hospital

RECOMMENDATION

Accept Grant of Easement

FISCAL CONSIDERATION

ATTACHMENTS

1. 18th Street Development
2. 39000 Seven Mile Road

APPROVED BY

A handwritten signature in blue ink, appearing to read "Paul Bernier".

Paul Bernier, City Attorney

Date: December 18, 2020

A handwritten signature in black ink, appearing to read "Maureen Miller Brosnan".

Maureen Miller Brosnan, Mayor

Date: December 22, 2020

DEPARTMENT OF LAW

PAUL A. BERNIER
City Attorney

MICHAEL E. FISHER
Chief Assistant City Attorney

ERIC S. GOLDSTEIN
Assistant City Attorney

LEO D. NEVILLE
Assistant City Attorney



MAUREEN MILLER BROSNAN
MAYOR

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2520
FAX: (734) 466-2072

December 18, 2020

TO: HONORABLE MEMBERS OF THE CITY COUNCIL

FROM: DEPARTMENT OF LAW

SUBJECT: Acceptance of Grant of Easement
Public Utility Easement for Water Main

REF: 18th Street Development – 39000 Seven Mile Road
Southeast 1/4 of Section 6 (Parcel ID #46-023-99-0001-004)

Dear Council Members:

We are transmitting for Council acceptance of a Grant of Easement, secured without monetary consideration, from 18th Street Development, for public utility easement in the Southeast 1/4 of Section 6, in connection with the water main constructed at 39000 Seven Mile Road.

This document, recently received from the Engineering Division, has been approved as to form by the Department of Law and the legal description approved by the Engineering Division. A map prepared by the Engineering Division is attached indicating the location of the proposed subject conveyance.

Should the Council determine to accept the aforesaid Grant of Easement, the following proposed resolution is submitted for the Council's consideration:

RESOLVED, that having considered a communication from the Department of Law, dated December 18, 2020, approved for submission by the Mayor, transmitting for Council acceptance of a Grant of Easement executed by Carolyn Wilson, Its Executive Vice President & Chief Operating Officer, for a public utility easement in connection with the construction of a water main at the subject location in the Southeast 1/4 of Section 6, more particularly described as:

To: Honorable Members of the Council
Re: 18th Street Development – 39000 Seven Mile Road
Public Utility Easement for Water Main
Southeast 1/4 of Section 6

December 18, 2020
Page 2

Part of the Southwest ¼ of Section 6, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, being described as:

Commencing at the southwest corner of Section 6; thence S 88°14'49" E, 946.05 feet along the south line of Section 6; thence N 03°00'56" E, 60.02 feet to the northerly right-of-way line of Seven Mile Road (120.00 feet wide); thence S 88°14'49" E, 228.95 feet along the northerly right-of-way line of Seven Mile Road to the point of beginning of the centerline of a 20.00 foot wide water main easement, as recorded in Liber 23477 of Deeds, Page 43, Wayne County Records, to be vacated, lying 10.00 feet each side of the following described centerline; thence N 01°45'11" E, 185.00 feet; thence N 61°45'11" E, 88.00 feet; thence N 39°15'11" E, 128.00 feet; thence N 08°15'11" E, 162.00 feet; thence N 24°15'11" E, 145.00 feet; thence N 35°30'11" E, 200.00 feet; thence N 15°30'11" E, 170.00 feet; thence N 43°00'11" E, 90.00 feet; thence N 15°30'11" E, 137.00 feet; thence N 43°00'11" E, 90.00 feet; thence N 15°30'11" E, 292.00 feet to the point of ending of this described centerline.

See Attached Water Main Easement Sketch

The Council does hereby, for and on behalf of the City of Livonia, accept the aforesaid Grant of Easement and the City Clerk is hereby requested to have the same recorded in the Office of the Register of Deeds and to do all other things necessary or incidental to fulfill the purpose of this resolution.

Approved for submission:

Very truly yours,

Maureen Miller Brosnan, Mayor

Paul A. Bernier, City Attorney

Attachment

cc: Mayor, Clerk, Council, Assessor, DPW, Engineering, Finance, Planning

P:\Council\2020\Easements\18th Street Development.docx

GRANT OF EASEMENT
Tax I.D. No. 46-023-99-0001-004
39000 Seven Mile Road
Livonia, Michigan 48152

GRANT OF EASEMENT

THIS INDENTURE, made this _____ day of _____, 20____, between Botsford General Hospital, a Michigan non-profit corporation, (Grantor), whose street number and address is 26901 Beaumont Blvd., Southfield, Michigan 48033 and the CITY OF LIVONIA, a Michigan municipal corporation (Grantee), whose street number and post office address is 33000 Civic Center Drive, Livonia, Michigan, 48154.

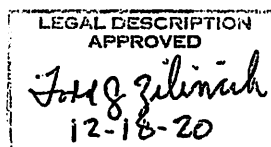
WITNESSETH:

That the Grantor, for and in consideration of the sum of One Dollar (\$1.00) paid by the Grantee, the receipt of which is hereby confessed and acknowledged, does by these presents grant unto Grantee, its successors and assigns an easement for the purpose of installing and maintaining a water main, in, unto and upon that certain piece of land situated in the City of Livonia, County of Wayne and State of Michigan, described as follows:

PARCEL ID: 46-023-99-0001-004

PROPERTY ADDRESS: 39000 Seven Mile Road

EASEMENT DESCRIPTION:



A Variable Width Water Main Easement

Part of the S.E. ¼ of Section 6, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, being described as:

A permanent variable width water main easement being described as commencing at the Southwest Corner of Section 6; thence N 81°53'21" W, 0.61 feet to the historical location of the Southwest Corner of said Section 6; thence S 88°14'49" E, 947.38 feet along the South Line of Section 6; thence N 01°45'11" E, 60.00 feet to the northerly right-of-way line of Seven Mile Road (120.00 feet wide); thence S 88°14'49" E, 234.08 feet along the northerly right of way line of Seven Mile Road the point of beginning of a 20 feet wide permanent water main easement lying 10 feet each side of the following described centerline; thence N 01°26'22" E, 178.44 feet; thence N 62°13'32"E, 88.65 feet; thence N 37°44'14" E 118.23 feet; thence N 52°15'46" W, 13.41 feet; thence N 29°55'27" W, 17.00 feet; thence S 29°55'27" E, 17.00 feet; thence S 52°15'46" W, 13.41 feet; thence N 37°44'14" E, 7.77 feet to the point of ending of this described centerline and the point of beginning of a permanent 12.00 feet wide water main easement, lying 6.00 feet each side of the following described centerline; thence N 37°44'14" E, 22.22 feet; thence northeasterly along a non-tangent curve, concave to the northeast, having a central angle of 18°23'48", a radius of 1017.50 feet, an arc distance of 326.70 feet and whose chord bears N 40°14'48" E, 325.30 feet; thence N 31°02'54" E, 151.25 feet; thence northeasterly along a tangent curve, concave to the northwest, having a central angle of 20°17'46", a radius of 481.00 feet, an arc distance of 170.39 feet and whose chord bears N 25°13'25" E, 169.50 feet; thence N 15°04'32" E 91.46 feet; thence N 74°55'28" W, 40.00 feet; thence S 74°55'28" E, 40.0 feet; thence N 15°04'32" E, 123.84 feet to the point of ending of this described centerline and the point of beginning of a 20.00 feet wide water main easement lying 10.00 feet each side of the following centerline; thence N 75°13'08" W, 29.00 feet; thence S 75°13'08" E, 29.00 feet to the point of ending of this described centerline and the point of beginning of a 12.00 feet water main easement, lying 6.00 feet each side of the following described centerline; thence N 15°04'32" E, 99.75 feet; thence northerly along a tangent curve, concave to the west, having a central angle of 13°01'16", a radius of 481.00 feet, an arc distance of 109.31 feet and whose chord bears N 08°33'54" E, 109.08 feet; thence N 02°03'16" E, 194.12 feet; thence N 36°35'04" W, 61.00 feet to the point of ending of this described centerline.

See Attached Water Main Easement Sketch

Including the right of access for the Grantee to go over and upon that part of said piece of land of the Grantor, for the purpose of installing, repairing and maintaining said water main of the Grantee providing that the granting of the above easement does not vest in the Grantee authority to use any portion of said property for any purpose other than herein designated; provided also, that this easement shall continue only for such period of time as the Grantee, its successors and assigns, shall maintain said public utility. Any restoration of property by the Grantee necessitated by water main installation, repair and maintenance shall be limited to backfilling the excavation and establishment of grass. It shall exclude all other improvements such as paved surfaces, corresponding sub-base materials, plants, trees, flower beds, electrical lines and lights, boulders and any other miscellaneous items located within the water main easement.

IT IS UNDERSTOOD AND AGREED, as a part of the consideration for the granting of the above easement, that the Grantee will use every effort possible to leave the premises in as good condition as at present.

IT WITNESS WHEREOF, the said Grantors have executed this Easement and Dedication the day and year above written.

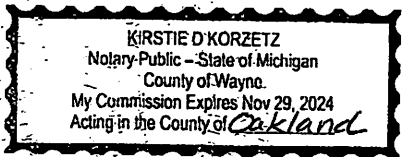
GRANTOR:

BOTSFORD GENERAL HOSPITAL
a Michigan non-profit corporation
By: Carolyn Wilson
Carolyn Wilson
Its: Executive Vice President & Chief Operating Officer

GRANT OF EASEMENT

STATE OF MICHIGAN)
COUNTY OF Oakland) SS

On this 4th day of December, 2020, before me personally appeared Carolyn Wilson to me personally known, who being by me sworn, did for herself say that she is the Executive Vice President & Chief Operating Officer of Botsford General Hospital which executed the within instrument, and the said instrument was signed and sealed in behalf of said non-profit corporation and acknowledged said instrument to be the free act and deed of said non-profit corporation.



Kirstie D'Korzetz
Notary Public, Kirstie Korzetz, Wayne County
My Commission expires: 11-29-2024

Prepared by: Todd J. Zilincik, P.E.
City Engineer
Engineering Division
33000 Civic Center Drive
Livonia, Michigan 48154

Approved as to form:
DEPARTMENT OF LAW

Dated: _____

When recorded, return to: OFFICE OF THE CITY CLERK, 33000 Civic Center Drive,
Livonia, Michigan 48154



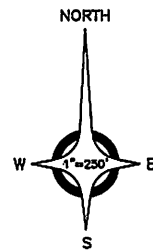
ANDERSON, ECKSTEIN AND
WESTRICK, INC.

CIVIL ENGINEERS SURVEYORS ARCHITECTS

51301 Schoenherr Rd Phone 586 726 1234
Shelby Township Fax 586 726 8780
Michigan 48315

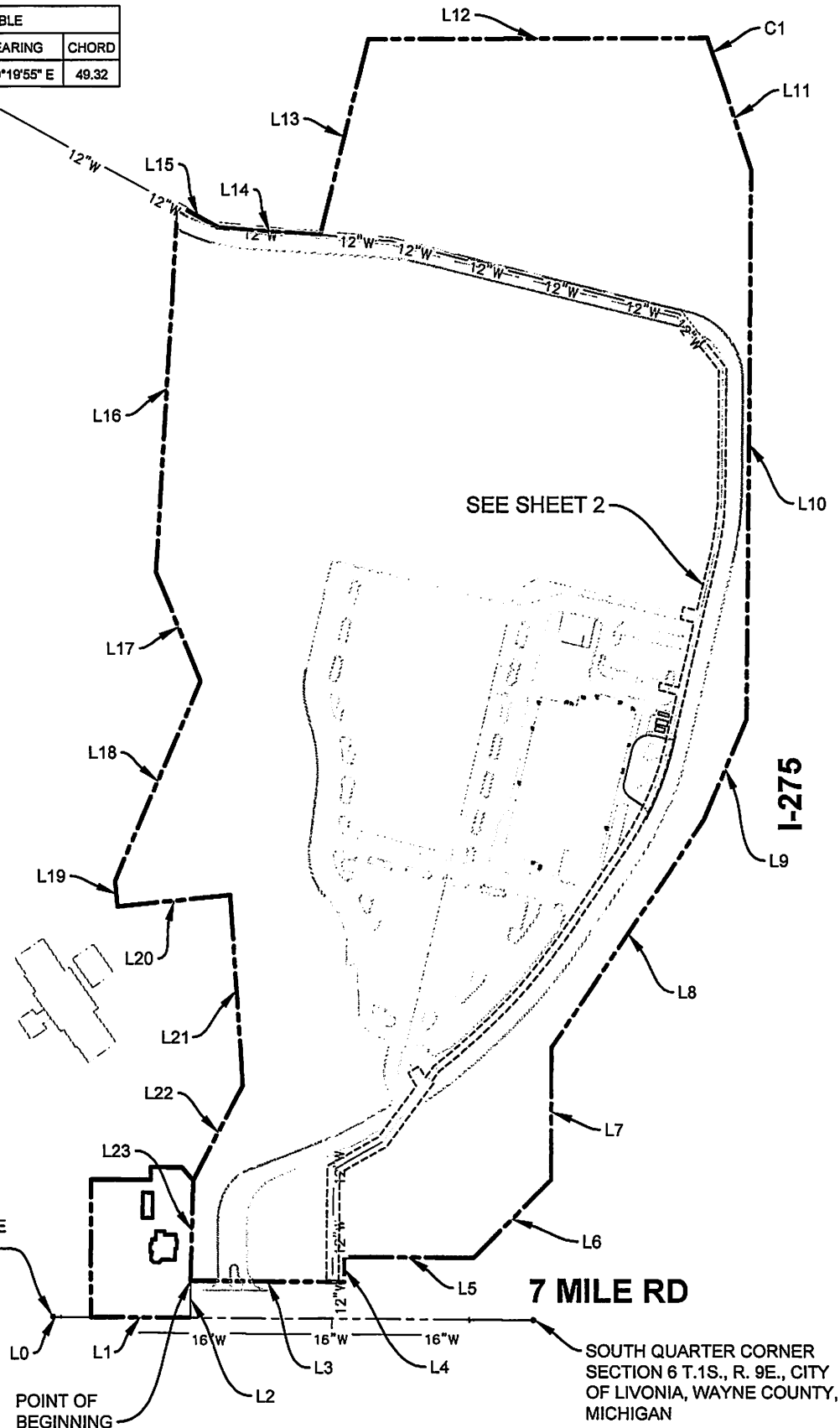
www.aewinc.com

EASEMENT EXHIBIT "A"



CURVE TABLE					
CURVE	ANGLE	RADIUS	ARC	BEARING	CHORD
C1	00°30'19"	5593.38'	49.32'	S 19°19'55" E	49.32'

LINE TABLE		
LINE	LENGTH	BEARING
L0	0.61'	N 81°53'21" W
L1	947.38'	S 88°14'49" E
L2	60.00'	N 01°45'11" E
L3	248.59'	N 88°14'49" W
L4	40.00'	S 01°45'11" W
L5	210.00'	N 88°14'49" W
L6	175.78'	S 46°45'11" W
L7	213.05'	S 01°45'11" W
L8	443.28'	S 35°22'18" W
L9	175.73'	S 24°29'57" W
L10	886.13'	S 02°03'16" W
L11	173.87'	S 16°42'14" E
L12	547.97'	S 88°47'02" E
L13	325.68'	N 15°30'11" E
L14	165.30'	S 84°28'49" E
L15	75.48'	S 59°47'02" E
L16	592.96'	N 04°54'13" E
L17	190.00'	N 20°45'47" W
L18	350.00'	N 24°54'13" E
L19	41.82'	N 04°35'47" W
L20	183.49'	S 85°24'31" W
L21	308.12'	N 02°15'12" W
L22	173.19'	N 29°16'42" E
L23	160.04'	N 03°00'56" E



SEE SHEET 3 OF 3 FOR DESCRIPTIONS

GRANTEE (TO): CITY OF LIVONIA			PARCEL I.D. NO.: 023-99-0001-004	
ADDRESS: 33000 CIVIC CENTER DR.			GRANTOR (FROM): BOTSFORD GENERAL HOSPITAL	
CITY, ST., & ZIP: LIVONIA, MI 48154			ADDRESS: 26901 BEAUMONT BLVD.	
			CITY, ST., & ZIP: SOUTHFIELD, MI 48033	
SEC: 6	TWP: CITY OF LIVONIA	COUNTY: WAYNE	AEW NO.: 0496-0041	BOOK NO.:
DRAWN BY: SAK	CHECKED BY: CMA	SCALE: 1" = 250'	EASEMENT NO.:	CONST. PLAN PAGE NO.:
SHEET 1 OF 3			TITLE SEARCH:	

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ANDERSON, ECKSTEIN AND
WESTRICK, INC.

CIVIL ENGINEERS SURVEYORS ARCHITECTS
51301 Schoenherr Rd Phone 586 726 1234
Shelby Township Fax 586 726 8780
Michigan 48315 www.aewinc.com

EASEMENT
EXHIBIT "B"

PROPERTY DESCRIPTION

THE LAND REFERRED TO IN THIS COMMITMENT IS DESCRIBED AS FOLLOWS: CITY OF LIVONIA, COUNTY OF WAYNE, STATE OF MICHIGAN.

A PART OF THE SOUTHWEST 1/4 OF SECTION 6, TOWN 1 SOUTH, RANGE 9 EAST, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN, BEING MORE PARTICULARLY DESCRIBED AS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 6; THENCE NORTH 81 DEGREES 53 MINUTES 21 SECONDS WEST 0.61 FEET TO THE HISTORICAL LOCATION OF THE SOUTHWEST CORNER OF SAID SECTION 6; THENCE SOUTH 88 DEGREES 14 MINUTES 49 SECONDS EAST 947.38 FEET ALONG THE SOUTH LINE OF SAID SECTION 6 AND THE CENTERLINE OF SEVEN MILE ROAD; THENCE NORTH 01 DEGREES 45 MINUTES 11 SECONDS EAST 60.00 FEET TO THE POINT OF BEGINNING; THENCE NORTH 03 DEGREES 00 MINUTES 56 SECONDS EAST 160.04 FEET TO THE EASTERLY LINE OF PENTAGON CENTRE CONDOMINIUM, BEING WAYNE COUNTY CONDOMINIUM PLAN 437, MASTER DEED RECORDED IN LIBER 29370, PAGE 706, WAYNE COUNTY RECORDS, AS AMENDED; THENCE THE FOLLOWING SEVEN COURSES ALONG THE EASTERLY LINE OF SAID PENTAGON CENTRE CONDOMINIUM, NORTH 29 DEGREES 16 MINUTES 42 SECONDS EAST 173.19 FEET AND NORTH 02 DEGREES 15 MINUTES 12 SECONDS WEST 308.12 FEET AND SOUTH 85 DEGREES 24 MINUTES 31 SECONDS WEST 183.49 FEET AND NORTH 04 DEGREES 35 MINUTES 47 SECONDS WEST 41.82 FEET AND NORTH 24 DEGREES 54 MINUTES 13 SECONDS EAST 350.00 FEET AND NORTH 20 DEGREES 45 MINUTES 47 SECONDS WEST 190.00 FEET AND NORTH 04 DEGREES 54 MINUTES 13 SECONDS EAST 592.96 FEET; THENCE SOUTH 59 DEGREES 47 MINUTES 02 SECONDS EAST 75.48 FEET; THENCE SOUTH 84 DEGREES 29 MINUTES 49 SECONDS EAST 165.30 FEET; THENCE NORTH 15 DEGREES 30 MINUTES 11 SECONDS EAST 325.68 FEET; THENCE SOUTH 88 DEGREES 47 MINUTES 02 SECONDS EAST 547.97 FEET (PREVIOUSLY DESCRIBED AS 546.01 FEET) TO THE WESTERLY RIGHT OF WAY LINE OF I-275 HIGHWAY; THENCE THE FOLLOWING NINE COURSES ALONG THE WESTERLY RIGHT OF WAY LINE OF SAID I-275 HIGHWAY, 49.32 FEET ALONG A CURVE TO THE RIGHT SAID CURVE HAVING A RADIUS OF 5,593.38 FEET, A CENTRAL ANGLE OF 00 DEGREES 30 MINUTES 19 SECONDS AND A CHORD BEARING AND DISTANCE OF SOUTH 19 DEGREES 19 MINUTES 55 SECONDS EAST, 49.32 FEET (PREVIOUSLY DESCRIBED AS 49.33 FEET ALONG A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 5,593.58 FEET, A CENTRAL ANGLE OF 00 DEGREES 30 MINUTES 19 SECONDS AND A CHORD BEARING AND DISTANCE OF SOUTH 22 DEGREES 23 MINUTES 29 SECONDS EAST 49.33 FEET) AND SOUTH 16 DEGREES 42 MINUTES 14 SECONDS EAST 173.87 FEET AND SOUTH 02 DEGREES 03 MINUTES 16 SECONDS WEST 886.13 FEET AND SOUTH 24 DEGREES 29 MINUTES 57 SECONDS WEST 175.73 FEET AND SOUTH 35 DEGREES 22 MINUTES 18 SECONDS WEST 443.28 FEET AND SOUTH 01 DEGREES 45 MINUTES 11 SECONDS WEST 213.05 FEET AND THE SOUTH 46 DEGREES 45 MINUTES 11 SECONDS WEST 175.78 FEET AND NORTH 88 DEGREES 14 MINUTES 49 SECONDS WEST 210.00 FEET AND SOUTH 01 DEGREES 45 MINUTES 11 SECONDS WEST 40.00 FEET TO THE NORTHERLY RIGHT OF WAY LINE OF SAID SEVEN MILE ROAD; THENCE NORTH 88 DEGREES 14 MINUTES 49 SECONDS WEST 248.59 FEET (PREVIOUSLY DESCRIBED AS 248.95 FEET) ALONG THE NORTHERLY RIGHT OF WAY LINE OF SAID SEVEN MILE ROAD TO THE POINT OF BEGINNING. ALL OF THE ABOVE BEING SUBJECT TO EASEMENTS, RESTRICTIONS AND RIGHT OF WAYS OF RECORD.

SUBJECT TO ANY AND ALL EASEMENTS AND RIGHTS OF WAY OF RECORD OR OTHERWISE.

WATER MAIN EASEMENT DESCRIPTION

PART OF THE SOUTHWEST QUARTER OF SECTION 6, TOWN 1 SOUTH, RANGE 9 EAST, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN, BEING DESCRIBED AS:

A PERMANENT VARIABLE WIDTH WATER MAIN EASEMENT BEING DESCRIBED AS COMMENCING AT THE SOUTHWEST CORNER OF SECTION 6; THENCE NORTH 81 DEGREES 53 MINUTES 21 SECONDS WEST 0.61 FEET TO THE HISTORICAL LOCATION OF THE SOUTHWEST CORNER OF SAID SECTION 6; THENCE SOUTH 88 DEGREES 14 MINUTES 49 SECONDS EAST 947.38 FEET ALONG THE SOUTH LINE OF SECTION 6; THENCE NORTH 01 DEGREES 45 MINUTES 11 SECONDS EAST 60.00 FEET TO THE NORTHERLY RIGHT OF WAY LINE OF SEVEN MILE ROAD (120.00 FEET WIDE); THENCE SOUTH 88 DEGREES 14 MINUTES 49 SECONDS EAST 234.08 FEET ALONG THE NORTHERLY RIGHT OF WAY LINE OF SEVEN MILE ROAD THE POINT OF BEGINNING OF A 20 FEET WIDE PERMANENT WATER MAIN EASEMENT LYING 10 FEET EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE; THENCE NORTH 01 DEGREES 26 MINUTES 22 SECONDS EAST 178.44 FEET; THENCE NORTH 62 DEGREES 13 MINUTES 32 SECONDS EAST 88.65 FEET; THENCE NORTH 37 DEGREES 44 MINUTES 14 SECONDS EAST 118.23 FEET; THENCE NORTH 52 DEGREES 15 MINUTES 46 SECONDS WEST 13.41 FEET; THENCE NORTH 29 DEGREES 55 MINUTES 27 SECONDS WEST 17.00 FEET; THENCE SOUTH 29 DEGREES 55 MINUTES 27 SECONDS EAST 17.00 FEET; THENCE SOUTH 52 DEGREES 15 MINUTES 46 SECONDS WEST 13.41 FEET; THENCE NORTH 37 DEGREES 44 MINUTES 14 SECONDS EAST 7.77 FEET TO THE POINT OF ENDING OF THIS DESCRIBED CENTERLINE AND THE POINT OF BEGINNING OF A PERMANENT 12.00 FEET WIDE WATER MAIN EASEMENT, LYING 6.00 FEET EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE: THENCE NORTH 37 DEGREES 44 MINUTES 14 SECONDS EAST 22.22 FEET; THENCE NORTHEASTERLY ALONG A NON-TANGENT CURVE, CONCAVE TO THE NORTHEAST, HAVING A CENTRAL ANGLE OF 18 DEGREES 23 MINUTES 48 SECONDS, A RADIUS OF 1017.50 FEET, AN ARC DISTANCE OF 326.70 FEET AND WHOSE CHORD BEARS NORTH 40 DEGREES 14 MINUTES 48 SECONDS EAST 325.30 FEET; THENCE NORTH 31 DEGREES 02 MINUTES 54 SECONDS EAST 151.25 FEET; THENCE NORTHEASTERLY ALONG A TANGENT CURVE, CONCAVE TO THE NORTHWEST, HAVING A CENTRAL ANGLE OF 20 DEGREES 17 MINUTES 46 SECONDS, A RADIUS OF 481.00 FEET, AN ARC DISTANCE OF 170.39 FEET AND WHOSE CHORD BEARS NORTH 25 DEGREES 13 MINUTES 25 SECONDS EAST 169.50 FEET; THENCE NORTH 15 DEGREES 04 MINUTES 32 SECONDS EAST 91.46 FEET; THENCE NORTH 74 DEGREES 55 MINUTES 28 SECONDS WEST 40.00 FEET; THENCE SOUTH 74 DEGREES 55 MINUTES 28 SECONDS EAST 40.00 FEET; THENCE NORTH 15 DEGREES 04 MINUTES 32 SECONDS EAST 123.84 FEET TO THE POINT OF ENDING OF THIS DESCRIBED CENTERLINE AND THE POINT OF BEGINNING OF A 20.00 FEET WIDE WATER MAIN EASEMENT LYING 10.00 FEET EACH SIDE OF THE FOLLOWING CENTERLINE; THENCE NORTH 75 DEGREES 13 MINUTES 08 SECONDS WEST 29.00 FEET; THENCE SOUTH 75 DEGREES 13 MINUTES 08 SECONDS EAST 29.00 FEET THE POINT OF ENDING OF THIS DESCRIBED CENTERLINE AND THE POINT OF BEGINNING OF A 12.00 FEET WATER MAIN EASEMENT, LYING 6.00 FEET EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE: THENCE NORTH 15 DEGREES 04 MINUTES 32 SECONDS EAST 99.75 FEET; THENCE NORTHERLY ALONG A TANGENT CURVE, CONCAVE TO THE WEST, HAVING A CENTRAL ANGLE OF 13 DEGREES 01 MINUTES 16 SECONDS, A RADIUS OF 481.00 FEET, AN ARC DISTANCE OF 109.31 FEET AND WHOSE CHORD BEARS NORTH 08 DEGREES 33 MINUTES 54 SECONDS EAST 109.08 FEET; THENCE NORTH 02 DEGREES 03 MINUTES 16 SECONDS EAST 194.12 FEET; THENCE NORTH 36 DEGREES 35 MINUTES 04 SECONDS WEST 61.00 FEET TO THE POINT OF ENDING OF THIS DESCRIBED CENTERLINE.

SUBJECT TO ANY AND ALL EASEMENTS AND RIGHTS OF WAY OF RECORD OR OTHERWISE.

GRANTEE (TO): CITY OF LIVONIA			PARCEL I.D. NO.: 023-99-0001-004	
ADDRESS: 33000 CIVIC CENTER DR.			GRANTOR (FROM): BOTSFORD GENERAL HOSPITAL	
CITY, ST., & ZIP: LIVONIA, MI 48154			ADDRESS: 26901 BEAUMONT BLVD.	
			CITY, ST., & ZIP: SOUTHFIELD, MI 48033	
SEC: 6	TWP: CITY OF LIVONIA	COUNTY: WAYNE	AEW NO.: 0496-0041	BOOK NO.:
DRAWN BY: SAK	CHECKED BY: CMA	SCALE:	EASEMENT NO.:	CONST. PLAN PAGE NO.:
SHEET 3 OF 3			TITLE SEARCH:	

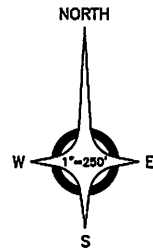
M:\0496\0496-0041\DWG\CIVIL\10_EASEMENT EXHIBITS\EXHIBIT B - WM 3 10/30/2020 7:30 AM LAYOUT: Exhibit B - WM 3 WATER MAIN.DWG



ANDERSON, ECKSTEIN AND
WESTRICK, INC.

CIVIL ENGINEERS SURVEYORS ARCHITECTS
51301 Schoenherr Rd Phone 586 726 1234
Shelby Township Fax 586 726 8780
Michigan 48315 www.aewinc.com

EASEMENT EXHIBIT "B"

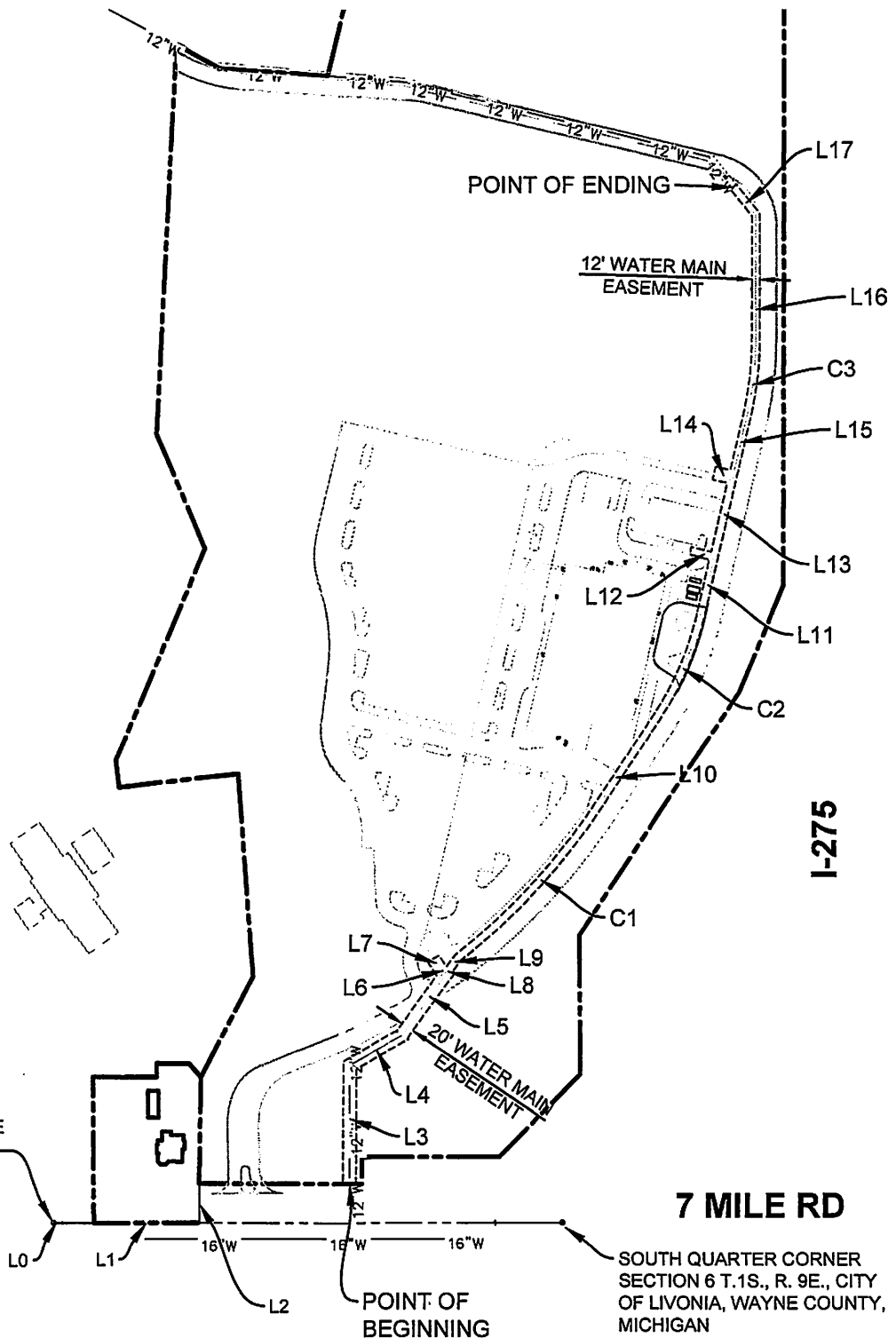


0 125 250 500

CURVE TABLE					
CURVE	ANGLE	RADIUS	ARC	BEARING	CHORD
C1	18°23'48"	1017.50'	326.70'	N 40°14'48" E	325.30'
C2	20°17'46"	481.00'	170.39'	N 25°13'25" E	169.50'
C3	13°01'16"	481.00'	109.31'	N 08°33'54" E	109.08'

LINE TABLE		
LINE	LENGTH	BEARING
L0	0.61'	N 81°53'21" W
L1	947.38'	S 88°14'49" E
L2	60.00'	N 01°45'11" E
L3	178.44'	N 01°26'22" E
L4	88.65'	N 62°13'32" E
L5	118.23'	N 37°44'14" E
L6	13.41'	N 52°15'46" W
L7	17.00'	N 29°55'27" W
L8	7.77'	N 37°44'14" E
L9	22.22'	N 37°44'14" E
L10	151.25'	N 31°02'54" E
L11	91.46'	N 15°04'32" E
L12	40.00'	N 74°55'28" W
L13	123.84'	N 15°04'32" E
L14	29.00'	N 75°13'08" W
L15	99.75'	N 15°04'32" E
L16	194.12'	N 02°03'16" E
L17	61.00'	N 36°35'04" W

SOUTHWEST CORNER
SECTION 6 T.1S., R. 9E.,
CITY OF LIVONIA, WAYNE
COUNTY, MICHIGAN



7 MILE RD

SEE SHEET 3 OF 3 FOR DESCRIPTIONS

GRANTEE (TO): CITY OF LIVONIA
ADDRESS: 33000 CIVIC CENTER DR.
CITY, ST., & ZIP: LIVONIA, MI 48154

PARCEL I.D. NO.: 023-99-0001-004
GRANTOR (FROM): BOTSFORD GENERAL HOSPITAL
ADDRESS: 26901 BEAUMONT BLVD.
CITY, ST., & ZIP: SOUTHFIELD, MI 48033

SEC: 6 TWP: CITY OF LIVONIA COUNTY: WAYNE

AEW NO.: 0496-0041 BOOK NO.:

DRAWN BY: SAK CHECKED BY: CMA SCALE: 1" = 250'

EASEMENT NO.: CONST. PLAN PAGE NO.:

SHEET 2 OF 3

TITLE SEARCH:



REPORT TO THE LIVONIA CITY COUNCIL

Council Office
January 6, 2021

MEETING DATE

January 13, 2021

PREPARED BY

Sara Kasprowicz, Office
Administrator, Council Office

AGENDA ITEM

REQUEST TO APPROVE THE LIVONIA POLICE OFFICERS ASSOCIATION (POAM) COLLECTIVE BARGAINING AGREEMENT FOR THE PERIOD OF DECEMBER 1, 2020 THROUGH NOVEMBER 30, 2023, Civil Service Department, re: same.

BACKGROUND

Honorable Members of City Council
City of Livonia

Subject: Livonia Police Officers Association (POAM) Tentative Agreement for the Period December 1, 2020 through November 30, 2023.

Dear Council Members:

At its Special Meeting of December 22, 2020, with minutes to be approved January 20, 2021, the Civil Service Commission adopted the following resolution:

Upon a motion by Ms. Mahoney, seconded by Mr. Wenson, and unanimously adopted, it was

20-142 RESOLVED, that having reviewed the letter dated December 20, 2020 from Gregory Schultz, Labor Attorney, transmitting the Tentative Agreement between the City of Livonia and the Livonia Police Officers Association (POAM) for the period of December 1, 2020 through November 30, 2023, the Civil Service Commission does hereby approve the Tentative Agreement and submits same to City Council for their review and consideration.

Attached is a copy of the Tentative Agreement for your review.

Should you have any questions regarding this matter, please contact me at extension 2527.

Thank you for your consideration.

cc: Maureen Miller Brosnan, Mayor; Paul Bernier, City Attorney; Denise Maier, Human Resources Director; Michael T. Slater, Director of Finance; Dave Varga, Director of Administrative Services; Curtis Caid, Police Chief; Gregg Schultz, Attorney; Susan Nash, City Clerk; Anthony Hall, President, LPOA; Civil Service Commission; File

RECOMMENDATION

To approve as submitted.

FISCAL CONSIDERATION

ATTACHMENTS

1. Packet to Council (Regular Meeting) - City of Livonia LPOA Tentative Agreement for the period December 1, 2020 through November 30, 2023

APPROVED BY



Date: January 12, 2021

Denise Maier, Human Resources Director



Date: January 12, 2021

Michael T. Slater, Finance Director



Date: January 12, 2021

Maureen Miller Brosnan, Mayor

KELLER THOMA

A PROFESSIONAL CORPORATION

THOMAS L. FLEURY
GARY P. KING
STEVEN H. SCHWARTZ*
LAURI A. READ
GOURI G. SASHITAL
GREGORY T. SCHULTZ
BRIAN M. RICHARDS**
MINDY BARRY***
CHELSEA K. DITZ
ELIZABETH A. YOUNG
KATHRYN E. JONES
NANCY L. NIEMELA

Also admitted in Ohio*
Also admitted in Illinois**
Also admitted in Virginia***

COUNSELORS AT LAW

SUITE 1240
26555 EVERGREEN ROAD
SOUTHFIELD, MI 48076-4255
FAX 313.965.4480
www.kellerthoma.com

GREGORY T. SCHULTZ
DIRECT DIAL 313.965.8928
gts@kellerthoma.com

LEONARD A. KELLER
(1905 - 1970)
RICHARD J. THOMA
(1904 - 2001)

December 20, 2020

Honorable Members, City Council
Honorable Members, Civil Service Commission
City of Livonia
33000 Civic Center Drive
Livonia, MI 48154

Re: City of Livonia and Livonia Police Officers Association

Dear City Council and Civil Service Commission Members:

I am pleased to advise you that on December 10, 2020, the City and LPOA representatives reached a tentative agreement on a three-year contract that is effective from December 1, 2020, through November 30, 2023. LPOA members are scheduled to vote to ratify the agreement on December 22, 2020. Once they have done so, all that is needed for formal ratification of the tentative agreement is Civil Service Commission and City Council approval. In addition, the City Council is being asked to approve the May 26, 2020 Letter of Understanding with the LPOA on the issue of pensions, which was previously approved by the Civil Service Commission.

I have attached a copy of the December 10, 2020 Tentative Agreement for your review, which includes a Memorandum of Understanding on the issue of shift-schedule which is part of this Tentative Agreement. The following is a summary of the key components of the Tentative Agreement:

1. A three-year agreement from December 1, 2020 to November 30, 2023.
2. Salary increases to all bargaining unit members as follows:

Effective December 1, 2020:	2.5% increase
Effective December 1, 2021:	3% increase
Effective December 1, 2022:	2% increase



3. Agreement to move forward on a trial basis with a change in the shift schedule of patrol bureau officers, dispatchers, and police service aides from an 8-hour workday to a schedule that includes 12-hour workdays. Some key components of the parties' Agreement on this issue include:
 - Employees will continue to work an 80-hour schedule over a two-week period that includes six 12-hour workdays and one 8-hour workday
 - New schedule will be cost-neutral, unlike traditional 12-hour public safety schedules which generally include seven 12-hour workdays over a two-week period for a total of 84 hours. The 12-hour shift Memorandum of Understanding contains language in Paragraph 8 that indicates that a condition of the City's agreement was that the 12-hour shift schedule would be essentially cost-neutral and that any changes in the future would continue to satisfy the objective of maintaining cost neutrality.
 - Agreement includes a one-year trial period after which either party can terminate the 12-hour shift schedule and revert to the current 8-hour work schedule.
 - New schedule will begin on July 31, 2021, to allow parties time to put the schedule in place and prepare for selection of the leave day process.
 - Non-patrol bureau officers will continue to work the current 8-hour workday schedule.
 - Agreement to allow more weekend time off for less senior employees by requiring all employees working a 12-hour shift schedule work at least one weekend and two primary days (Friday, Saturday, or Sunday) during each 28-day period.
 - Furlough and sick time will be converted to hours for purposes of this agreement; Bereavement leave is slightly adjusted to accommodate schedules; Holiday pay will continue to be 8 hours per holiday.
4. Adjustment to leave day selection process to allow more notice to employees of leave days.
5. Increase Field Training Allowance from 1 hour per day to 2 hours per day, Internal Training Allowance from ½ hour per day to 1 hour per day, and Dispatch Training Allowance from 1 hour per day to 2 hours per day.
6. Increase Dispatcher annual Emergency Medical Dispatch premium/incentive from \$1,100 to \$1,300.
7. Increase personal business from 16 hours per year to 24 hours per year.



City Council
Civil Service Commission
December 20, 2020
Page 3

8. Replace current \$900 annual dental reimbursement with new dental insurance plan effective March 1, 2021 with the City's cost for insurance capped annually (and adjusted each year consistent with annual health insurance adjustments) at \$360 for single coverage, \$684 for two-person coverage and \$1,440 for family coverage.
9. Replace current optical benefit with a new optical insurance plan that includes an employee contribution of 15% of the cost.
10. Increase maximum Dispatcher tuition reimbursement from \$1,000 to \$2,000.
11. Change in grievance procedure so that for all grievances, the employee must choose between Civil Service Commission and Arbitration. Currently, all non-disciplinary grievances include both the Civil Service Commission and arbitration.
12. Modify educational reimbursement to allow employees to take classes in non-traditional classroom settings upon Chief's discretion and to take classes beyond current contractual classes of law enforcement or criminal justice at Chief's discretion.
13. Incorporate previously agreed to Memorandum of Understanding on conversion to defined benefit plan.

As indicated, the above is a summary of the parties' Tentative Agreement. I will be in attendance at the Civil Commission meeting scheduled for December 22, 2020, and a closed Committee of the Whole session with the City Council, on a date to be determined, to discuss and answer any questions regarding the Tentative Agreement.

Very truly yours,

KELLER THOMA, A PROFESSIONAL CORPORATION



Gregory T. Schultz

GTS/dg

Enclosure

cc: Mayor Maureen Miller Brosnan
Fire Chief Curtis Caid
Ms. Denise Maier
Mr. Michael Slater



MAH 12/10/20
POAM 12-10-2020

T/A 6 pages
⑩ POAM 12/12/20
① LPOA 12/10/20
② LPOA 12/10/20
ST LPOA 12/10/20
DM LPOA 12/10/20

**Negotiations
between
The City of Livonia
and**

Livonia Police Officers Association (POAM)

Tentative Agreement – December 10, 2020

1. Duration – 3 years effective December 1, 2020 through November 30, 2023
2. Article 7, Grievance Procedure – Choice of appeal of grievances to arbitration or Civil Service Commission for all grievances.
3. Article 14, Shift Selection/Police Officers – Modify Section 14.2 as follows:

14.2: The following will be the procedure with regards to permanent shifts/patrol:

A. Leave Day Selection – Patrol Division

 3. The officers will select their Leave Days for the next month by the 15th 10th of the current month. The Shift Supervisors will finalize the Leave Day selections by the 25th 20th of the current month.
4. Article 21, Overtime – Memorialize Field Training Officer Allowance and Internal Training Allowance and increase Field Training Officer Allowance from 1 hour per day to 2 hours per day, Internal Training Officer Allowance from ½ hour per day to 1 hour per day and Dispatch Training Officer Allowance from 1 hour per day to 2 hours per day.
5. Article 24, Bereavement Leave – Modify language to reflect that spouse's siblings are also included in the definition of brother-in-law and sister-in-law.
6. Article 25, Personal Business – Increase annual personal business in Section 25.1 from 16 hours per year to 24 hours per year.
7. Article 27, Hospitalization-Medical Coverage –
 - Modify Section 27.16, Optical, as follows:
 - Current plan remains in effect through February 28, 2021.
 - Replace with new optical plan as detailed in exhibit A effective March 1, 2021. Coverage is not mandatory, but there is no benefit for those choosing not to participate.

- Employee to contribute 15% of the cost.
- City can replace plan during life of contract with another plan with comparable benefits.
- Modify Section 27.17, Dental, as follows:
 - Employees may utilize any unused funds in dental account as of December 1, 2020 plus \$225 through February 28, 2021. No further reimbursement will be provided.
 - New dental plan as detailed in Exhibit B effective March 1, 2021. Coverage is not mandatory, but there is no benefit for those choosing not to participate.
 - Employee to contribute any cost above following caps which will be increased each year by the same percentage increase in health insurance caps:

Single coverage:	\$360 annual
Two-person coverage:	\$684 annual
Family coverage:	\$1,440 annual

- City can replace plan during life of contract with another plan with comparable benefits.
 - Employees who owe the City for dental reimbursement paid in advance will pay back to City as follows:
 - If employee owes \$900 or less, amount owed will be deducted over next year.
 - If employee owes between \$901 and \$1800, amount owed will be deducted over next two years.
 - If employee owes between \$1801 and \$2700, amount owed will be deducted over next three years.
 - If employee owes between \$2701 and \$3600, amount owed will be deducted over next four years.
8. Article 28, Life, Sickness and Accident Insurance Coverage – Re-title Article Short-Term Disability and Life Insurance Coverage and modify Sections 28.1 and 28.2 as follows:

28.1: The employer agrees to provide ~~pay the full costs of the premium for each full-time regular Police Officer for the program of short-term disability life, accident and indemnity insurance~~ in effect at the time of this Agreement, which provides ~~life insurance, accidental death, dismemberment and loss of sight insurance and~~ weekly sickness and accident benefits up to \$42 a week to a maximum of twelve weeks. The Employer agrees to provide ~~pay the premium for an additional forty (40) weeks of short-term disability weekly sickness and accident~~ benefits at the rate of \$100 a week.

28.2: For Dispatchers, the employer agrees to provide \$125 per week to a maximum of forty-five (45) weeks coverage for short-term disability ~~sickness and~~

accident insurance. This ~~sickness and accident insurance~~ coverage shall begin only after the employee has exhausted all of his/her sick leave benefits and provided further that:

A. . . .

B. . . .

C. If a regular employee is laid off, the employer will provide these benefits ~~continue to pay premiums~~ for a period not to exceed 120 days from the cessation of active employment. *mw 2/6/21*

9. Article 36, Retirement – Incorporate ~~2020~~ LOU provisions regarding pensions into Article 36 and increase Dispatcher employee contribution into defined contribution in Section 36.4.B.2 from 4% to 5%.

10. Article 37, Salary Rates – Modify Section 37.1 as follows including retroactive pay to December 1, 2020:

37.1 The salary rates in effect during the life of this Agreement are set forth in the salary schedule attached hereto as Appendix A ~~as~~ and shall be based on the following rate adjustments:

Effective December 1, 2017 2020	2.5% wage increase
Effective December 1, 2018 2021	3% wage increase
Effective December 1, 2019 2022	2% wage increase

11. Article 39, Educational Expenses – Modify Section 39.2.A and B as follows (changes includes master's degree):

A. To qualify for reimbursement or payment by the City, the college or university must be accredited by the North Central Association of Colleges and Schools. . . Nothing in this language would prevent an employee from taking a required (non-elective) class at a traditional “brick & mortar” school which is conducted primarily through the internet, provided such class is not offered in a typical classroom setting. Furthermore, an employee may be allowed to take classes in a “non-traditional” setting if the Police Chief, in his sole discretion, determines that such class satisfactorily meets the intent of this provision.

B. In order for an expense to be eligible for reimbursement, the course must be specifically within an accredited college or university's Law Enforcement or Criminal Justice program or any other class the Police Chief determines in his sole discretion would be relevant and beneficial to the Department and must be directly related to obtaining such a degree at any level up to a master's degree. This includes required or elected courses that are necessary to obtain a specific degree requirement. The decision of the Chief of Police will be final, not subject to the grievance procedure.

12. Article 39, Educational Expenses – Increase maximum Dispatcher tuition reimbursement in Section 39.5 from \$1,000 to \$2,000.
13. Article 41, Dispatcher EMD Premium/Incentive – Increase annual EMD Premium/Incentive in Section 41.1 from \$1,100 to \$1,300.
14. General – The parties agree to change the work schedule for Police Officers, Dispatchers and Police Service Aides to a 12-hour shift as detailed in the attached Memorandum of Understanding. It should be recognized that this proposal has been brought to the City to modify the work schedule of the Patrol Bureau of the Uniform Division of the Livonia Police Department. This transition is contingent on both bargaining groups, LPOA and LCOA, agreeing to and ratifying the proposed work schedule modifications. If the 12-hour shift Memorandum between the City and the LCOA is not ratified, the City has the option, by January 13, 2021, to go forward with this Tentative Agreement, including the 12-hour shifts, or declare this Tentative Agreement null and void, in which case the parties will return to bargaining.

**CITY OF LIVONIA
LPOA PAYRATES
APPENDIX A**

		12/1/2020 2.5%			12/1/2021 3%			12/1/2022 2%		
CLASSIFICATION		HOURLY	BIWEEKLY	ANNUAL	HOURLY	BIWEEKLY	ANNUAL	HOURLY	BIWEEKLY	ANNUAL
POLICE OFFICER (HIRED BEFORE 11/2/2011)	STEP 1	\$26.62	\$2,129.60	\$55,369.60	\$27.42	\$2,193.60	\$57,033.60	\$27.97	\$2,237.60	\$58,177.60
	STEP 2	\$28.39	\$2,271.20	\$59,051.20	\$29.24	\$2,339.20	\$60,819.20	\$29.82	\$2,385.60	\$62,025.60
	STEP 3	\$30.50	\$2,440.00	\$63,440.00	\$31.42	\$2,513.60	\$65,353.60	\$32.05	\$2,564.00	\$66,664.00
	STEP 4	\$33.02	\$2,641.60	\$68,681.60	\$34.01	\$2,720.80	\$70,740.80	\$34.69	\$2,775.20	\$72,155.20
	MAXIMUM	\$35.49	\$2,839.20	\$73,819.20	\$36.55	\$2,924.00	\$76,024.00	\$37.28	\$2,982.40	\$77,542.40
POLICE OFFICER (HIRED ON OR AFTER 11/2/2011) *Effective 12-1-17, starting pay is Step 2 per CBA (see below).	STEP 1	\$26.29	\$2,103.20	\$54,683.20	\$27.08	\$2,166.40	\$56,326.40	\$27.62	\$2,209.60	\$57,449.60
	STEP 2	\$27.98	\$2,238.40	\$58,198.40	\$28.82	\$2,305.60	\$59,945.60	\$29.40	\$2,352.00	\$61,152.00
	STEP 3	\$30.01	\$2,400.80	\$62,420.80	\$30.91	\$2,472.80	\$64,292.80	\$31.53	\$2,522.40	\$65,582.40
	STEP 4	\$32.39	\$2,591.20	\$67,371.20	\$33.36	\$2,668.80	\$69,388.80	\$34.03	\$2,722.40	\$70,782.40
	MAXIMUM	\$34.73	\$2,778.40	\$72,238.40	\$35.77	\$2,861.60	\$74,401.60	\$36.49	\$2,919.20	\$75,899.20
SENIOR POLICE OFFICER (HIRED BEFORE 11/2/2011)	MAXIMUM	\$37.29	\$2,983.20	\$77,563.20	\$38.41	\$3,072.80	\$79,892.80	\$39.18	\$3,134.40	\$81,494.40
SENIOR POLICE OFFICER (HIRED AFTER 11/2/2011)	MAXIMUM	\$36.45	\$2,916.00	\$75,816.00	\$37.54	\$3,003.20	\$78,083.20	\$38.29	\$3,063.20	\$79,643.20
DISPATCHER (HIRED BEFORE 11/2/2011)	STEP 1	\$26.97	\$2,157.60	\$56,097.60	\$27.78	\$2,222.40	\$57,782.40	\$28.34	\$2,267.20	\$58,947.20
	STEP 1.5	\$27.41	\$2,192.80	\$57,012.80	\$28.23	\$2,258.40	\$58,718.40	\$28.79	\$2,303.20	\$59,883.20
	STEP 2	\$27.91	\$2,232.80	\$58,052.80	\$28.75	\$2,300.00	\$59,800.00	\$29.33	\$2,346.40	\$61,006.40
	STEP 3	\$28.98	\$2,318.40	\$60,278.40	\$29.85	\$2,388.00	\$62,088.00	\$30.45	\$2,436.00	\$63,336.00
	STEP 4	\$30.12	\$2,409.60	\$62,649.60	\$31.02	\$2,481.60	\$64,521.60	\$31.64	\$2,531.20	\$65,811.20
DISPATCHER (HIRED ON OR AFTER 11/2/2011)	STEP 1	\$25.63	\$2,050.40	\$53,310.40	\$26.40	\$2,112.00	\$54,912.00	\$26.93	\$2,154.40	\$56,014.40
	STEP 1.5	\$26.06	\$2,084.80	\$54,204.80	\$26.84	\$2,147.20	\$55,827.20	\$27.38	\$2,190.40	\$56,950.40
	STEP 2	\$26.51	\$2,120.80	\$55,140.80	\$27.31	\$2,184.80	\$56,804.80	\$27.86	\$2,228.80	\$57,948.80
	STEP 3	\$27.52	\$2,201.60	\$57,241.60	\$28.35	\$2,268.00	\$58,968.00	\$28.92	\$2,313.60	\$60,153.60
	STEP 4	\$28.61	\$2,288.80	\$59,508.80	\$29.47	\$2,357.60	\$61,297.60	\$30.06	\$2,404.80	\$62,524.80

* 37.2 Until such time as the classification of Police Officers is close to being fully staffed as determined by the City, all Police Officers hired or promoted into the bargaining unit after December 1, 2017, will start at Step 2 of the salary schedule.

The Senior Police Officer rate shall be paid upon a police officer's completion of ten (10) years of employment within the Police Department.

**MEMORANDUM OF UNDERSTANDING
BETWEEN
The City of Livonia
and
Livonia Police Officers Association (POAM)
(POLICE/DISPATCHER UNIT AND POLICE SERVICE AIDE UNIT)**

December 10, 2020

THIS LETTER OF AGREEMENT is entered into by and between the City of Livonia ("City") and Livonia Police Officer Association (POAM) ("Union").

WHEREAS, as part of bargaining the 2020-2023 Collective Bargaining Agreement ("Agreement"), the parties discussed the issue of converting to a 12-hour work schedule, specific to the Patrol Bureau of the Livonia Police Department;

WHEREAS, the parties recognized that such conversion should be on a trial basis for the first year of operation.

WHEREAS, the parties have come to agreement to establish work conditions under a 12-hour work schedule;

NOW THEREFORE, the parties have agreed to the following:

1. The effective date of the 12-hour shift schedule will be July 31, 2021.
2. The first year of the 12-hour shift schedule will last from July 31, 2021 through July 30, 2022 and shall be considered the "12-Hour Shift Trial Period." Either the City or the Unions jointly can elect to terminate the 12-hour shift schedule and revert to the previous 8-hour system effective July 31, 2022, provided that such notice of intent to terminate the 12-hour shift is given to the other party prior to June 1, 2022. (In the event the 12-hour shift goes forward without the LCOA, then the decision to terminate can be made by the LPOA without the LCOA.)
3. Only those personnel assigned to the Patrol Bureau of the Uniform Division are included in this program.
4. All Dispatchers and Police Service Aides are included in this program and will convert to a 12-hour shift schedule during the "12-Hour Shift Trial Period" and will continue or revert back at the expiration of the trial period as determined by the City and the Union.
5. There shall generally be two 12-hour shift schedules including a "Day Shift" which shall run from 0700 to 1900 and a "Night Shift" which shall run from 1900 to 0700. Two patrol cars shall be utilized as "early cars" that will be staffed with Officers who work from 0600 to 1800 and 1800 to 0600. The Chief of Police shall also have the right to establish a third twelve-hour shift with start and stop times at the City's discretion upon 30 days' notice to the

Union. The City retains its right to make modifications to this schedule in the event of an emergency.

6. During the 12-hour shift trial period, the following shall apply to Police Officers, Dispatchers, and Public Service Aides in the Patrol Division irrespective of any language to the contrary in the parties' Collective Bargaining Agreement:
 - a. All Officers, Dispatchers and Police Service Aides assigned to the Patrol Bureau will work a twelve (12) hour shift schedule. There will be eighty (80) hours of scheduled work per pay period, which is a fourteen (14) day cycle. To achieve this, employees will work three (3) twelve (12) hour shifts each week. Employees will not work more than three (3) twelve (12) hours shifts in a row. Employees must also work one (1) eight (8) hour shift during each pay period. The eight (8) hour shift can be worked consecutive to twelve (12) hour shifts.
 - b. The schedule will be on a twenty-eight (28) day cycle. Employees must work at least one (1) weekend (Saturday and Sunday consecutively) during a twenty-eight (28) day cycle. Employees must also work at least two (2) additional primary days (Friday, Saturday, or Sunday) during the twenty-eight (28) day cycle. The primary days do not have to be consecutive. The weekend and primary workdays shall be twelve (12) hour shifts. Leave days will be selected based upon seniority and will be picked based upon two (2) cycles, making it fifty-six (56) days.
 - c. Police Officers, Dispatchers, and Police Service Aides shift and leave days will be selected as detailed in the attached "12-Hour Shift Operating Guidelines," or as modified by the parties during discussions detailed in Section 7, below, prior to and during the "12-Hour Shift Trial Period."
 - d. Police Officers, Dispatchers, and Police Service Aides will be required to have eight (8) hours off between shifts. Secondary employment that is not compliant with this clause is prohibited. At no time will any employee be allowed to work twenty-four (24) consecutive hours. Employees can switch Leave Days with one another unless it would cause either employee to work twenty-four consecutive hours or either employee to not have eight (8) hours off in between their shifts.
 - e. Seniority will be based on time in rank. Police Officers, Dispatchers, and Police Service Aides will bid for shifts based upon seniority as currently is the practice. Shift bids will be on a bi-annual basis and posted two (2) months prior to the beginning of the new cycle. Each shift must have twenty-five percent (25%) of their manpower with at least three (3) years of seniority. This mandate is to ensure that each shift has equal experience in time, defined as seniority, compared to the other shifts. Seniority must be re-evaluated on an annual basis. The analysis may cause the listed minimums to be modified. Any

modification must be agreed upon by all parties. The Chief of Police may re-assign personnel to achieve this goal.

- f. A Police Officer, Dispatcher, or Police Service Aide who is required to work beyond their scheduled 12-hour or 8-hour shift, shall be paid pursuant to the overtime provisions of Section 21.5 of the Agreement. Article 21, Sections 1, 3, 8.A and 8.C. shall be modified to replace “eight (8) hours” with “Twelve (12) hours” on any day that an Officer is assigned to a 12-hour shift.
- g. All furlough use and sick time “day” language in the Agreement shall be converted to hours. Example: Ten vacation days shall be calculated as 80 hours.
- h. Bereavement leave shall remain one (1) day for a close personal friend and two (2) days for grandparents of employee’s spouse. All bereavement leave that provided up to four (4) working days will provide up to three (3) working days. All bereavement leave that provided up to ten (10) working days will provide 80 hours.
- i. Holiday pay shall continue to be treated the same pursuant to Article 20.1 and pay will continue to be based upon eight (8) hours per holiday.
- j. All earned time (personal business, court time, roll call time, etc.) shall remain the same in accordance with the current Agreement.
- k. The language in the Agreement “two (2) ten (10) day furloughs per year” shall be modified to read “two (2) eighty (80) hour furlough blocks per year encompassing fourteen (14) days.”
- l. When selecting a monthly court date for traffic offenses, all Officers working Day Shift will report for court while on duty during their shift. All Officers working Night Shift must ensure that they have a minimum of eight (8) hours off prior to their next shift. Any Officer working Night Shift shall use discretionary time if they are held late at Court and it would cause them to not have at least eight (8) hours off until their next shift. Any Officer who has to appear for Court that is on their day off (example: pre-trial hearing, trial, court at the Third Circuit Court, etc.), shall be compensated as prescribed in Article 21 of the Agreement.

Day Shift – appearance while working.

Night Shift – two (2) hour minimum or time and one-half
whichever is greater.

- m. Prescheduled overtime (STAR details, Reserve details, etc.) must be worked prior/after the employee’s eight (8) hour shift or on their day off. Employees can also volunteer to cover additional shifts as long as it does not cause them to work more than three (3) consecutive twelve

(12) hour shifts and allows at least eight (8) hours off in between shifts. Generally, only one (1) block of overtime will be permitted. This is not to exceed twelve (12) hours of work on any given day.

- n. The Chief of Police retains all rights to approve or deny employee requests for time off and to reassign employees pursuant to management rights.
- 7. There will be at least one meeting every month between the Union and the Employer to discuss the operation of twelve (12) hour shifts and any required modifications. If the Employer has an immediate problem with the functioning of twelve (12) hour shifts, then the parties will meet at the earliest possible time.
- 8. The parties recognize that the agreement to go to a 12-hour shift schedule was based on numerous factors, but that an absolute and unqualified condition of the City's agreement to agree to this change was based on the understanding of the parties that the modification to a 12-hour shift schedule would be essentially cost neutral to the City. Both the City and the Unions recognize that there are a variety of twelve (12) hour shift schedules, some of which include an increase in work schedules during a two-week pay period. These schedules increase hours of work from eighty (80) hours to eighty-four (84) hours. The Unions specifically proposed this eighty (80) hour schedule to achieve the cost neutrality required by the City. The parties further agree that any changes in the future to the 12-hour shift schedule shall continue to satisfy the objective of maintaining essential cost neutrality. The language of this paragraph will be contained in any future collective bargaining agreement which contains any form of a 12-hour shift schedule.
- 9. Any modification of this Memorandum of Understanding during the one (1) year 12-hour shift trial period must be agreed upon by both parties.

IN WITNESS HEREOF, the parties have executed in duplicate originals this Letter of Understanding as of this _____th day of December 2020.

CITY OF LIVONIA

LIVONIA POLICE OFFICERS
ASSOCIATION

By: _____
MAUREEN MILLER BROSNAN

By: _____
ANTHONY HALL

Its: Mayor

Its: President

By: _____
DENISE C. MAIER

By: _____
BRYAN UZONI

Its: Human Resources Director

Its: Vice President

12-HOUR SHIFT OPERATING GUIDELINES

1. SHIFT SELECTION

Shift selection will be done on a twenty-eight (28) week cycle and then a twenty-four (24) week cycle. This is done because leave days are selected on a fifty-six (56) day, or eight (8) week, cycle. Eight (8) weeks can only be divided into twenty-eight (28) and twenty-four (24) week cycles, and cannot be divided into the twenty-six (26) week cycle that is currently being utilized. The twenty-eight (28) and twenty-four (24) week cycles are necessary to maintain the correspondence between the twelve (12) hour program and payroll.

Example: If the twelve (12) hour program takes effect on July 31, 2021 (first Saturday of a new payroll period), then the twenty-eight (28) week cycle would last from July 31, 2021 to February 11, 2022. Then a twenty-four (24) week cycle would follow from February 12, 2022 to July 29, 2022.

2. FURLOUGH SELECTION

Police Officers, Dispatchers and Police Service Aides shall select furlough based on shift seniority within their classifications following shift selection two (2) months prior to the next shift cycle. The selection will be for the upcoming shift cycle.

3. LEAVE DAY SELECTION

A. Within each 28-day cycle, the Shift Commander reserves the right to assign up to a total of three (3) of an employee's Leave Days as he/she sees fit to meet the operating needs of the shift. Leave days will not be re-assigned to supplement manpower in another classification, i.e. a leave day will not be denied to a Police Officer to fill a shortage in dispatch, or vice versa. Any disputes resulting from the way the Officers are assigned to the different Scout Car Groups will be resolved by the Shift Commander and his/her decision shall be final in all cases.

B. Police Officers, Dispatchers and Police Service Aides will select their Leave Days for the next cycle by the 28th day of the current cycle. The Shift Supervisors will finalize the Leave Day selections fourteen (14) days prior to the next cycle.

C. Any cancellation of Leave Days by the Shift Commander, after the posting of Leave Days fourteen (14) days prior to the new cycle, shall result in the payment of time and one-half day, or time and one-half compensatory time, at the election of the Police Officer, Dispatcher or Police Service Aide whose Leave Days are cancelled.

D. Establishment of Third Shift - The Police Chief will ask for volunteers first; if not enough qualified volunteers, reverse seniority will be a factor in selection. This type of assignment would be for at least a twenty-eight (28) day duration.

E. The Police Chief, at his/her discretion, can temporarily reassign a Police Officer, Dispatcher or Police Service Aide for up to twenty-eight (28) days, once during each bid selection cycle. An employee so transferred shall be notified of the reason. After four (4) years on a given shift, the Police Chief, or his designee, may require a Police Officer to select a different shift for reasonable cause as determined by the Police Chief.

F. A voluntary trade of shifts with another Police Officer, Dispatcher or Police Service Aide may be made to accommodate unexpected personal circumstances of a family nature with approval from the Police Chief.

G. Unexpected Transfers: Should a Police Officer be transferred out of the Patrol Bureau to assume another position, management may move a Senior Officer, (an Officer having at least three (3) years of seniority) to maintain the twenty-five percent (25%) rule set forth in Section 14.2.G. The Officer may be required to assume the transferred officer's leave days for the remainder of the 28-day cycle. Should a Police Officer be removed, and another Officer come from another bureau outside the normal selection time, the Officer coming into Patrol will finish the cycle of the Officer leaving.

H. The Police Chief may reassign a Police Officer temporarily to another shift for emergency purposes or manpower shortages caused by illness, disability, trials or schools, the duration of which lasts at least twenty-eight (28) days.

5. TRAINING

A. Any training class that lasts five (5) days and/or forty (40) hours shall count as a forty (40) hour work week for the employee. It will be the employee's responsibility to ensure that a complete eighty (80) hours is covered for the pay period. This includes PORTS.

Patrol Officers may be assigned to work a shift in place of their normally scheduled hours up to five (5) days per year for on-site training purposes. For off-site training purposes, shift assignments may be changed without limitation.

B. Any training class that lasts four (4) days shall be counted as three (3) twelve hour shifts and one (1) eight (8) hour shift, making forty (40) hours. Overtime will only be given for hours worked over the shift length.

C. The second and third day of any training class that lasts two (2) to three (3) days shall be counted as full twelve (12) hour shifts. The first training day will be utilized as an eight (8) hour shift. This would include any drive time and/or extended class time. The employee would not be eligible for overtime compensation unless the entire day (drive and class time) exceeded twelve (12) hours.

D. Any training class hosted by Livonia, or an adjoining community, that lasts one (1) eight (8) hour day, will be considered an eight (8) hour workday. If the training is not on a regularly scheduled eight (8) hour day, the employee will report to the OIC for the rest of his/her shift. The OIC may allow the officer to use discretionary time. Training that occurs outside the above listed parameters, that is a minimum of 8 hours in duration will count as a complete workday.

E. Mandatory Training days remain two (2) four (4) hour blocks, totaling eight (8) hours of training. Employees scheduled to work a twelve (12) hour shift during Mandatory Training will work their shift first, then train second. Any employee working an eight (8) hour shift during Mandatory Training will train first, then work their shift second.

1. Management will have a pool of six (6) mandatory training days that they may use at their discretion throughout any calendar year.
2. Management may use up to two (2) days consecutively in any calendar month.
3. Management may use up to three (3) days consecutively if a "demonstrable need" is shown to the Union President for their approval.
4. Whenever management uses any block(s) of mandatory training day(s) they will be separated by at least twenty-eight (28) calendar days.
5. Any mandatory training schedule using these six (6) days will be announced to the Union (LPOA) by the first day of the preceding leave day cycle.
6. No mandatory training will be scheduled during the months of June, July, and August.
7. Employees who select a shift change or are bumped from their shift selection of choice and have not participated in the first three (3) training blocks of the year, must participate in one (1) of the three (3) remaining training blocks, subject to operating needs of the department.

KELLER THOMA

A PROFESSIONAL CORPORATION

THOMAS L. FLEURY
GARY P. KING
LAURI A. READ
GOURI G. SASHITAL
GREGORY T. SCHULTZ
MINDY BARRY***
ELIZABETH A. YOUNG
KATHRYN E. JONES

Also admitted in Virginia***

STEVEN H. SCHWARTZ
AND ASSOCIATES
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July 13, 2020

CONFIDENTIAL - ATTORNEY/CLIENT PRIVILEGED COMMUNICATION

Honorable Members, City Council
Honorable Members, Civil Service Commission
City of Livonia
33000 Civic Center Drive
Livonia, MI 48154

Re: City of Livonia and Livonia Police Officers Association Defined Benefit Plan Letter of Understanding

Dear City Council and Civil Service Commission Members:

I am writing to advise you that on May 26, 2020, the City and Livonia Police Officer Association ("LPOA") representatives reached a tentative agreement on a Letter of Understanding on the issue of pension. In light of the LPOA's recent ratification of the Agreement, the City is presenting the terms of the Letter of Understanding to the Civil Service Commission and the City Council to provide the details of the Letter of Understanding as well as to provide information regarding the City's plans with respect to the other public safety bargaining units. Denise Maier, Mike Slater and I have already had the chance to meet with the Civil Service Commission in closed session to provide information regarding the Letter of Understanding and we are set to meet with the City Council in closed session on July 15, 2020.

I have attached a copy of the Letter of Understanding for your review. The following is a summary of the key components of the new Defined Benefit Pension Plan agreed to in the Letter of Understanding:

1. All current police officers will have a one-time irrevocable option to convert to a new defined benefit pension plan and all future hires will be automatically enrolled in the new defined benefit pension plan with the following terms:



- Multiplier of 2.5% of base wages for each credited year of service
 - Multiplier cap of 75% of base wages
 - Retirement eligibility will be at any age with 25 years of service or age 52 with 15 years of service. For those who convert, previous time in the defined contribution pension plan will count as years of service for vesting purposes.
 - Employees will contribute the first 4% of base wages toward the cost; the City will contribute the next 14% of base wages toward the cost; the employees will contribute the next 4% of base wages toward the cost and the City will contribute all costs above 22% of base wages.
2. All current employees who elect to convert will have the opportunity to purchase up to three years of prior service credit.
 3. A Retention Bonus Program is established that provides all current LPOA members still employed with the City on July 1, 2021 a one-time bonus of \$1,000 for each year of service up to a maximum of 30 years in the form of a cash payment, payment to the employee's 457 account or to be used to purchase service credit.
 4. All other terms of the new Defined Benefit Pension Plan will generally follow the old Defined Benefit Pension Plan except as follows:
 - No COLA
 - No Annuity Withdrawal
 - No Military Buyback
 - No Early Retirement Pension
 5. The Agreement includes a six-year moratorium on pension negotiations.
 6. The Agreement includes a permanent moratorium on future benefit changes that would result in a funded level of less than 100%.

After over a year of negotiations with the City's Public Safety Officers, the bargaining team believes this Agreement with the LPOA contains many important benefits for the City including the following:

- A defined benefit pension plan will be attractive to potential employees and should be a significant asset to the Police Department in the recruitment of new police officers.



KELLER THOMA

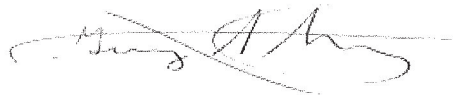
City Council
Civil Service Commission
July 13, 2020
Page 3

- A defined benefit pension plan including the Retention Bonus Program should help retain current police officers as some officers have left over the years to pursue careers at other police departments which maintain defined benefit pension plans.
- The moratoriums agreed to assure that there will be no benefit changes for a period of six years, and beyond six years to the extent the benefit change would cause the pension plan to be funded below a 100% funding level.
- By agreeing to a new plan with no credit for previous service (except for vesting purposes), the City was able to avoid the high costs that would have resulted from providing pension credit to employees for previous service.
- The defined benefit plan should help improve morale in the Police Department as a defined benefit pension plan has been sought for a period of time by the public safety employees.
- The Agreement with the LPOA sets a pension pattern for bargaining with the other public safety bargaining groups, which should help the City avoid the cost and time of an Act 312 arbitration.

As indicated, the above is a summary of the Letter of Understanding and the benefits of the City's agreement with the LPOA. The City's bargaining team looks forward to meeting with both the Civil Service Commission and the City Council to provide more details regarding the plan and the process, including details regarding the cost of the plan, and to answer any questions you may have.

Very truly yours,

KELLER THOMA, A PROFESSIONAL CORPORATION



Gregory T. Schultz

GTS/dg
Enclosure
cc/enc: Mayor Maureen Miller Brosnan
Ms. Denise Maier
Mr. Michael Slater



LETTER OF UNDERSTANDING
Between
The City of Livonia
and
Livonia Police Officers Association

May 26, 2020

THIS LETTER OF AGREEMENT is entered into this 26th day of May 2020, by and between the City of Livonia ("City") and Livonia Police Officer Association (POAM) ("Union").

WHEREAS, the parties' 2017-2020 Collective Bargaining Agreement is set to expire on November 30, 2020, and

WHEREAS, the parties have engaged in mid-term discussions regarding the issue of pensions in an effort to provide a pension plan that will assist the City and the Livonia Police Department in its efforts to retain and recruit police officers.

NOW THEREFORE, the parties have agreed to the following:

1. All police officer members of the Defined Contribution Plan will have a one-time irrevocable option (60-day window) effective [on a date to be determined as expeditiously as possible] to convert to a new Defined Benefit Plan as detailed in Paragraph 7, below.
2. Defined Contribution Plan assets are to be retained by the employee, except for assets used to purchase service credit as detailed in Paragraph 3, below.
3. Employees electing to convert will have a one-time option at the time of conversion to purchase up to 3 years of service credit. Purchased service credit does not apply to vesting and is only to be used to increase an employee's total years of service at retirement eligibility. Money from the member's Defined Contribution account may be used to purchase such credit. The cost to purchase service credit will be determined by the City's Pension Board's actuary in a report to be prepared as soon as practicable following ratification of this Agreement.
4. All police officer members currently in the Defined Contribution Plan and who are on the payroll on July 1, 2021, will receive a one-time bonus in the amount listed in Exhibit A, attached hereto, which represents an amount equal to \$1,000 for each completed year of service with the City of Livonia as of June 30, 2020 up to a maximum of 30 years of service (\$30,000). This one-time bonus will be provided to each individual police officer in one or more of the following forms:
 - a. Used toward the purchase of service credit pursuant to paragraph 3, above. An employee can only purchase service credit in full year amounts, so the employee would have to pay an additional amount to cover the difference

- between the amount provided by the City and the amount needed to obtain a full year of service.
- b. Contribution to the employee's 457 Plan, if eligible.
 - c. Cash Payment, subject to appropriate deductions.
5. All employees hired on or after May 26, 2020 will be enrolled into the Defined Benefit Plan but will not be eligible for the bonus detailed in paragraph 4, above.
6. Accrual of Defined Benefit service credit would begin December 1, 2020 (no credit for prior years).
7. The Defined Benefit Plan shall have the following terms and conditions:
- a. Multiplier of 2.5% of base wages for each credited year of service.
 - b. Multiplier cap of 75.00% of base wages.
 - c. Final Average Compensation shall be the average of the annual compensation received by a member during the best compensated three (3) years of service contained with the member's ten (10) years of service immediately preceding the member's retirement.
 - d. Retirement Eligibility at any age with 25 years of service or age 52 with 15 years of service. Vesting will include years of service in both the Defined Benefit or Defined Contribution plan (prior to conversion). *(03 Pension only)*
 - e. Duty disability and duty death benefits consistent with current provisions.
 - f. No COLA.
 - g. No Annuity Withdrawal
 - h. No Military Buyback
 - i. No Early Retirement Pension
 - j. Contributions – Employees pay first 4% of base wages toward actuarially determined cost, employer pays next 14% of base wages toward actuarially determined cost, employees pay next 4% of base wages toward actuarially determined cost, employer pays anything over 22% of base wages toward actuarially determined cost. The minimum contribution shall be 4% of base wages for both employee and employer.
8. A 6-year moratorium on any changes to pension provisions beginning December 1, 2020.

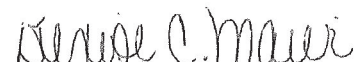
9. A permanent moratorium on implementing any future benefit changes that would result in a funded level of less than 100 percent. The prohibited changes would include, but not be limited to, changes to the multiplier, components of Final Average Compensation, retirement age, vesting provisions and COLA. Notwithstanding the above, the parties recognize that proposals could be brought forward in connection with any proposed benefit change that could keep the plan funded at a level of at least 100%.
10. Increase employer contribution to the Defined Contribution Plan to 14% percent for all employees opting to remain in the Defined Contribution Plan.
11. Increase employer contributions to the Defined Contribution Plan for dispatchers in the bargaining unit from 9% to 11% and the employee contribution shall be increased to 4.5% effective upon the date of ratification.
12. The parties agree to take all required actions following ratification of this Agreement to support implementation of the Defined Benefit Plan.

IN WITNESS HEREOF, the parties have executed in duplicate originals this Letter of Understanding as of this 26th day of May 2020.

CITY OF LIVONIA

By: 
MAUREEN MILLER BROSNAN

Its: Mayor

By: 
DENISE C. MAIER

Its: Human Resources Director


MTJ

LIVONIA POLICE OFFICERS
ASSOCIATION

By:  5-26-20
KENNETH GRABOWSKI

Its: Bargaining Representative

By: 
ANTHONY HALL

Its President


D. McCully


City of Livonia

C:\Users\MSlater\Desktop\[S\$1,000 per year of service pool allocation 5-23-20.xlsx]LTS AND SGTS-DC

Bonus Pool Allocation - LPOA

Status Active
 Check Date.Fiscal Fiscal Calendar 2020
 Deduction Description (Multiple Items)

(Choose DC and RHS deductions)

Years of Service \$ 30,000
 As of Max

Benefit Group	Employee	Employee		Date Of Birth	Position Title	6/30/2020	Bonus Amount
		Number	Hire Date				
9 - Police Officers	Adams, Brendan	8853	2019-02-12	1997-09-16	Police Officer II-after 11/02/11	1.4	1,400.00
9 - Police Officers	Alhajar, Faris M	8426	2017-01-09	1996-02-03	Police Officer II-after 11/02/11	3.5	3,500.00
9 - Police Officers	Allen, Jared	8639	2018-01-15	1989-02-11	Police Officer II-after 11/02/11	2.5	2,500.00
9 - Police Officers	Anders, Joel	8114	2015-06-01	1988-05-14	Police Officer aft 11/02/11	5.1	5,100.00
9 - Police Officers	Anderson, Andrew	8773	2018-08-20	1998-02-23	Police Officer II-after 11/02/11	1.9	1,900.00
9 - Police Officers	Arakelian, Michael K	355	1985-04-29	1965-02-10	Senior Police Officer	35.2	30,000.00
9 - Police Officers	Arpino, John	8939	2020-04-13	1992-10-17	Police Officer II-after 11/02/11	0.2	200.00
9 - Police Officers	Bageris, David	8882	2019-10-29	1996-07-20	Police Officer II-after 11/02/11	0.7	700.00
9 - Police Officers	Bajas, Jason	7875	2014-04-07	1990-10-18	Police Officer-after 11/02/11	6.2	6,200.00
9 - Police Officers	Bajas, Nicole J	8509	2017-05-15	1992-06-11	Police Officer II-after 11/02/11	3.1	3,100.00
9 - Police Officers	Becker, Brenden	8926	2020-01-22	1997-01-31	Police Officer II-after 11/02/11	0.4	400.00
9 - Police Officers	Blaha, Andrew	7337	2011-04-25	1983-01-19	Police Officer-after 11/02/11	9.2	9,200.00
9 - Police Officers	Brighton, Derek	8115	2015-06-01	1987-11-15	Police Officer aft 11/02/11	5.1	5,100.00
9 - Police Officers	Burg, Richard J	7420	2011-12-05	1990-07-21	Police Officer-after 11/02/11	8.6	8,600.00
9 - Police Officers	Chisholm, Jordan M	8701	2018-05-14	1991-06-21	Police Officer II-after 11/02/11	2.1	2,100.00
9 - Police Officers	Climstein, Jeremy	8875	2019-10-09	1992-01-22	Police Officer II-after 11/02/11	0.7	700.00
9 - Police Officers	Davis, Shaun	5001	1998-04-27	1970-11-30	Senior Police Officer	22.2	22,200.00
9 - Police Officers	Drake, William	8894	2019-11-11	1995-10-08	Police Officer II-after 11/02/11	0.6	600.00
9 - Police Officers	Elliott, Christopher T	5305	2009-03-16	1959-03-14	Police Officer after 11/02/11	11.3	11,300.00
9 - Police Officers	Fitzsimmons, Bradley R	7502	2012-06-25	1990-03-15	Police Officer-after 11/02/11	8.0	8,000.00
9 - Police Officers	Gagnon, Stephen	8374	2016-10-24	1996-11-22	Police Officer II-after 11/02/11	3.7	3,700.00
9 - Police Officers	Garcia, Braiden M	8940	2020-04-13	1990-03-22	Police Officer II-after 11/02/11	0.2	200.00
9 - Police Officers	Geldhof, Jeffrey	7944	2014-07-14	1986-09-04	Police Officer-after 11/02/11	6.0	6,000.00
9 - Police Officers	Gosur, Jonathon A	7807	2013-10-07	1990-11-24	Police Officer II-after 11/02/11	6.7	6,700.00
9 - Police Officers	Gregory, Matthew	7444	2012-03-05	1989-02-22	Police Officer after 11/02/11	8.3	8,300.00
9 - Police Officers	Hall, Anthony	6772	2007-01-08	1983-07-10	Senior Police Officer	13.5	13,500.00
9 - Police Officers	Hardin, William L	6856	2014-07-14	1989-06-24	Police Officer II-after 11/02/11	6.0	6,000.00
9 - Police Officers	Hess, Andrew M	5392	1999-12-06	1972-02-15	Senior Police Officer	20.6	20,600.00
9 - Police Officers	Hill, Travis	8642	2018-01-15	1995-08-11	Police Officer II-after 11/02/11	2.5	2,500.00
9 - Police Officers	Holland, Donald J	8428	2017-01-09	1990-05-26	Police Officer II-after 11/02/11	3.5	3,500.00
9 - Police Officers	Holznagle, Kyle	7574	2013-03-11	1987-01-11	Police Officer aft 11/02/11	7.3	7,300.00
9 - Police Officers	Kalza, Adam	7445	2012-03-05	1986-03-23	Police Officer-after 11/02/11	8.3	8,300.00
9 - Police Officers	Kerr, Taylor	8158	2015-09-21	1992-07-10	Police Officer II-after 11/02/11	4.8	4,800.00
9 - Police Officers	Kirn, Robert	8159	2015-09-21	1986-02-21	Police Officer II-after 11/02/11	4.8	4,800.00
9 - Police Officers	Kohler, Joshua R	8185	2015-12-14	1983-11-27	Police Officer II-after 11/02/11	4.5	4,500.00
9 - Police Officers	Koss, Cameron M	7649	2013-06-24	1990-06-01	Police Officer-after 11/02/11	7.0	7,000.00
9 - Police Officers	Kott, Christopher	5003	1998-04-27	1970-10-13	Senior Police Officer	22.2	22,200.00
9 - Police Officers	Lareau, Timothy C	8231	2016-04-11	1996-01-29	Police Officer II-after 11/02/11	4.2	4,200.00
9 - Police Officers	Lineberry, Bradley M	7838	2014-01-06	1991-06-13	Police Officer aft 11/02/11	6.5	6,500.00
9 - Police Officers	Maher, Alexander	7504	2012-06-25	1992-01-23	Police Officer II-after 11/02/11	8.0	8,000.00

Benefit Group	Employee	Employee				6/30/2020	Bonus Amount
		Number	Hire Date	Date Of Birth	Position Title		
9 - Police Officers	Marchelletta, Mark	7839	2014-01-06	1990-07-31	Police Officer -after 11/02/11	6.5	6,500.00
9 - Police Officers	Marx, Aaron J	6989	2008-02-25	1984-10-16	Police Officer II	12.3	12,300.00
9 - Police Officers	Marx, Jenna M	7419	2011-12-05	1988-12-08	Police Officer-after 11/02/11	8.6	8,600.00
9 - Police Officers	Mencotti, Nicholas C	8576	2017-08-21	1994-04-17	Police Officer II-after 11/02/11	2.9	2,900.00
9 - Police Officers	Michels, Dominic A	8232	2016-04-11	1997-02-28	Police Officer II-after 11/02/11	4.2	4,200.00
9 - Police Officers	Mitchell, McKailey	8510	2017-05-15	1995-09-21	Police Officer II-after 11/02/11	3.1	3,100.00
9 - Police Officers	Mizzi, Kayla	8335	2016-07-18	1996-04-06	Police Officer II-after 11/02/11	4.0	4,000.00
9 - Police Officers	Munoz, Michael	8161	2015-09-21	1993-02-04	Police Officer II-after 11/02/11	4.8	4,800.00
9 - Police Officers	Munro, Nicholas J	8704	2018-05-14	1997-01-08	Police Officer II-after 11/02/11	2.1	2,100.00
9 - Police Officers	Nash, Graham	7946	2014-07-14	1990-01-21	Police Officer II-after 11/02/11	6.0	6,000.00
9 - Police Officers	Nouhan, Hannah	8619	2017-11-13	1998-10-05	Police Officer II-after 11/02/11	2.6	2,600.00
9 - Police Officers	O'Malley, Carlin G	8705	2018-05-14	1994-12-20	Police Officer II-after 11/02/11	2.1	2,100.00
9 - Police Officers	Petrul, Matthew V	7424	2011-12-05	1990-01-22	Police Officer after 11/02/11	8.6	8,600.00
9 - Police Officers	Ronk, Robert A	8430	2017-01-09	1987-07-04	Police Officer II-after 11/02/11	3.5	3,500.00
9 - Police Officers	Roy, Kody	7992	2018-12-10	1995-11-03	Police Officer II-after 11/02/11	1.6	1,600.00
9 - Police Officers	Ruber, Aaron	6899	2007-07-09	1981-07-10	Senior Police Officer	13.0	13,000.00
9 - Police Officers	Savage, Garet	8881	2019-10-29	1998-07-05	Police Officer II-after 11/02/11	0.7	700.00
9 - Police Officers	Schniers, Jason D	6990	2008-02-25	1976-10-18	Senior Police Officer	12.3	12,300.00
9 - Police Officers	Schramm, Andrew	7842	2014-01-06	1992-04-23	Police Officer II-after 11/02/11	6.5	6,500.00
9 - Police Officers	Schroeder, Nicholas	6773	2007-01-08	1979-01-24	Senior Police Officer	13.5	13,500.00
9 - Police Officers	Schryer, Thomas	7555	2012-12-17	1988-04-16	Police Officer aft 11/02/11	7.5	7,500.00
9 - Police Officers	Scott, Joseph R	8233	2016-04-11	1994-06-25	Police Officer II-after 11/02/11	4.2	4,200.00
9 - Police Officers	Shenkaruk, John W	7577	2013-03-11	1992-04-09	Police Officer II-after 11/02/11	7.3	7,300.00
9 - Police Officers	Smith, Mark A	8023	2015-01-26	1988-10-28	Police Officer aft. 11/02/11	5.4	5,400.00
9 - Police Officers	Solimanto, Joseph	7877	2014-04-07	1993-03-14	Police Officer aft 11/02/11	6.2	6,200.00
9 - Police Officers	Stromberg, Adam C	8574	2017-08-21	1992-03-06	Police Officer II-after 11/02/11	2.9	2,900.00
9 - Police Officers	Sullivan, Daniel	7441	2012-03-05	1984-06-20	Police Officer-after 11/02/11	8.3	8,300.00
9 - Police Officers	Tamer, Sam	7993	2014-11-10	1995-01-05	Police Officer II-after 11/02/11	5.6	5,600.00
9 - Police Officers	Thomas II, Kenneth	8025	2015-01-26	1990-04-18	Police Officer II-after 11/02/11	5.4	5,400.00
9 - Police Officers	Tubbs, Andrew J	5790	2001-10-22	1969-12-29	Senior Police Officer	18.7	18,700.00
9 - Police Officers	Uzoni, Bryan	7878	2014-04-07	1991-11-24	Police Officer-after 11/02/11	6.2	6,200.00
9 - Police Officers	Vines, Tyler	7505	2012-06-25	1991-02-24	Police Officer -after 11/02/11	8.0	8,000.00
9 - Police Officers	Voight, Derek J	8234	2016-04-11	1994-05-26	Police Officer II-after 11/02/11	4.2	4,200.00
9 - Police Officers	Williams, Colin	7947	2014-07-14	1987-12-18	Police Officer II-after 11/02/11	6.0	6,000.00
9 - Police Officers	Yon, Jr, Gregory D	8575	2017-08-21	1994-03-25	Police Officer II-after 11/02/11	2.9	2,900.00
9 - Police Officers	Zelinski, Anthony	7506	2012-06-25	1990-08-06	Police Officer aft 11/02/11	8.0	8,000.00
9 - Police Officers Total *							
Grand Total *							

Eligible Employees	76	Total years of service	502.3	497,100.00
		Amount per year of service	1,000.00	
		Rounded	1,000.00	



REPORT TO THE LIVONIA CITY COUNCIL

Council Office
January 7, 2021

MEETING DATE

January 13, 2021

PREPARED BY

Sara Kasprowicz, Office
Administrator, Council Office

AGENDA ITEM

REQUEST TO APPROVE THE RENEWAL OF A JOINT DECLARATION AND RESOLUTION PERMITTING TEMPORARY OUTDOOR DINING AREAS DURING THE COVID-19 EMERGENCY: City Council, President, Kathleen McIntyre, and Mayor Maureen Miller Brosnan, re: to allow for the approval of temporary outdoor dining areas in connection with existing full and limited-service restaurants in the City of Livonia.

BACKGROUND

RECOMMENDATION

To approve the renewal of the previously approved declaration to allow for the approval of temporary outdoor dining areas in connection with existing full and limited service restaurants in the City of Livonia.

FISCAL CONSIDERATION

ATTACHMENTS

1. JOINT DECLARATION AND RESOLUTION PERMITTING TEMPORARY OUTDOOR DINING AREAS DURING THE COVID - Clean
2. R052720 Declaration and Resolution Permitting Temp Outdoor Dining (MAYOR and CITY COUNCIL)

APPROVED BY

**JOINT DECLARATION AND RESOLUTION PERMITTING TEMPORARY OUTDOOR
DINING AREAS DURING THE COVID-19 EMERGENCY**

CITY OF LIVONIA

County of Wayne, State of Michigan

At the Regular Meeting of the City Council of the City of Livonia, County of Wayne, State of Michigan, held on the th day of January 2021, at 7:00 o'clock p.m., Eastern Time.

PRESENT:

ABSENT:

The following preamble and resolution were offered by _____ and supported by _____.

WHEREAS, the novel coronavirus (COVID-19) is a respiratory disease that can result in serious illness or death and can be spread from person to person. On March 10, 2020 Governor Gretchen Whitmer declared a state of emergency across the State of Michigan under Section 1 of Article 5 of the Michigan Constitution of 1963, the Emergency Management Act, 1976 PA 390, as amended, MCL 30.401 et seq., and the Emergency Powers of the Governor Act of 1945, 1945PA 302, as amended, MCL 10.31 et seq. as a result of the dangers associated with COVID-19. Further, pursuant to MCL 333.2221 and MCL 333.226(d), the Director of the Michigan Department of Health and Human Services (MDHHS) has subsequently promulgated rules designed to safeguard public health and prevent the spread of the disease and the existence of sources of contamination.

WHEREAS, the Mayor and the City Council recognize the emergency pursuant to MCL 30.410 and the threat that it poses to the local economy in general and the dining and hospitality industry in particular.

WHEREAS, pursuant to various Executive Orders issued by the Governor and and orders of the Director of the Michigan Department of Health and Human Services (collectively, "Executive Orders"), dine-in restaurants were ordered to be closed for dine-in business and/or ordered to significantly reduce dine-in seating. These orders that were designed to prevent the spread of COVID-19 have put an enormous strain on local restaurants, their employees, and the public.

THEREFORE BE IT RESOLVED, that to assist local restaurants, the City of Livonia, through the Mayor and City Council, any existing full or limited service restaurant with indoor dining that exceeds twelve (12) customer seats is allowed under this Joint Declaration and Resolution to submit a request to the City of Livonia Department of Inspection to temporarily add or expand an existing outdoor dining area. The Director of the Department of Inspection (Director) or any of his duly authorized assistants, together with the City of Livonia Planning Department and Department of Public Safety, shall review an application for a temporary outdoor dining area to ensure compliance with the following items and with any other applicable code or measure deemed necessary to ensure the health, safety and welfare of the public, including patrons and employees and the community as a whole. An application shall be accompanied with plans and drawings with information and details as specified below including the appropriate review and

inspection fees. Upon review of an application, the Director of the Department of Inspection shall determine whether to issue the required building, mechanical and occupancy permits for a temporary outdoor dining area. Authorization of a temporary outdoor dining area under this Resolution, with or without an allowance for the sale of alcoholic beverages for consumption on the premises as may be approved by the Michigan Liquor Control Commission (MLCC), shall temporarily waive the requirements for such use or uses as provided for under the City of Livonia Zoning Ordinance No. 543, as amended, and any and all permits granted under this Resolution shall continue so long as an active Executive Order imposes seating and distancing limitations on these establishments.

The following standards for a temporary outdoor dining area shall apply and the application for such use shall include the following information:

- 1) The location and size of the proposed temporary outdoor dining area in relation to parking and traffic circulation, both on and off the premises, and to streets giving access to it. The layout shall be such that traffic to and from the use, and the assembly of persons in connection therewith, will not be hazardous or inconvenient nor unduly conflict with normal traffic flow. In applying this standard, the Director shall consider, among other things, convenient routes for pedestrian traffic, the relationship of the proposed temporary outdoor dining area to main traffic thoroughfares, vehicular turning movements, and the location and access of off-street parking.
- 2) The location and size of the proposed temporary outdoor dining area in relation to existing buildings, structures, or other features located on or off the premises, including paths of ingress and egress to such areas. That the capacity for outdoor dining shall not exceed one-half ($\frac{1}{2}$) of the allowable indoor seating pursuant to Executive Order.
- 3) Provisions for adequate lighting, ventilation, electrical current, and fire safety/suppression.
- 4) Provisions for adequate off-street parking.
- 5) The arrangement, location and spacing of the outdoor seating taking into consideration proper social distancing requirements.
- 6) The location of any temporary hostess stands, waitstaff stands, restrooms, and consumer gathering areas taking into consideration proper social distancing requirements.
- 7) The limits of an outdoor dining area shall be properly delineated using either a temporary structure (i.e., open-sided tent and/or canopy), or by other means such as temporary bollards, fencing, landscaping, etc.
- 8) Where a liquor license issued by the MLCC allows for the consumption of alcohol on the premises, the temporary outdoor dining area shall be fully enclosed with

temporary fencing as approved by the Director and shall be properly secured and equipped with gates or other approved openings to allow for emergency egress.

- 9) The consumption of all food and alcohol shall be restricted to within the building and the approved limits of the temporary outdoor dining patio.
- 10) The plans shall include adequate provisions for the collection and containment of all refuse.
- 11) Outdoor sound or video equipment, including televisions, live music, or entertainment, shall be prohibited in connection with a temporary outdoor dining area allowed under this Joint Declaration and Resolution.
- 12) All temporary outdoor dining areas allowed under this Joint Declaration and Resolution shall promptly close no later than 10:00 p.m. and shall remain closed for business until no earlier than 8:00 a.m. the following morning. This Joint Declaration and Resolution does not waive the City of Livonia noise ordinance.
- 13) Stormwater and natural drainage flow shall not be impeded.
- 14) Smoking in any part of an approved temporary outdoor dining area is strictly prohibited.

BE IT FURTHER RESOLVED, that temporary permits pursuant to this Joint Declaration and Resolution confer no vested rights or conforming use status and are revocable immediately upon the detection of any violation of law or MLCC regulation in connection with operations pursuant to this resolution. Any investments made in pursuit of operations pursuant to this resolution are made purely at the investor's risk. This Joint Declaration and Resolution shall continue so long as an active Executive Order of the Governor or the Director of the Department of Health and Human Services imposes seating and distancing limitations on these establishments.

AYES:

NAYS:

RESOLUTION DECLARED ADOPTED.

Maureen Miller Brosnan, Mayor

I HEREBY CERTIFY that the attached is a true and complete copy of a resolution adopted by the Mayor and City Council of the City of Livonia, County of Wayne, State of Michigan, at a regular meeting held on 2021.

Susan M. Nash, Livonia City Clerk

On a motion by Toy, supported by Donovic, and unanimously adopted, it was:

#154-20
JOINT DECLARATION AND RESOLUTION PERMITTING TEMPORARY
OUTDOOR DINING AREAS DURING THE COVID-19 EMERGENCY
CITY OF LIVONIA
County of Wayne, State of Michigan

MAYOR and CITY
COUNCIL

Declaration and
resolution permitting
temporary outdoor
dining areas during
COVID-19 Emergency
in the City of Livonia
until no later than
October 31, 2020.

WHEREAS, the novel coronavirus (COVID-19) is a respiratory disease that can result in serious illness or death and can be spread from person to person. On March 10, 2020 Governor Gretchen Whitmer declared a state of emergency across the State of Michigan under Section 1 of Article 5 of the Michigan Constitution of 1963, the Emergency Management Act, 1976 PA 390, as amended, MCL 30.401 et seq., and the Emergency Powers of the Governor Act of 1945, 1945PA 302, as amended, MCL 10.31 et seq. as a result of the dangers associated with COVID-19. Further, the Governor has continued a State of Emergency under Section 1 of Article 5 of the Michigan Constitution of 1963 and the Emergency Powers of the Governor Act of 1945, 1945PA 302, as amended, MCL 10.31 et seq.

WHEREAS, the Mayor and the City Council recognize the emergency pursuant to MCL 30.410 and the threat that it poses to the local economy in general and the dining and hospitality industry in particular.

WHEREAS, pursuant to various Executive Orders issued by the Governor, dine-in restaurants were ordered to be closed for dine-in business. These orders that were designed to prevent the spread of COVID-19 have put an enormous strain on local restaurants, their employees, and the public.

THEREFORE BE IT RESOLVED, that to assist local restaurants, the City of Livonia, through the Mayor and City Council, upon an amendment to the Governor's Executive Orders allowing the resumption of dine-in restaurants, any existing full or limited service restaurant with indoor dining that exceeds twelve (12) customer seats is allowed under this resolution to submit a request to the City of Livonia Department of Inspection to temporarily add or expand an existing outdoor dining area. The Director of the Department of Inspection (Director) or any of his duly authorized assistants, together with the City of Livonia Planning Department and Department of Public Safety, shall review an application

for a temporary outdoor dining area to ensure compliance with the following items and with any other applicable code or measure deemed necessary to ensure the health, safety and welfare of the public, including patrons and employees and the community as a whole. An application shall be accompanied with plans and drawings with information and details as specified below including the appropriate review and inspection fees. Upon review of an application, the Director of the Department of Inspection shall determine whether to issue the required building, mechanical and occupancy permits for a temporary outdoor dining area. Authorization of a temporary outdoor dining area under this Resolution, with or without an allowance for the sale of alcoholic beverages for consumption on the premises as may be approved by the Michigan Liquor Control Commission (MLCC), shall temporarily waive the requirements for such use or uses as provided for under the City of Livonia Zoning Ordinance No. 543, as amended, and any and all permits granted under this Resolution shall continue so long as an active Executive Order of the Governor imposes seating and distancing limitations on these establishments, but will automatically terminate no later than October 31, 2020.

The following standards for a temporary outdoor dining area shall apply and the application for such use shall include the following information:

- 1) The location and size of the proposed temporary outdoor dining area in relation to parking and traffic circulation, both on and off the premises, and to streets giving access to it. The layout shall be such that traffic to and from the use, and the assembly of persons in connection therewith, will not be hazardous or inconvenient nor unduly conflict with normal traffic flow. In applying this standard, the Director shall consider, among other things, convenient routes for pedestrian traffic, the relationship of the proposed temporary outdoor dining area to main traffic thoroughfares, vehicular turning movements, and the location and access of off-street parking.
- 2) The location and size of the proposed temporary outdoor dining area in relation to existing buildings, structures, or other features located on or off the premises, including paths of ingress and egress to such areas. That the capacity for the outdoor dining shall not exceed one-half ($\frac{1}{2}$) of the allowable indoor seating pursuant to Executive Order.
- 3) Provisions for adequate lighting.
- 4) Provisions for adequate off-street parking.

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- 5) The arrangement, location and spacing of the outdoor seating taking into consideration proper social distancing requirements.
- 6) The location of any temporary hostess stands, waitstaff stands, restrooms, and consumer gathering areas taking into consideration proper social distancing requirements.
- 7) The limits of an outdoor dining area shall be properly delineated using either a temporary structure (i.e., open-sided tent and/or canopy), or by other means such as temporary bollards, fencing, landscaping, etc.
- 8) Where a liquor license issued by the MLCC allows for the consumption of alcohol on the premises, the temporary outdoor dining area shall be fully enclosed with temporary fencing as approved by the Director and shall be properly secured and equipped with gates or other approved openings to allow for emergency egress.
- 9) The consumption of all food and alcohol shall be restricted to within the building and the approved limits of the temporary outdoor dining patio.
- 10) The plans shall include adequate provisions for the collection and containment of all refuse.
- 11) Outdoor sound or video equipment, including televisions, live music, or entertainment, shall be prohibited in connection with a temporary outdoor dining area allowed under this Resolution.
- 12) All temporary outdoor dining areas allowed under this Resolution shall promptly close no later than 10:00 p.m. and shall remain closed for business until no earlier than 8:00 a.m. the following morning. That this resolution does not waive the City of Livonia noise ordinance.
- 13) Stormwater and natural drainage flow shall not be impeded.
- 14) Smoking in any part of an approved temporary outdoor dining area is strictly prohibited.

BE IT FURTHER RESOLVED, that temporary permits pursuant to this Resolution confer no vested rights or conforming use status and are revocable immediately upon the detection of any violation of law or MLCC regulation in connection with operations pursuant to this Resolution. Any investments made in pursuit of operations pursuant to this Resolution are made purely at the investor's risk. Any person or entity seeking to operate

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a temporary outdoor dining area pursuant to this Resolution shall sign an agreement to abide by the foregoing terms. This Resolution shall continue so long as an active Executive Order of the Governor imposes seating and distancing limitations on these establishments but will automatically terminate no later than October 31, 2020.

May 27, 2020

X-ITEM AGENDA ITEMS (Regular Meeting of May 27, 2020)

Motion by: Toy

Seconded by: Donovic

ROLL CALL:

Ayes: Jolly, Toy, Bahr, White, McCullough, Donovic, McIntyre

Nays: None

Absent: None

JOINT DECLARATION AND RESOLUTION PERMITTING TEMPORARY OUTDOOR DINING AREAS DURING THE COVID-19 EMERGENCY

CITY OF LIVONIA County of Wayne, State of Michigan

At the Regular Meeting of the City Council of the City of Livonia, County of Wayne, State of Michigan, held on the 27th day of May 2020, at 7:00 o'clock p.m., Eastern Time.

PRESENT:

ABSENT:

The following preamble and resolution were offered by _____ and supported by _____.

WHEREAS, the novel coronavirus (COVID-19) is a respiratory disease that can result in serious illness or death and can be spread from person to person. On March 10, 2020 Governor Gretchen Whitmer declared a state of emergency across the State of Michigan under Section 1 of Article 5 of the Michigan Constitution of 1963, the Emergency Management Act, 1976 PA 390, as amended, MCL 30.401 et seq., and the Emergency Powers of the Governor Act of 1945, 1945PA 302, as amended, MCL 10.31 et seq. as a result of the dangers associated with COVID-19. Further, the Governor has continued a State of Emergency under Section 1 of Article 5 of the Michigan Constitution of 1963 and the Emergency Powers of the Governor Act of 1945, 1945PA 302, as amended, MCL 10.31 et seq.

WHEREAS, the Mayor and the City Council recognize the emergency pursuant to MCL 30.410 and the threat that it poses to the local economy in general and the dining and hospitality industry in particular.

WHEREAS, pursuant to various Executive Orders issued by the Governor, dine-in restaurants were ordered to be closed for dine-in business. These orders that were designed to prevent the spread of COVID-19 have put an enormous strain on local restaurants, their employees, and the public.

THEREFORE BE IT RESOLVED, that to assist local restaurants, the City of Livonia, through the Mayor and City Council, upon an amendment to the Governor's Executive Orders allowing the resumption of dine-in restaurants, any existing full or limited service restaurant with indoor dining that exceeds twelve (12) customer seats is allowed under this resolution to submit a request to the City of Livonia Department of Inspection to temporarily add or expand an existing outdoor dining area. The Director of the Department of Inspection (Director) or any of his duly authorized assistants, together with the City of Livonia Planning Department and Department of Public Safety, shall review an application for a temporary outdoor dining area to ensure compliance with the following items and with any other applicable code or measure deemed necessary to ensure the health, safety and welfare of the public, including patrons and employees and the community as a whole. An application shall be accompanied with plans and drawings with information and details as specified below including the appropriate review and inspection fees. Upon review of an application, the Director of the Department of Inspection shall determine whether to issue the required building, mechanical and occupancy permits for a temporary outdoor dining area. Authorization of a temporary outdoor dining area under this Resolution, with or without an allowance for the sale of alcoholic beverages for consumption on the premises as may be approved by the Michigan Liquor Control Commission (MLCC), shall temporarily waive the requirements for such use or uses as provided for under the City of Livonia Zoning Ordinance No. 543, as amended, and any and all permits granted under this Resolution shall continue so long as an active Executive Order of the Governor imposes seating and distancing limitations on these establishments, but will automatically terminate no later than October 31, 2020.

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- 2) The location and size of the proposed temporary outdoor dining area in relation to existing buildings, structures, or other features located on or off the premises, including paths of ingress and egress to such areas. That the capacity for the outdoor dining shall not exceed one-half (½) of the allowable indoor seating pursuant to Executive Order.
- 3) Provisions for adequate lighting.
- 4) Provisions for adequate off-street parking.
- 5) The arrangement, location and spacing of the outdoor seating taking into consideration proper social distancing requirements.
- 6) The location of any temporary hostess stands, waitstaff stands, restrooms, and consumer gathering areas taking into consideration proper social distancing requirements.
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AYES:

NAYS:

RESOLUTION DECLARED ADOPTED.

Maureen Miller Brosnan, Mayor

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Susan M. Nash, Livonia City Clerk